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NEW URBANISM AS AN URBAN DESIGN FRAMEWORK: A CRITICAL ANALYSIS

By

Nicholas R. Bell

A thesis
submitted in partial fulfillment
of the requirements for the
Master of Science Degree
State University of New York
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Department of Landscape Architecture

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Dedication

To Mary Ann Giglio
A neighbor, a friend, and a mentor.

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List of Terms and Acronyms

- GSF. Gross square feet. Describes the total square footage of a building.
- NSF. Net square feet. Describes the usable square footage of a building.
- RFP. Request for proposal. A document used to solicit a proposal.

The ideas and opinions expressed in this publication are those of the author and should not be interpreted as those of the State University of New York College of Environmental Science and Forestry.

Abstract

N. R. Bell. *New Urbanism as an Urban Design Framework: A Critical Analysis*. 131 pages, 1 table, 102 figures, 2018. This document uses the MLA style guide.

Certain policies and practices have led to the creation of sprawl in American cities. The New Urbanist design framework was created to address the consequences of sprawl and deteriorating cities. This study tests the applicability of the New Urbanist framework as a redevelopment tool in an existing community and describes how the framework interacts with the design process. The investigation uses the New Urbanist principles in the design of Downtown East, a proposed neighborhood in Syracuse, NY. The study reveals that the scale of Downtown East and other factors prevent the breadth of the New Urbanist framework from being fully addressed. However, this limitation does not prevent New Urbanism from contributing to the creation of good community. Also revealed is the importance for the designer to understand and adapt the New Urbanist principles in a conceptual manner rather than adhering to the formulaic nature of the principles.

Key words: New Urbanism, urban design, city planning, landscape architecture, traditional neighborhood design, urban highways, urban freeway removal, design process, walkable neighborhoods, Downtown Syracuse, sprawl, urban revitalization, urban infill, smart growth, good community.

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Chapter 1: Introduction

American cities which were once the powerhouse of American manufacturing and the center of economic and social vibrancy, have been in decline since the end of World War II. By the late 20th century, American cities were reduced to decaying shells. This dramatic change was brought on by a confluence of urban design and policy decisions. During the middle of the 20th century the application of single use zoning, the construction of a national highway system, the implementation of discriminatory federal housing incentives, and the population boom following World War II combined to create a mass movement of people and vitality from American cities to the urban fringe (Hall, 347-353). This mass relocation created both a development pattern known as sprawl and contributed to urban decline.

The problems created by sprawl are centered on the development pattern's segregation of land uses and the unrestricted automobile travel between uses. This created financially unsustainable developments on the urban fringe that consume vast quantities of land while contributing to traffic issues, social inequity and isolation (Duany et al., 4). The reduction of population caused dramatic decay and blight within the city. (Duany et al., 153-154). In response, the Federal Government initiated the Urban Renewal program to revitalize urban areas. The Urban Renewal program did not reinvigorate cities as the government had anticipated. The program demolished many working class neighborhoods and constructed what became dangerous and impoverished housing developments (Hall, 276-290). The decline of American cities has drastic implications as cities gain importance on a global scale. Richard Florida, author of *The New Urban Crisis*, states "For all the challenges and tensions they generate, cities are still the most powerful economic engines the world has ever seen" (10). Florida explains that the success of cities arises from their density. He states that the "clustering of industry, economic activity, and talented and ambitious people" drives innovation and growth (8). Florida continues to quantify this notion by stating that the fifty largest metros worldwide contain seven percent of the world's population but contribute 40 percent of the world's economic activity (8).

In the early 1990's, a group of American architects and planners responded to the spread of suburban sprawl and the destruction in American cities by creating a non-profit organization to advocate for reform. The group created The Congress for the New Urbanism and began developing a set of principles. New Urbanism is particularly comprehensive and has created both an evolving urban framework and a great deal of built work. The movement's urban framework has been organized as a Charter with 27 principles and published under the title *Charter of the New Urbanism* (Congress for the New Urbanism [CNU], 1st ed. 1999; 2nd ed. 2013). The principles recommend solutions to sprawl and declining cities through a web of multi-disciplinary solutions that can operate at all scales. New Urbanist practitioners have embedded the principles into large portfolios of built work. However, the New Urbanist principles may not be fully represented within New Urbanist built work. This finding is suggested by Leon Krier, in the postscript of the *Charter of the New Urbanism*. Krier is considered one of the theoretical fathers of New Urbanism and proclaims that

"The validity of New Urbanist theory should be amassed separately from its practical applications. The latter are largely dependant on commissions from the private sector. Locations, briefs, densities, and realizations are mostly predetermined by clients' business plans and existing zoning ordinances, and compromised by unprepared and hostile professional, legislative, and bureaucratic environments. The core value of the New Urbanism movement lies, then, not in its many fragmentary realizations but in its broad environmental vision and ambitions" (261).

Krier acknowledges the importance of a New Urbanist framework to serve as a guide for built work. He also acknowledges that built work is influenced by many factors and may not always exactly reflect the New Urbanist principles as they were conceived in the Charter. As Krier alludes, the external factors that must accompany development could erode the implementation of the New Urbanist principles. However, in the opinion of this author, the idyllic New Urbanist solutions that empower it as a movement and drive its evolution depend on the synergy of *all* of the New Urbanist principles. Therefore, as principles are compromised during development, projects built under the banner of New Urbanism may no longer reflect the qualities of good community embodied in the New Urbanist movement. This illustrates the potential danger of only subscribing to the New Urbanist framework without first investigating the outcome of built work generated by the framework. It is important to investigate the difference between a pure New Urbanist framework as it is described by the principles and an altered framework that emerges after the principles have been eroded by the factors of development. This study explores the relationship between New Urbanist principles and New Urbanist built work by answering the following question:

1. Does an urban design project which is influenced by the New Urbanist framework result in good community as defined by the New Urbanist principles?

New Urbanist principles will be used to guide the redesign of the eastern portion of Downtown Syracuse, NY (renamed Downtown East in this study) as a way to answer this question. This application will subject the New Urbanist principles to the realities of site and the requirements of a request for proposal (RFP). An evaluation of the resulting design will reveal which New Urbanist principles, or portions of principles have been successfully implemented. Through the consideration of the remaining principles, the investigation will also discuss the extent to which good community is achieved.

To create the design of Downtown East the author must utilize a design process as it is a necessary component of all designs. The design process involves the rigorous application of information and the iterative testing and retesting of ideas that when combined generate design solutions. Therefore, any New Urbanist inspired design will involve both the design process and the New Urbanist framework. The interaction of these two variables will be a critical component in the design of New Urbanist built work. The design of Downtown East is well positioned to examine the interaction between New Urbanism and the design process because the design of Downtown East is influenced by the New Urbanist framework. This study explores the interactions by answering the following question:

2. What is the relationship between the New Urbanist design framework and the design process?

To answer this question, this study will take a critical look at how and when the New Urbanist framework interacted with the design process during the design of Downtown East.

The significance of this study is linked to the discussions surrounding the two research questions. By discussing the first question, this study seeks to acknowledge that New Urbanist built work may not be an exact reflection of the New Urbanist framework. Recognizing this may encourage consumers to take necessary caution when considering the New Urbanist framework. The New Urbanist publications that are used to proffer the New Urbanist framework may not be able to accurately predict the outcome of any particular project. This reveals how essential it is for consumers and New Urbanists to examine the successes and failures of New Urbanist built work.

The evaluation of the successes and failures of built work is critical to the evolution of the New Urbanist framework. By not taking into account the successes and failures of past projects the New Urbanist framework risks becoming disconnected from the realities of both the population it serves and the built realm it manipulates. This could eventually lead to a misalignment between the New Urbanist principles and the realities on the ground if the principles are not adapted to an evolving society.

The discussion surrounding question two reveals an additional significance of the study. The study contributes to a conversation regarding design process as the mechanism used to apply the New Urbanist framework. The relationship between the two has the potential to influence the applicability of the New Urbanist framework and therefore the New Urbanist built work. For instance, if the framework is too restrictive it may limit the creative energy present during the design process. On the other hand, if the framework is too ambiguous a design might fall short of New Urbanist goals. Either scenario has negative implications as complete synergy of all New Urbanist principles is necessary to achieve New Urbanist goals. Finally, implications exist for the New Urbanist designer who must remain loyal to the New Urbanist framework, stay true to his own design philosophy, and create the best solution for the specific project.

Chapter 2: Literature Review

Urban Design Theory and the Creation of Sprawl

Since the mid 20th century, American development policies and practices have resulted in the decay of cities and the creation of sprawl. However, the seeds for these practices were sown over a century before in response to pressing urban problems (Hall, 15-19; Jacobs, 17-19). The practices we now see as damaging were originally viewed as a way to safeguard the well being of citizens.

At the turn of the 19th century, London, New York and other large cities were suffering from the harmful effects of industrialization. Pollution, slums, and unsanitary living conditions plagued the city residents, especially the poor (Hall, 13-24). In response to this blight, the English reformer Ebenezer Howard set forth to create a better city. His creation, the Garden

City, offered popular solutions to many of the problems of that time (Jacobs, 18). Howard's plan was to create small self-sufficient towns outside of London where residents could be provided with a connection to the "cleaner" qualities that natural settings provided (Hall, 97-98; Jacobs, 17). Howard's hope was to create an environment where people could live and work outside of the city. Howard viewed the city as an "outright evil" (Jacobs, 17-18).

Garden Cities sought to arrange each of a city's uses in "relative self-containment" (Jacobs, 18). Commercial and cultural areas occupied the central locations of Garden Cities and were surrounded by exclusive areas for industry, schools, housing and greens (Jacobs, 17). Garden cities were to be surrounded by a belt of agriculture (Jacobs, 17). Only a limited number of Garden Cities have been constructed worldwide (Jacobs, 18). Most of those did not serve the Garden City principles as Howard had envisioned (Hall, 99-115) However, Howard's principles underpinned much of the planning theory that helped to create sprawl through the concepts of separated land uses and low density housing (Jacobs, 18-19). 20th century writer Jane Jacobs refers to Howard's idea of planning as "paternalistic, if not authoritarian" (19). Howard's plans were considered inflexible as he believed planners should anticipate all needs of individuals and prevent any change to the built work after construction (Jacobs, 19). He was uninterested in the more complex elements of urbanism such as responding to the cultural life, political operations or economic arrangements of great cities (Jacobs, 19).

During the time Howard was developing his Garden City principles, another planning movement was beginning in Chicago. The 1893 Columbian Exposition marked the beginning of the City Beautiful movement led by Daniel Burnham (Jacobs, 24). The architectural style and organization of the City Beautiful movement resulted in "City Monumental" (Jacobs, 24). This movement emphasized grand monumental civic gestures for which cultural or public uses were segregated from the remainder of the city (Jacobs, 24-25). The Benjamin Franklin Parkway in Philadelphia (Jacobs, 24), the redesign of the Washington Mall and civic and cultural hubs in many American cities (Hall, 205-206) serve as examples. These arrangements were for the most part unsuccessful in meeting the social purposes of planning because they did not adequately consider housing, health, or schools (Hall, 210).



Figure 1. The terrible living conditions of New York City's poor during the 1800's (Image credit: Miklos).



Figure 2. Daniel Burnham's vision for Randolph Street in Chicago in the City Beautiful style (Image credit: Urbagram).

The ideas of the City Beautiful movement and the Garden City movement shared common threads. Both movements wished to separate land uses and assist the urban poor (Hall, 210; Jacobs, 18). However, Burnham's City Beautiful movement operated within existing cities while Howard's Garden City sought to establish new towns outside of the city.

The ideas generated by Howard's Garden City principles spread to other city planning practitioners and thinkers who developed them into what Peter Hall calls the Regional City (151). Sir Patrick Geddes, a Scottish philosopher and biologist built off of Howard's work by expanding the Garden City principles as a way to organize entire regions rather than a way to avoid housing woes in the city (Hall, 133; Jacobs, 19). The ideas of Geddes and Howard were further developed by a group that created the Regional Planning Association of America and included Benton MacKaye, Lewis Mumford, Clarence Stein, Henry Wright, Charles Harris Whitaker, Stuart Chase, Fredrick Lee Ackerman, Alexander Bing and Catherine Bauer (Hall, 165). Their plan was to thin cities out by spreading their populations into smaller separated cities (Hall, 165-167; Jacobs, 20). Their instrument for dispersal was the automobile, a technology still seen as benign in the 1920's (Hall, 167-168). This group saw successful communities as separate entities, not satellite towns (Hall, 168). They felt as though these new dispersed communities should be self-contained and resistant to future change, a theory that evolved from their denouncement of the city (Jacobs, 20-21). Most of their accomplishments were on the level of policy and legislation that affected the financing of housing (Jacobs, 20).

Henry Wright and Clarence Stein did have at least one major accomplishment by way of physical planning. The pair planned Radburn NJ, a modification of Howard's Garden City (Hall, 139; Jacobs, 18; Watson et al., 2.7-1). The planning of Radburn contributed the textures we now see in suburban sprawl. For instance, superblocks, single use roads, car and pedestrian separation, interior facing homes, and park-like neighborhood backbones are elements utilized by the Radburn Plan (Stein qtd. in Watson, 2.7-1-2.7-2). Iterations of these textures can be seen today in the design of suburban housing tracts and the hierarchical street organizations that connect them. The "Radburn idea" became the groundwork for many future American developments including federal communities of the 1960's and 1970's, green-belt towns and California master-planned communities (Hall, 139).

The poor living conditions of European cities also troubled Swiss architect Le Corbusier. Much like Ebenezer Howard and Daniel Burnham, he had a desire to mend the broken city (Hall, 238-241). Corbusier's solution, known as the Radiant City, involved creating density while



Figure 3. The plan for Radburn, NJ by Clarence Stein and Henry Wright. Radburn greatly influenced the layout of housing tracts in suburban sprawl settings. (Image credit: Pinterest)

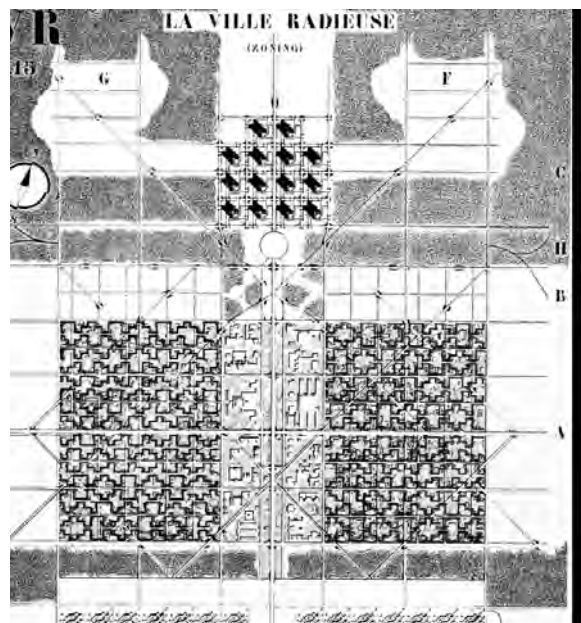
preserving open space (Hall, 241; Jacobs, 21-22). Corbusier envisioned a city of towers and motorways set within a grand park (Jacobs, 21). The towers can be likened to taller versions of the grandiose monuments of Burnham's City Beautiful movement (Jacobs, 24). Land uses in the Radiant City were separated much like they were in Howard's Garden Cities. Structures for residential, commercial, industrial, civic, warehouse, and educational uses were in their own dedicated sections of the city (Hall, 242). The streets of the Radiant City were elevated highways proposed as a way to open up the ground plane as one continuous park (Jacobs, 21). The park Corbusier envisioned comprised up to 95% of the horizontal plane (Hall, 243; Jacobs 22). However, the park texture articulated in the Radiant City was little more than flat, monotonous turf grass (Jacobs, 22). Corbusier's Radiant City made the principles of the Garden City attainable at high densities (Jacobs, 23)

Corbusier's plan was not well received at its conception (Hall, 241). However, its principles were used extensively 30 years later (Hall, 242). The complete integration of the automobile was a cutting edge and persuasive concept in the 1920's and 1930's and was a popular component of the Radiant City (Jacobs, 23). People also appreciated the simplicity of Corbusier's work. His concepts were easy to understand and made the Radiant City idea attractive to many different groups of people. (Jacobs, 23). Le Corbusier can be credited with the creation of a number of planning principles that have proven damaging to today's built environment. For instance, Corbusier's plans oriented the automobile as a priority and created dedicated streets to promote speedy travel (Jacobs, 23). Pedestrians were kept in the parks and off the streets (Jacobs, 23). The Radiant City put the automobile in a primary position in mainstream design thinking.

Corbusier also conceptualized a city completely segregated by class (Hall, 244).



Figure 4. The cruciform shaped residential towers of Le Corbusier's Radiant City (Image credit: Harrison).



Zoning of the Radiant City.
Study presented at the Brussels congress
of CIAM, 1930.

- A. Housing
- B. Hotels and embassies
- C. Business center
- D. Factories and warehouses
- E. Heavy industry
- F. and G. Satellite towns (e.g. seat of government, center of social studies, etc.)

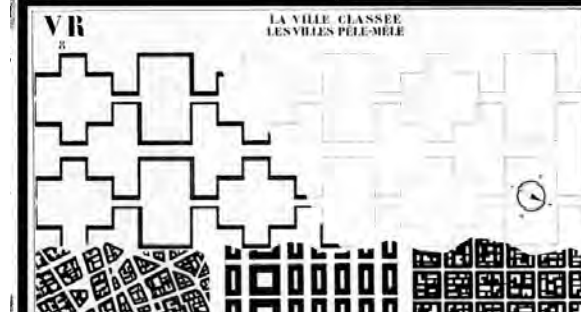
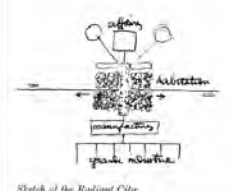


Figure 5. The plan for The Radiant City by Le Corbusier. The plan illustrates the cities segregation of land uses (Image credit: Amundson).

His class segregated towers contributed to the concept of the tower-in-the-park housing typology. This arrangement of often cruciform or “chicken claw” buildings was used extensively in the creation of public and low income housing in many American cities (Hall, 287-288; Jacobs, 23). Although well intentioned, the organization of these structures in large super-blocks resulted in a concentration of poverty and spikes in crime followed by urban decay (Hall, 288). The woes of the Pruitt-Igoe high rise housing project provides an example. Pruitt-Igoe was located outside of St. Louis and had suffered such high levels of deterioration, vacancy, and poverty that it was demolished 17 years after it was built (Hall, 285). Academics now conclude the project's superblocks and utter disregard for the conditions of the ground plane caused the failure (Hall, 287).



Figure 6. The doomed Pruitt-Igoe redevelopment project outside of St. Louis (Image credit: The Pruitt-Igoe Myth).

The Garden City, City Beautiful, Regional City and Radiant City were popular planning practices throughout the 20th century. As a result, it was through the lens of these practices that planners addressed urban design and planning challenges of the time. For instance, during the mid 1930's a housing shortage and a significant unemployment rate combined to create a dire situation in the United States (Garvin, 196, 405). In response, the federal government enacted the The Home Owners Loan Corporation [HOLC] and the Federal Housing Administration [FHA] (Garvin, 196; Hall, 350; Norquist, 112). These programs had significant control over the housing industry through interest rates and government backed mortgages (Garvin, 196; Hall, 350). In 1938 home buyers could purchase a home with a 10 percent down payment and a mortgage period of 25 to 30 year at 2-3 percent interest. (Hall 350). Furthermore, the FHA regulated the design of homes in an effort to create a nationally recognized standard of quality. Room sizes, structure, materials and property sizes were all regulated (Garvin, 197). At the conclusion of World War II the Veterans Administration guaranteed loan program was created to provide returning servicemen with affordable housing (Garvin, 197). These loan programs greatly increased the number of people who could afford homes (Garvin). However, these programs discouraged the renovation of existing properties as well as new construction within existing cities. As a result the construction of new single family homes almost always occurred outside the cities as a method to safeguard real estate values (Hall, 348; Norquist, 112). These areas are now known as the suburbs. The mortgages that were available to families and veterans typically cost less than renting thereby encouraging the purchase of new suburban homes rather than urban rentals (Duany, et al.,8).

One of the most disturbing actions of the Home Owners Loan Corporation and the Federal Housing Authority was a procedure known as "redlining". In an effort to reduce risk and retain property values, the HOLC and FHA investigated the properties and neighborhoods their borrowers were buying (Rothstein, 64). To streamline the inspection process, HOLC created maps of all major cities that rated neighborhoods as per their risk of default. Maps were shown in four colors: "Best" (green), "Still Desirable" (blue), "Definitely Declining" (yellow), and "Hazardous" (red) (Nelson; Rothstein, 64). The FHA would often only insure a loan for a

property that was in a highly rated neighborhood. Neighborhoods rated "Hazardous" were rarely insured (Rothstein, 64-70). The areas to receive greatest loan insurance often consisted of new construction on the outskirts of the city. The FHA worked with developers to finance entire subdivisions, such as Levittown in Hempstead, NY (Rothstein, 70). Those who were in poorly graded neighborhoods, could not afford to relocate or to upkeep their properties because of the lack of support from the FHA. (Rothstein, 50, 95-99). As properties deteriorated, those with means left poorly graded neighborhoods increasing the concentration of poverty. These neighborhoods quickly descended into slum status (Rothstein, 50). The mortgage insurance legislation put forth by the Federal Government punched a hole through the center of American cities robbing them of vitality while promoting development on the urban fringe.

The most alarming aspect of this program was that the neighborhood boundaries were determined in a large part by the racial composition of the neighborhood (Hall, 350; Rothstein, 64-65). Neighborhoods that received the lowest ratings housed African Americans because the population itself was seen as the reason why the neighborhood was considered a risky investment (Rothstein, 64). This reality was reflected in a cycle of segregation and discrimination in American housing. John Norquist states in his book *The Wealth of Cities* that to the FHA, "creditworthiness is synonymous with whiteness" (113) and it was the official policy of the FHA to deny insurance for non-segregated neighborhoods (113). The action by the Federal Government unjustly legitimized ideas of housing segregation until 1962 when an executive order required loan applicants to commit to nondiscriminatory practices (Norquist, 113). Peter Hall writes that "as late as 1966, it [the FHA] had not insured a single mortgage in Paterson or Camden in New Jersey, two predominantly black cities" despite the new legislation (350).

As African American neighborhoods deteriorated because of Federal housing policy, many whites chose to leave the city altogether (Rothstein, 98-99). This phenomenon became known as "white-flight" (Duany et al., 11; Rothstein, 93-99). To facilitate this mass exodus from the city and the populating of the suburbs, new transportation systems had to be conceived. Thus, the Interstate Highway Act of 1956 funneled federal capital into highway development (Hall, 348). The result was a 41,000 mile long highway system that allowed for the quick

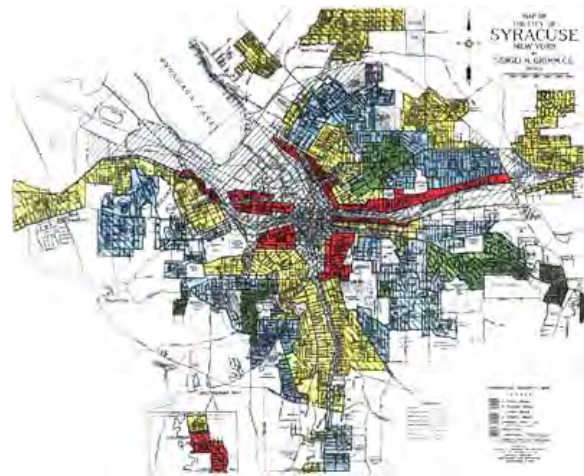


Figure 7. The HOLC mortgage security map for Syracuse, NY. (Image credit: The New York Times).



Figure 8. Levittown, in 1948, shortly after its completion in Hempstead, NY (Image credit: The New York Times).

connection of cities and suburbs (Hall, 348). Although a stated function of the highway system was to support national defense (Hall, 348), the reality was the systems movement of passenger cars between homes in the suburbs and jobs in the cities (Duany et al., 8, 124-127). The daily commute was born as highways and inexpensive land made the suburban fringe the place to live. The combination of these movements and policies created a perfect storm that moved the middle class from the city to the suburbs. Further demise of the cities was eminent.



Figure 9. Stuyvesant Town in New York, NY. Stuyvesant Town displaced 11,000 working class tenants and was an early example of Urban Renewal (Hall, 278). (Image credit: Putzier).

In response to the decay of the urban core and "white flight", planners and lawmakers sought to revitalize cities through Urban Renewal. The Housing Act of 1949 and the amending Act of 1954 allowed federal financing to be used to procure and clear land for redevelopment (Hall, 276; Norquist, 109). Cities had an opportunity to clear unsanitary and unsafe areas known as slums and construct affordable housing (Hall, 276-277). However, something different occurred. Many of the slums chosen for clearance were not slums at all but instead viable African American and Latino neighborhoods comprised of mom and pop establishments and affordable housing for the working class (Hall, 278). These neighborhoods were seen as a blight to the business districts they abutted and were replaced with highways, office towers, and residences for middle income workers (Hall, 276-277). The affordable housing that was promised never materialized (Hall, 277).

In the end the Urban Renewal program destroyed four times as many units as it constructed (Hall, 281). Of the displaced residents, 75 percent relocated often into towers inspired by Le Corbusier's tower-in-the-park housing typology (Hall, 281; Norquist, 109). Of those that relocated, 90 percent moved into substandard housing units with higher rents (Hall, 281). Residents living in new Urban Renewal towers were now saddled with unsustainable rents because, as Peter Hall argues, discrimination was hidden in the finances of the Urban Renewal program (276). The Housing Act of 1949 permitted the federal government to pay for the acquisition and development of land, however maintenance costs needed to be covered by rents (Hall, 276). As a result, poor families were excluded from the affordable housing projects that were built for them (Hall, 276). John Norquist argues that by removing low cost housing and not replacing it, the Urban Renewal program created both homelessness and a "permanent public-housing clientele" (110).

The Physical Appearance of Sprawl

The immediate need for inexpensive housing and the desire to reduce unemployment were dire problems that needed to be solved. Armed with the theories and practices of the Garden City, City Beautiful, Radiant City, and Regional City movements as well as Urban Renewal, planners, designers and builders of the late 1940's and early 1950's went to the drafting boards. The interstate highway system carried city residents to the suburbs. Once there, residents were able to secure lower interest long term mortgages for a new homes through the FHA. This inspired a dramatic uptick in home construction and home ownership during the middle of the 20th century (Garvin, 196). However, the building boom gave way to uncontrollable growth in the suburbs and further decline in the cities. This was the beginning of sprawl.

Sprawl has at its center federal housing policies, zoning laws, new road construction and the population boom following World War II (Hall, 347). Over the course of many decades these elements have allowed sprawl to become the standard method of development in the United States (Duany et al., 4). Andres Duany et al. in *Suburban Nation* outlines five components of sprawl as housing subdivisions, shopping centers, office parks, civic institutions, and roadways (5). The lack of pedestrian/cycling facilities are an additional component of sprawl. Urban Renewal can also be viewed as a response to the rise of the sprawling suburbs.

The Federal Housing Administration and Veterans Administration loan programs incentivized home ownership during the middle of the twentieth century (Duany et al., 7). These programs made housing one of the most significant elements of suburban sprawl (Duany et al., 39). The homes in sprawl settings are typically single family structures sited on large lots (Duany et al., 39). As a prerequisite, almost all sprawl homes have a place to put an automobile as traveling by car is often the only method of mobility (Duany et al., 14, 25, 41, 131). These homes are arranged along monotonous roads into repetitive clusters (Duany et al., 5). The clusters themselves, often called villages or communities by developers, lacked the features necessary

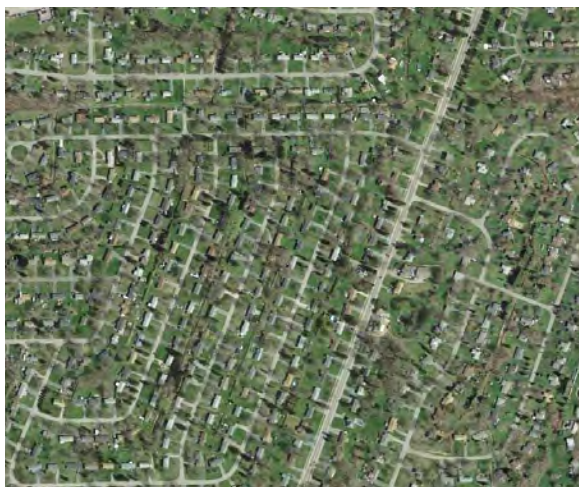


Figure 10. A housing development in Henrietta, NY. This is an example of a typical residential neighborhood in a sprawl setting. Residential is the only land use permitted in these developments due to zoning regulations. Lower building standards lead to repetitive homes that lack architectural significance (Image credit: Google Earth).



Figure 11. The 19th Ward in Rochester, NY. This depicts a traditional residential neighborhood. Single family homes make up majority of the housing stock in the block interiors while apartments and commercial buildings occupy parcels on the busier streets. All buildings possess greater architectural significance (Image credit: Google Earth).

to create quality residential neighborhoods and are separated from other clusters by income (Duany et al., 5, 43). The reality of sprawl housing is that as soon as residents leave their homes they are confronted with "banality and hostility" that makes for a stressful and unpleasant experience (Duany et al., 41).

Traditional residential neighborhoods are in contrast to their sprawl counterparts in many ways. The street pattern of traditional neighborhoods utilizes the grid pattern instead of dead end cul-de-sacs. This greatly reduces traffic on any one road (Duany et al., 22-24). Traditional neighborhoods also developed organically in response to human needs resulting in a greater diversity of housing location, type and price (Duany et al., 25, 46). Additionally, the organization of traditional neighborhoods allows car ownership to remain a choice not a necessity for residents (Duany et al., 25).

In sprawl settings goods and services are available in shopping centers. As with most developments in sprawl settings, local zoning regulations and codes require shopping centers to be separated from residential neighborhoods (Duany et al., 25, 28) . Separating these features requires residents to drive to shopping centers forcing shopping centers to provide parking (Duany et al., 25). Accordingly, the shopping centers, also referred to as strip malls, shopping malls, strip centers and big box retail are organized into single story structures and surrounded by large surface parking lots (Duany et al., 6). Even corner stores, a traditional neighborhood component have fallen victim to sprawl development practices and now include parking between the structure and the street. (Duany et al., 6, 28). This organization allows access to daily goods and services primarily to those who can drive (Duany et al., 115, 123,132).

Shopping in traditional neighborhoods takes on a different aesthetic. In traditional neighborhoods, land uses are not separated and shopping destinations are mixed with residential and other land uses (Duany et al., 15-17, 25). As a result, shopping is located closer to customers homes allowing them to walk instead of drive. This eliminates the need for large scale surface parking lots and prevents parking lots from undermining the coherency of urban neighborhoods.



Figure 12. Big box retail, including the Marketplace Mall in Henrietta, NY. These type of commercial environments are typical in sprawl settings. Most stores are single story, windowless boxes that lack any architectural significance. All buildings are pulled away from the street to accommodate large surface lots. It is clear that these stores are only accessed by automobile (Image credit: Google Earth).



Figure 13. South Avenue in Rochester, NY. This is an example of a commercial area in a traditional neighborhood. Commercial and residential land uses are mixed in traditional neighborhoods allowing residents to walk to shopping destinations. This eliminates the need for excessive surface parking (Image credit: Google Earth).



Figure 14. An office building in Danbury, CT. This is an example of office towers typically seen in sprawl settings. While it attempts to nestle itself among natural features it is actually surrounded by parking lots and highways (Image credit: Google Earth).



Figure 15. The Armory Square neighborhood in Syracuse, NY. This is an example of office space in a traditional neighborhood. It is difficult to distinguish office, retail or residential space because they are mixed, often within the same building. This arrangement allows workers to live close to their places of employment (Image credit: Google Earth).

Office space is yet another land use separated out by sprawl friendly zoning regulations. In sprawl settings, offices take the form of office parks that emulate the tower-in-the-park organization put forth by Le Corbusier (Duany et al., 6). Office parks attempt to place the workplace in a natural setting yet almost always are surrounded by parking lots instead of parks (Duany et al., 6). To make matters worse, office parks are often located near major highways to facilitate easy vehicular accessibility (Duany et al., 6).

In traditional neighborhoods, office space is mixed with commercial, residential and other land uses (Duany et al., 28-30). As a result, the proximity to residential land uses allows employees to walk or use mass transit to get to and from work (Duany et al., 15-16). This eliminates the need for large parking lots (Duany et al., 16-17) while facilitating foot traffic that is vital to the survival of retail shops (Duany et al., 29-31).



Figure 16. The Town Hall in Webster, NY. This is an example of a civic building in a sprawl setting. The building lacks architectural significance and is not located in a prominent location within the town. The building is surrounded by surface parking lots and lacks pedestrian accessibility (Image credit: Halsey).



Figure 17. The Town Hall in Pittsford, NY. This is an example of civic architecture in a traditional setting. This building is given a prominent location on Main St. in Pittsford and has both vehicular and pedestrian accessibility. The building also contains a great deal of architectural detailing (Image credit: Penfield).



Figure 18. The Brockport Central School District in Brockport, NY. This is an example of a sprawling suburban school campus. The schools are numerous and separated from the community preventing many children from walking. The schools are accessed most easily by automobile and bus (Image credit: Google Earth).



Figure 19. The Edward Smith School in Syracuse, NY. This is an example of a neighborhood school embedded in a residential community. The school's proximity to residents and the community's numerous sidewalks make walking to school easier for children (Image credit: Google Earth).

Civic institutions have also been affected by sprawl development trends. Civic buildings such as town halls, municipal office buildings, churches, schools and libraries are a low priority in sprawl settings. As a result, these structures lack architectural significance and dominate locations (Duany et al., 6). They are often built as inexpensively as possible because they lack funding (Duany et al., 6). They are also separated from other land uses requiring them to have parking facilities on site (Duany et al., 6). Schools have been significantly affected by these practices. Walkable neighborhood schools were replaced with sprawling school districts (Duany et al., 6). The increased land for these campuses required them to be sited beyond a walkable distance from residential neighborhoods (Duany et al., 6).

Civic buildings in traditional neighborhoods were treated with greater priority. They often received the best locations in the neighborhood (Duany et al., 17), were architecturally significant and were constructed with the highest quality materials. This helped to instill civic



Figure 20. Route 590 and Monroe Avenue in Brighton, NY. This is an example of a typical street network in a sprawl setting. Residential streets have limited connectivity to collector roads. This causes congestion as motorists attempt to travel from the collector roads to the arterial roads and finally to the highway (Image credit: Google Earth).



Figure 21. The street network in the 19th Ward, Rochester, NY. This is a typical street pattern found in a traditional residential neighborhood. Local residential streets have a great deal of connectivity to arterial, collector and other local roads because of the gridded street pattern. This pattern significantly reduces traffic (Image credit: Google Earth).

pride within the community. Neighborhood schools dotted the city allowing children to walk to school while strengthening community bonds.

Roadways are perhaps one of the most important elements of sprawl as they allow the aforementioned elements to become connected via the automobile (Duany et al., 5, 7). Roads facilitate a symbiotic relationship between sprawl and the car. Both have become dependent on one another (Duany et al., 7). Unfortunately, the arrangement of roads in sprawl settings concentrates traffic into fewer locations creating traffic congestion (Duany et al., 7, 22-24). For instance, almost all sprawl developments limit vehicular access to locations on main roads meaning that the traffic for entire neighborhoods may have to be funneled through one road (Duany et al., 22-24). This is especially true of locations that connect to highways as many people use highways to get to and from work.

Street systems in traditional neighborhoods do not funnel traffic onto single roads. Instead they attempt to disperse traffic through a connected and often gridded street network. This allows more route options to any destination (Duany et al., 15, 23-24).

Streets also facilitate the movement of pedestrians and cyclists differently in sprawl settings compared to traditional settings. In sprawl settings sidewalks are often positioned directly adjacent to numerous wide lanes of fast moving traffic (Duany et al., 14; Speck, 166, 168-170). This arrangement creates an uncomfortable walking environment as well as dangerous crossing points for pedestrians (Duany et al., 65; Speck, 166). Fast moving traffic also creates an unsafe environment for cyclists and the lack of designed bike lanes forces cyclists to ride in fast moving vehicular lanes (Duany et al., 70).

In traditional neighborhoods streets take on different dimensions and character. Streets typically have less numerous drive lanes that are narrower in width making cycling and crossing safer (Speck, 169). Dedicated bike lanes may also be provided on some streets. Sidewalks in traditional neighborhoods are pulled back from the street and separated from traffic by a row of trees and ideally parked cars (Speck, 182-183). In many circumstances on street parking further separates and protects pedestrians from moving traffic (Duany et al., 71). The character



Figure 22. Genesee Street in DeWitt, NY. This is an example of a typical commercial street in a sprawl setting. Streets such as this have numerous wide lanes with no bike lanes making bicycle travel dangerous if not impossible. Sidewalks are located very near to vehicular drive lanes creating an uncomfortable experience for pedestrians (Image credit: Google Maps).



Figure 23. Genesee Street in Syracuse, NY. This is a reconstructed commercial street in a traditional setting. A dedicated bike lane along with fewer and thinner drive lanes creates a safer environment for cyclists. The sidewalks are also pulled back from the street creating a more comfortable experience for pedestrians (Image credit: Google Maps).

of sidewalks and facades can greatly increase the pedestrians experience through outdoor cafes, benches, artwork, awnings and other details that punctuate a walk (Speck, 240-243).

As the aforementioned attributes of sprawl were impacting the countryside, the effects of Urban Renewal were simultaneously contributing to the deterioration of the city. The Urban Renewal program took precedent from Corbusian planning and architectural styles (Garvin, 154; Hall, 282, 283, 290). The result was the creation of superblocks on which isolated towers were situated among park-like conditions (Garvin, 157; Hall, 282, 287-288). The physical qualities of these developments broke the coherency of the existing urban fabric and isolated the resident population encouraging a concentration of poverty and furthering urban decay (Hall, 287-290). The towers themselves are considered by Alexander Garvin to be just as "uninspired as the somewhat smaller boxes of their suburban competitors" (172).

The areas that Urban Renewal projects chose for clearance were not the disease ridden tenements observed by Howard in the late 1800's. Instead, many areas were vibrant working class urban neighborhoods whose only issue was the low income of their residents (Garvin, 170). These neighborhoods contained mixed land uses and contributed to the coherency of the urban fabric. They often contained residential town houses and walk-up apartments with ground floor retail (Jacobs, 9, 191). These neighborhoods have been described by Jane Jacobs in *The death and Life of Great American Cities* as places of "friendliness and good health" (9).



Figure 24. The Park West Village redevelopment in New York, NY, in 2017. Six urban blocks were demolished to create high rise residential towers in the 1950's. Only recently has commercial development been added to Columbus Ave (Image credit: Google Earth).

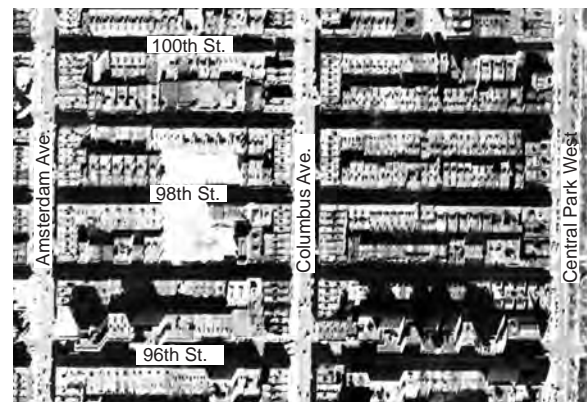


Figure 25. The Park West Village redevelopment site in 1954 before it was demolished. The community consisted of middle income African-American families housed in row houses and apartments (Image credit: Gall).

The Implications of Sprawl

The segregation of the aforementioned features is a dominate element of sprawl settings (Duany et al., 5). The pervasiveness of single use development is perhaps the most devastating element of sprawl (Duany et al., 5, 7). The concept was well intentioned when it was originally conceived as a way to separate residents from the dangers of manufacturing (Duany et al., 10; Speck, 105-106). However, zoning to this day still requires land uses to be separated (Duany et al., 10; Speck, 105-106). The size of single use developments mandates that residents must drive between them as the developments are poorly connected making it difficult for residents to walk (Duany et al., 25). As these practices were developed the country began to create zoning regulations and codes that made this type of development the only form of development allowed

by law (Duany et al., 27-28, 50-51). Many municipalities mandate that parcels be designated for a single use and of a certain size. Zoning effectively ties the hands of developers into creating sameness as other options are not allowed without local government approval (Duany et al. 27-28).

Legally mandated single use pods were too far apart to allow pedestrian accessibility and as a result people were forced to drive (Duany et al., 25). This relationship is visible in frequent ten to twenty minute drives to various destinations (Duany et al., 25, 126; Speck, 68). As more people were forced to drive to fulfill their needs, an increasing number of developments catered to the automobile. The car centric nature of these developments helped to create significant problems.

The organization of sprawling suburbs creates a correlation between quality of life and car ownership (Duany et al., 123). The expense of buying, maintaining, and using a vehicle adds a significant amount to one's annual expenses (Duany et al., 56). However, this cost must be endured to satisfy daily needs and commute to work. Being without vehicular transportation in a sprawl setting greatly limits an individual's freedom (Duany et al., 124-127). This is especially damaging for the elderly living in sprawling suburbs as it contributes to a sense of isolation (Duany et al., 122-124). Children and their parents are also at a distinct disadvantage. Children are practically imprisoned in their housing tracts due to the dangers of crossing fast moving traffic on surrounding roads (Duany et al., 116). As a result, parents spend precious time chauffeuring their children (Duany et al., 117). A more walkable environment would ease these circumstances. The dismal public realm created by automobile centrality and low density development is not of any aesthetic or functional quality for the pedestrian (Duany et al., 158-159). Walkability is an element that Jeff Speck in *Walkable Cities* sees as integral to any city's success (15-35). In sprawl situations, destinations are far apart, streets are too wide, sidewalks are too small or absent, and nothing protects pedestrians from a car that may drift off the road. Concrete and asphalt reign supreme in these situations leaving little of interest to engage the pedestrian and encourage walking. The result is a population that waste hours in traffic, is more prone to car accidents and is more susceptible to a number of health issues (Speck, 38-50).

Municipal governments are also disadvantaged by sprawl friendly development practices. Because of low density horizontal development, municipalities in sprawl settings must invest their resources over a broad area to support their dispersed tax bases (Duany et al., 127-128). For instance, compared to traditional settings, sprawl settings contain an increased number of roads, sewers, water mains, sidewalks and parking facilities that municipalities must install and maintain. This creates a situation where the cost to support a dispersed population is greater than the amount the population pays in taxes (Duany et al., 7). As a way to make up the deficit, some municipalities "embark on stopgap measures such as prohibiting new development that houses schoolchildren, or simply refusing to enlarge their sewage facilities" (Duany et al., 128).

Another significant implication of sprawl is the negative effect sprawl has on its urban neighbors. "White flight", redlining, the interstate highway system and federally funded housing endeavors combined to move people and vitality from the city to the suburbs. The result was a decline in cities. After suburbs became established, the suburbs also delivered another blow

to cities by outcompeting cities for the residents, tax bases, businesses and funding that cities needed to rebound (Duany et al., 154-155). Suburbs outperformed cities in categories such as amenities, decorum, physical health, retail, marketing investment and security (Duany et al., 155). To compete, cities must use the innate benefits of density to offer what suburbs cannot such as vibrant street life, diversity, culture and walkability (Duany et al., 155). Unfortunately, many cities (especially smaller ones such as Syracuse) lack an enticing public realm because of their efforts to cater to suburban commuters by creating a large number of parking facilities. (Duany et al., 153-154, 158-159).

The detriments of sprawl have also been recognized as contributors to climate change. Sprawl practices create high amounts of greenhouse gasses and contribute to a greater carbon footprint because they create low density development that must be served by an extensive car-centric transportation system. (Speck, 52-57; Moule, 154-155; Condon, 25). The implications of climate change are vast and some include: stronger storms, heat waves, crop losses, water shortages, disease influx and loss of habitat (Environmental Protection Agency [EPA]). Another dismal repercussion to the unchecked spread of sprawl is the depletion of the world's oil supply. James Howard Kunstler in his book *The Long Emergency* details how the American way of life could be dramatically altered in the absence of oil and its byproducts.

What is New Urbanism?

New Urbanism is a movement of "ideas, techniques, projects, and people" that aims to reform suburban sprawl (Duany, 9-10). During the 1980's New Urbanism began as the independent ideas of a number of practitioners (Duany, 9) . During the 1990's, architects Peter Calthorpe, Andres Duany, Elizebeth Plater-Zyberk, Elizebeth Moule, Stephanos Polyzoides, and Daniel Solomon incorporated as a non-profit organization creating the Congress for the New Urbanism (Poticha, xiii). The first annual Congress was held in 1993. In 1996, the fourth Congress adopted the Charter and its principles as a guiding document (Barnett, 1). In 1999 the Congress for the New Urbanism published the first edition of the *Charter of the New Urbanism*. The second edition, was published in 2013 and provided an update to the Charter's interpretation and additional material.

As a movement, New Urbanism has been modeled after the CIAM (Congrès internationaux d'architecture moderne or The International Congresses of Modern Architecture). The CIAM introduced the modernist architectural and planning movement and eventually suburban sprawl to American planning (Duany, 9). Like the CIAM, New Urbanism has been organized into a unified movement of individuals with the same goals (Duany, 9). The members of the Congress for the New Urbanism are linked by the movement's primary mission, the reform of suburban sprawl, and through its underlying strategy of "nonideological pragmatism" (Duany, 9). Despite its focus on sprawl reform, the New Urbanist Charter is applicable to all scales across many disciplines (Duany, 10; Poticha, xiv). This provides New Urbanism with the theoretical grounding to respond to the critical notion that everything on earth is connected to everything else (Massengale, 266).

New Urbanism has propelled itself forward by tapping into four "power grids" (Duany, 12-13). The power grids are the middle class, planning professionals, elected officials, and the popular media. New Urbanism has connected to these grids by market demand for walkable

communities, the failure of suburbia to provide connection to nature, the ill effects of sedentary lifestyles and the environmental movement (Duany, 12-13). By promoting solutions to these issues, New Urbanists have been able to create a great deal of built work while advancing their urban framework.

New Urbanist's Response to Sprawl and Struggling Cities

The first step New Urbanists took to address failing cities and sprawling suburbs was the decision to publish their ideas in a publicly available text, *The Charter of the New Urbanism*. The act of consolidating the many issues into one discussion provides a response of a scale and complexity that matches the scale of sprawl and the systems that put it in place. New Urbanists state that the problems our nation faces cannot be viewed in a vacuum. That is, the problems are not independent from one another and therefore their solutions are not singular in nature (Barnett, 5-6). New Urbanist have examined the interconnectedness of these issues and have realized that elements such as policy, finance, design, political will and social justice cannot be separated from one another (Barnett, 3-6). As a result the New Urbanists offered a wholistic solution that attempts to attack the root of the problem: the *system* that creates human settlements (Poticha, xiii). To craft a systemic analysis of such diverse yet connected issues New Urbanists have included the insights of many different disciplines. Although the Charter was conceived by architects and designers, a multidisciplinary approach has influenced the prescriptions found on its pages (Barnett, 7; Poticha, xiv).

The New Urbanist have chosen to articulate their solutions through discussion of three different scales. The first nine principles address the region, city and town (regional scale). The following nine principles address the neighborhood, district and corridor (urban design scale) and the final nine principles address the block, street and building (parcel scale) (CNU, vii-xi). Within these distinctions they describe numerous multidisciplinary approaches to addressing the complexities of sprawl and deteriorating cities. The discussion begins at the scale of the metropolitan region which can be considered the largest replicable unit in the New Urbanists holistic and systematic approach. The New Urbanists argue that many of the issues that our nation faces are regional in scope and therefore best suited to regional solutions (Calthorpe, 17-22). For this framework to be successful New Urbanists encourage the shift to a more regional way of thinking about human settlements. They advocate that the region is the “fundamental economic unit of the world” and that “governmental cooperation, public policy, physical planning and economic strategies must reflect this new reality” (CNU, 17). They advocate for the cooperation of municipal governments within the same region to the extent that “revenue and resources” are shared in order to promote mutually beneficial development and prevent competition for tax bases (CNU, 91; Orfield, 91-92). This would allow the municipalities in a region to behave as one fluid entity reinforcing the region as the priority.

The New Urbanists strongly advocate for the spatial definition of regions and the territories of which they are comprised. They describe regions as finite places with a set amount of land and resources that are defined by natural boundaries (CNU, 27). Cities have similar edges and boundaries that are critical for the health of the region. The edges of cities should define the limitation of growth and more importantly define how far development can encroach on agrarian and natural hinterlands (Arendt, 37). New Urbanists recognize the economic,

cultural and environmental connectedness of cities and their hinterlands (Arendt, 37). More importantly, they recognize that the spread of sprawl destroys this connection (Arendt, 37). As a result, they suggest development occurs inside existing cities as much as possible (CNU, 47; Grimshaw, 47). If development must occur outside the city, it should be directly adjacent to the urban boundary (CNU, 57). This will not only save agrarian and natural lands but will also create a denser and more livable city. If non continuous tracts must be used, New Urbanists suggest that the development be organized into functional self-supporting communities (CNU, 57, Morris, 61). These communities should have a diverse selection of housing and employment opportunities and should be connected by a wide variety of transportation alternatives (CNU, 73, 83). For both non-contiguous and connected developments, New Urbanists stress the importance of following historic “precedents, patterns and boundaries” (CNU, 67). Furthermore, any new development should be in pursuit of the creation of neighborhoods, which is the next replicable unit of the New Urbanists strategy.

New Urbanists describe the neighborhood, the district, and the corridor as the building blocks of development and redevelopment (CNU, 99). Within cities and regions, neighborhoods are the elements that can be repeated to create good community (Plater-Zyberk, 109). New Urbanists describe ideal neighborhoods as being compact, walkable and mixed use places that “encourage citizens to take responsibility for their maintenance and evolution” (CNU, 99). A pedestrian friendly environment is extremely important to New Urbanists and they feel all neighborhoods should encourage walking while reducing dependence on automobiles (CNU, 117,). Daily goods and services as well as access to public transportation should always be within walking distance (CNU, 117,145). Transit corridors should not be divisive elements and instead should provide access to concentrations of development located near transit stops (CNU, 137, 145). Buildings and homes should be diverse in their design reflecting the diversity of those who will occupy them (CNU, 125). Civic and institutional buildings as well as a range of parks should be intermingled within the neighborhoods and schools should be sighted in such a way that children can walk or cycle to them (CNU, 153, 171). New Urbanists promote the use of graphic design codes which can visually and predictably guide the development and redevelopment of neighborhoods (CNU, 161).

The visual codes suggested by New Urbanists help to structure neighborhoods by guiding the design of blocks, streets and buildings. These elements are human scale features of the city and therefore their design is informed by human behavior. Safety is a major factor for the design of buildings, streets and public spaces (CNU, 195). New Urbanists advocate for safe environments that remain accessible and open (CNU, 195). The creation of spaces that are interesting, walkable and comfortable is a strategy that encourages residents to interact with each other (CNU, 211). Walkable designs, especially for streets, require striking the correct balance between vehicular use and pedestrian accessibility. New Urbanists recognize the importance of automobiles to the continued success of neighborhoods and shopping districts (Arrington, 83; CNU, 201; Norquist, "Fourteen", 138). Accordingly, New Urbanists do not suggest automobiles be eliminated. Instead they recommend prioritizing pedestrian and automobile accessibility equally (CNU, 201). Pedestrian accessibility will create a more activated public realm when augmented with the strategic placement of public space and buildings (CNU, 211; Dover, 211). Civic buildings and public spaces should be sited in important

locations to reinforce community identity (CNU, 231). All buildings and landscapes should provide users with a connection to the natural world by conveying a “clear sense of location, weather and time” (CNU, 239). In doing so, New Urbanists also stipulate that new buildings and landscapes compliment their surroundings and take precedent from “local climate, topography, history and building practice” (CNU, 187, 221).

A Critique of New Urbanism

New Urbanism has not been without its critics. Charles Waldheim, founder of Landscape Urbanism, has labeled the accommodation of New Urbanism to be the “most problematic aspect in urban design in recent years...” (Waldheim, 178). In his publication *Landscape as Urbanism*, Waldheim describes New Urbanism as too “architectonic” and argues that urban form should be released from the confines of structures (178). New Urbanism can be considered nostalgic, a quality that can be seen as antiquated and inflexible (Waldheim, 178, Rees, 100-101). The traditional precedents used by New Urbanists are seen as a response to an urban need that existed long ago and not a form that can answer today’s complex urban challenges (Rees, 100-101).

New Urbanism has been further criticized for its support of greenfield development. Greenfield developments are communities that have been planned to replace previously undeveloped (typically agricultural) lands. Usually greenfield developments exist a moderate distance from existing employment and cultural hubs and cannot support themselves as independent communities (Morris, 61). As a result, those residing in greenfield developments usually travel by car between their homes and the nearby cities furthering the disparages of autocentric development (Morris, 61). The towns of Kentlands, MD, Celebration, FL and Seaside, FL are examples of greenfield development that have been highly criticized (Rees, 93-94). Many New Urbanist critics argue that greenfield development is counter to the New Urbanist message as it encourages car travel, consumes open lands and robs cities of vitality while incurring the additional costs of building anew. Even New Urbanists themselves are critical of greenfield development. In her discussion of principle five, Wendy Morris proclaims that sustainability is a critical discussion for New Urbanists (61). She notes that small scale New Urbanist settlements located in the country create more auto travel than a community positioned next to an existing urban area (Morris, 61). In that vein, Dan Trudeau discusses in his article *New Urbanism as Sustainable Development?* the notion that those living in lower density New Urbanist projects may not drive any less than those in typical sprawl settings (441). Trudeau also points out that it is difficult to determine if pedestrians in suburban New Urbanist neighborhoods were inspired to walk because of the compact New Urbanist design or because they already had the desire to walk and moved to the neighborhood to fulfill that desire. (441).

Richard Preston in his essay "The Next Generation of New Urbanists" suggests that the New Urbanist movement may be defined too narrowly by the group's early successes in suburban and resort planning (54). Preston states that "even the best new suburban community or retrofitted sprawl fails to live up to the richness of work, life, and community possible in passed-over historic settlements" (54). Peter Calthorpe, a founding member of the Congress for the New Urbanism, states that New Urbanism was built as a "New Sub-urbanism" (254). As the movement evolved New Urbanism has refocused itself on compact growth, high density

and infill development as a way to promote sustainability (Calthorpe, 255-257). However, Doug Kelbaugh elaborates a criticism of compact growth and dense settlements. These patterns may be considered more sustainable per capita but they are also incredibly destructive to local ecological systems (Kelbaugh, 57-60).

Critics have called New Urbanism a “middle-class conservative movement” and labeled it as “families value architecture” that allows developers to better market their products to a public they predict wants simpler living (Rees, 103). The New Urbanist development of Seaside has been criticized as “bland” and as a representation of “controlled perfection” (Witold Rybczynski in Rees, 104). In a similar vein, the writer Maccannell views New Urbanist codes and rules in Celebration, FL as “paternalistic” (Maccannell in Rees, 105; Rees, 105). Some suggest that perhaps suburbia is more complex than suggested by New Urbanism and the New Urbanist solutions only scratch the surface of the problems and remedies (Rees, 103). That said others feel as though New Urbanism is a utopian ideal much like the Modernist movement that created the suburban environment to which New Urbanism responds (Rees, 110).

Critics of New Urbanism also point out that New Urbanist proclamations are theoretical and the realities of the movement are observed through built work. Studies have suggested that some of the New Urbanist principles may not be fulfilled in New Urbanist projects. For instance, New Urbanist communities may experience increased diversity but that may not spur increased interactions between diverse groups as suggested by the New Urbanist principles (Cabrera and Najarian, 1). Similarly, Emily Talen suggests that New Urbanists should temper their social ideology. She suggests that physical design should not be considered the definitive impetus behind behavioral change. Therefore, physical design in and of itself cannot create a sense of community. Physical design can only make a sense of community more or less probable (Emily Talen in Rees, 105-106). Amanda Rees argues that New Urbanists wrongly equate propinquity with the creation of community when social networks are derived from similar interests not only proximity (104-105).

Furthermore, it is called into question whether walkable and transit oriented New Urbanist communities will perennially provide affordable housing to those with lower incomes. Ethan Goffman in his essay “Affordable Housing and Sustainability” suggests that dense housing located around transit could cause higher income residents to out price and eventually displace those with lower incomes as the neighborhood becomes more popular. This concept is echoed by Richard Florida in his book the *New Urban Crisis*. Florida states “It’s hard to sustain a functional urban economy when teachers, nurses, hospital workers, police officers, firefighters, and restaurant workers and service workers can not longer afford to live within reasonable commuting distance” (6-7). This consequence of affordability has become so critical that New Urbanists have suggested adding an additional principle that directly addresses the availability of housing in “well-designed walkable neighborhoods” (Massengale, 264).

Chapter 3: Methodology

The RFP

The project is guided in part by a request for proposal (RFP) prepared by Professor Emanuel Carter, Department of Landscape Architecture, SUNY College of Environmental Science and Forestry. The role of the RFP is to ground the project in the realities of Syracuse. For instance, the RFP calls for the design to consider programming elements that are important to the City of Syracuse such as residential developments, medical facilities, public space and institutional housing. The replacement of I-81 with an at grade boulevard is included as well. Professor Carter prepared the RFP from the standpoint of a Syracuse city planner.

The RFP provided by Professor Emanuel J. Carter has been reproduced below.

Urban Design Brief for Nick Bell
MS Candidate in Landscape Architecture
SUNY-ESF

The City of Syracuse is seeking an urban design exploration that will illustrate the feasibility of incorporating several development proposals on parcels bounded by Almond Street on the East, Genesee Street on the North, State Street on the west, and Adams Street on the south.

Two of the projects are institutional: (1) Housing - 100 small apartments (50 with one bedroom, 50 with two bedrooms) for medical residents, medical interns, visiting instructors and short-term guests associated with SUNY Upstate Medical University; (2) Research- a new research/residential facility for veterans with PTSD that would include 50 apartments (30 with one bedroom and 20 with two bedrooms), 20,000 square feet of office / examination space and a gym, a solarium and a courtyard- to be jointly owned by SUNY Upstate Medical University and the Veterans Administration Hospital. There must be parking for 500 cars.

Two developers would like to include 2 separate new mixed-use complexes that would include 1-2-3 bedroom condominiums, retail on the ground floor and indoor/outdoor recreation facilities. There must be parking for 200 cars.

The City of Syracuse would like to include a combination art park and therapeutic park that might be an extension of the Everson Museum and/or the City/County Justice Center and/or the courtyard associated with the PTSD facility mentioned above. The park must be attractive and dynamic in all four seasons.

The landscape of the site must address the delivery of the maximum feasible amount of ecosystem services and do so in a way that is highly functional and beautiful.

The development of the project site must connect seamlessly with the urban textures to the north, south, east, and west.

Assume that Almond Street will become Almond Boulevard and that the I-81 viaduct will disappear.

This project should be guided by the principles of New Urbanism.

The Design Process

Like most creative processes, the design process is a complex one as it moves through various stages while continuously responding to internal and external factors. That said, there exists some universal elements which drive the design process. Those include: site exploration, analysis, precedent research, programming, design and critique. It should be noted that these are broad categories each with its own set of variables which contribute to the design process. Of equal importance is the designer's personal process and his ability to recognize that the process is not linear in nature but recursive. The successful designer acknowledges the need to let the process be fluid as it moves among the elements.

The act of designing uses information obtained from both internal and external sources to create design solutions. The designer's process integrates external factors such as site conditions, contextual relationships and RFP requirements with internal factors such as the designers education, experiences and design philosophy to inform the designers decisions. The physical act of drawing then gives the design decisions physical form.

The sequence described above is the replicable unit of design that is fueled by the continual flow of information to the designer. As new information becomes integrated with existing information, the designer's decisions are constantly improved and updated. An improved design decision can trigger a chain reaction that may ultimately result in a modification to the physical forms.

The Design Process and the Design of Downtown East

In this project the designer has taken information from external and internal sources to create the design for Downtown East. External information such as the requirements of the RFP, site conditions, and contextual relationships have been combined with the theories of New Urbanism and internal information such as the designers own experiences, education, and design philosophy. The designers education and experiences include knowledge from the disciplines of urban design, landscape architecture and horticulture. This knowledge and the designer's philosophy helped to inform the design of Downtown East.

The design process for Downtown East began with the RFP. This document provided the lens through which the site could be viewed. An initial site visit used photographs, notes and sketches to document the site. This information was then analyzed to determine the patterns, connections, and relationships of the site. The current conditions were further scrutinized for their ability to accommodate the requirements of the RFP and the principles of New Urbanism. After analysis, the act of designing commenced. The requirements of the RFP, conditions of the site, and theories of New Urbanism and the designers own knowledge combined to help create early drafts of the design for Downtown East. The early iterations of the design considered major organizational decisions such as streets and block layout, connections to surrounding neighborhoods, park systems, and land use districts. These iterations were created using pencil, ink and marker on trace paper. Critiques followed each design, some of which were formal and involved the members of the designer's graduate steering committee while other critiques involved only the designer.

As the design process continued, the creation of design iterations occurred concurrently with additional study of New Urbanism and deeper exploration into site conditions and site context. As a result, the design of Downtown East was considered in greater detail during each iteration. In the next group of iterations the design considerations moved from those concerning large scale maneuvers such as blocks and streets to decisions concerning smaller scale features such as buildings and parking accommodations. These iterations were prepared using pencil, pen and marker on trace paper. As the large scale decisions came to be considered adequate the design focused on continuously finer levels of detail. Streetscapes, parking garages, park interiors, block interiors and public spaces are some of the finer grain elements considered during the latter half of the design process. These iterations were created using pencil, pen, and marker on tracing paper as well as computer programs such as AutoCAD and Adobe Illustrator. As these finer grain elements were considered, they influenced a portion of the larger scale maneuvers that were previously considered adequate. The larger scale elements were then reconsidered as a result. This exemplifies the recursive nature of design. One of the final steps in the design of Downtown East was to conduct a review of the design to determine how well it fulfilled the RFP and how well it satisfied the principles of New Urbanism. Both of these criteria informed changes to the design of Downtown East in the form of large and small scale alterations.

Where New Urbanism Interacts with the Design Process

The RFP requires that the design of Downtown East be guided by the principles of New Urbanism. Consequently, New Urbanist principles have influenced the design of Downtown East throughout the design process. It is difficult to pinpoint precisely where in the design process inputs from New Urbanism principles begin and end because of the designers continued study of New Urbanist principles and the recursive nature of the design process. New Urbanist principles were explored most thoroughly before any designing occurred and during the initial stages of design. As a result, New Urbanist principles influenced the designer's education, experience and design philosophy. An intentional effort was made to include New Urbanism into the design process during the conceptualizing stage of almost every design decision. The early iterations adopted a literal interpretation of New Urbanist principles. As the design of Downtown East progressed, research into New Urbanist principles was supplemented by the study of other schools of thought. The design of Downtown East began to then blend New Urbanism with inspiration taken from the site conditions, contextual relationships and the designers own education and experiences. However, the influence of New Urbanism remained crucial to the design process. The review and critique process involved analyzing the iterations to determine if the design had addressed the principles of New Urbanism.

The Design Process

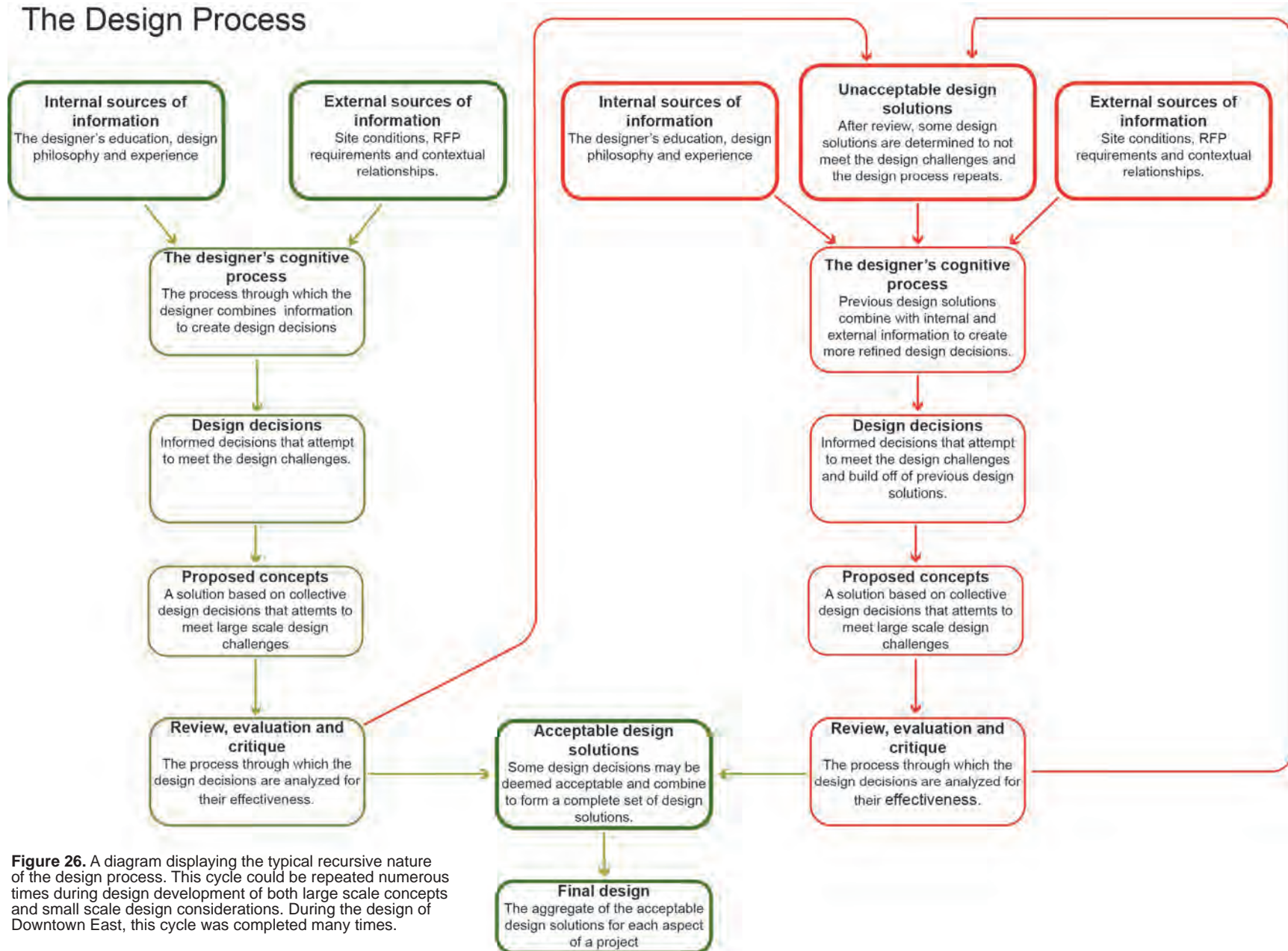


Figure 26. A diagram displaying the typical recursive nature of the design process. This cycle could be repeated numerous times during design development of both large scale concepts and small scale design considerations. During the design of Downtown East, this cycle was completed many times.

Iterations of Downtown East Through the Design Process

The following series of drawings represent iterations of Downtown East during the design process. Many of the drawings are quick sketches using pencil or marker on tracing paper. These simple drawings allow the author to study a greater number of new design ideas without investing a significant amount of time. Other drawings, focused toward the end of the sequence, are more illustrative and have been generated by computer. However, these drawings still contain hand-drawn critiques that convey needed improvements. The continuous testing and retesting of design ideas showcased in this sequence of drawings represents the recursive nature of the design process.

Figure 27. The first iteration of Downtown East that began the design process by noting the existing buildings and parcels. This sketch was created quickly with markers on tracing paper. Parcels that lacked an existing building were outlined in a dashed blue line. A yellow dashed line on the eastern edge of the site denoted the new edge of Almond Blvd. after the removal of the I-81 viaduct.



Figure 28. The proceeding iteration of Downtown East that used pencil on tracing paper. The example shown here minimally altered the current street system but reconsidered the parcel and building configuration within the blocks. This created large blocks that were not conducive to vehicular or pedestrian connectivity. This iteration also displays the early decision to demolish a number of existing buildings. Buildings were demolished if they represented an efficient use of space or if their parcel was needed for a more significant use. Early sketches such as this were as much about educating the author as they were designing Downtown East.



Figure 29. Another iteration of Downtown East that explored the possibilities of the neighborhood's street network. In this example marker on trace paper was used to study the possibility of stitching a gridded street network through Downtown East. The majority of the streets outlined in this early diagram, including the Forman Park extension, would end up in the final iteration of Downtown East. However, the hierarchy of streets would eventually change. In this diagram, Almond Blvd. was to include a number of mixed use residential structures, S. McBride St. was to function as a service road and Townsend St. was to have much greater commercial activity. This diagram also explored the early siting of parking structures and buildings required by the RFP such as the PTSD building.



Figure 30. A proceeding iteration of Downtown East that used pencil and marker on tracing paper to further explore the possibilities of street connectivity. This iteration experiments with the idea of designing Downtown East as a district of boulevards. Almond Blvd., Townsend St., Genesee St., Adams St. and Madison St. are all illustrated as boulevards. In the final design only Almond Blvd. and Genesee St. remained boulevards. This iteration also experiments with different building types and sizes compared to the previous iterations. The large buildings seen previously have been replaced with smaller versions and liner buildings were introduced to mask unattractive facades. Early iterations such as this one also explored the possibility of removing the Harrison House Tower to make way for a dramatic Madison St. extension from Almond Blvd to the Everson Sculpture Park.



Figure 31. A further iteration of Downtown East created with pen and marker on trace paper that continues to study the street network. In this iteration all medians have been removed except for those on Almond Blvd. and a short extension of Forman Park across Almond Blvd. This created larger parcels and allowed them to more easily meet parking requirements. For instance, in this iteration the Madison St. extension has been replaced by a large centralized parking facility. Additionally, the northern curve of Townsend St. has been straightened to accommodate a parking facility to the west. Liner buildings continued to mask undesirable views of parking facilities and service entrances. The Upstate University Health Care Center at 90 Presidential Plaza was still included in this iteration. Ultimately, its location was used for the Central Plaza.



Figure 32. Another iteration of Downtown East that was prepared using pen on tracing paper and continued to explore a connected street network. Unnamed St. and Madison St. have been added in this iteration breaking up large blocks shown in previous iterations. The northern curve of Townsend St. remains straight however the liner buildings along its western edge have been replaced with larger mixed use residential structures. Many liner building have been removed because the switch to a new hierarchal street system permitted unattractive facades to face lower priority streets. This made it possible for Downtown East to feature both adequately sized parking facilities and small blocks. In this iteration the Upstate University Health Care Center was removed and replaced with the first rendition of the Central Plaza. The placement of a neighborhood school to the east of the Central Plaza was also explored.



Figure 33. The next iteration of Downtown East that was created using AutoCAD. Majority of the street network has remained unchanged since the previous iteration. However, many building footprints and arrangements have been adjusted. The enclosed central courtyards of previous iterations have been replaced by more open designs and pedestrian passageways. For instance, this iteration includes the first renditions of the mid block pedestrian spaces between S. McBride St. and Almond Blvd. This iteration further explored open space by experimenting with a green corridor between S. McBride St. and Townsend St. Despite a positive circulation system, this iteration lacked strong organization, possibly due to the widespread use of smaller mixed use residential buildings. The critique of this iteration, seen overlaid in blue ink, attempts to address this shortcoming by adding larger residential towers around the Central Plaza.

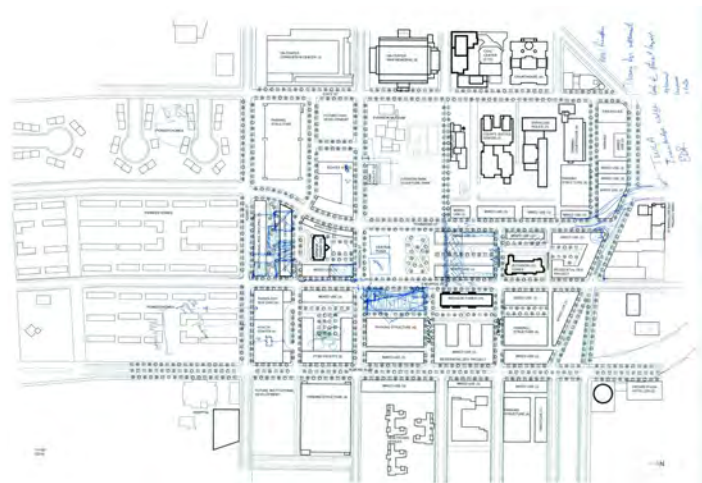


Figure 34. The following iteration of Downtown East is a simple diagram created using marker on tracing paper. Its simplicity reinforces the recursive nature of the design process as it steps back from a more complex drawing to revisit large scale organizational principles. This diagram suggest that the Central Plaza be enclosed with larger residential buildings to help create a residential height district in the center of Downtown East. S. McBride St. can be seen in this diagram as the primary commercial corridor through the neighborhood. Also illustrated is Almond Blvd. serving as a connection to University Hill through its designation as an institutional hub. The green corridor is now seen running from west to east connecting the Central Plaza and the Everson Sculpture Park. This diagram outlines many of the organizational principles that were carried through to the final iteration of Downtown East.

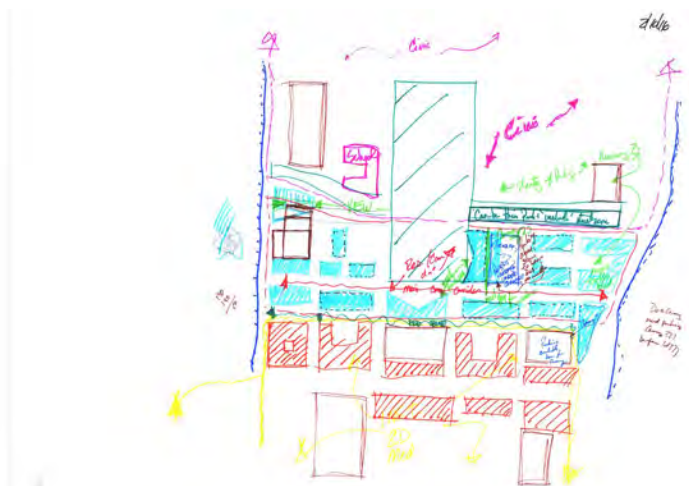


Figure 35. The next iteration of Downtown East that implements the organizational principles explored in the previous diagram. New residential towers around the Central Plaza combine with existing towers to create a residential height district in the center of the neighborhood. This gesture corresponds with the creation of a green corridor from S. McBride St. to State St. The corridor includes the Central Plaza, Geneva Tower lawn, Everson Sculpture Park and Everson Museum. Furthermore, the northern curve of Townsend St. has been reinstated and the buildings along its western edge have been replaced with a linear park that connects with the larger park system. Parking was reconsidered as much of the mid block pedestrian spine in the blocks between S. McBride St. and Almond Blvd. has been replaced with surface parking lots. At the conclusion of this iteration much of the organizational ground work was established for Downtown East.

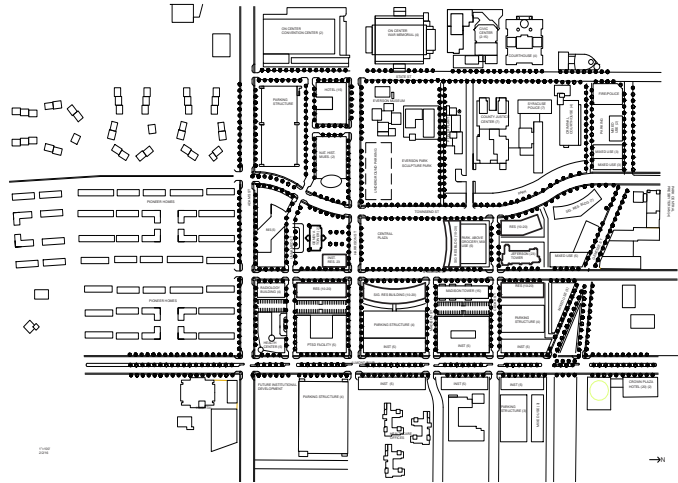
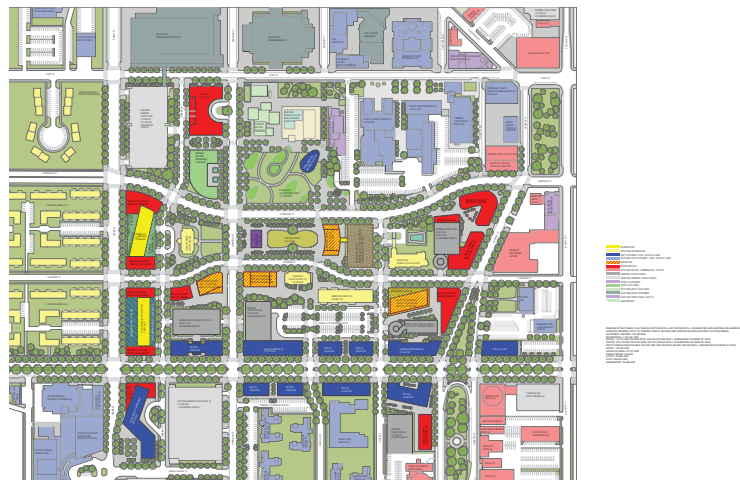


Figure 36. A late iteration of Downtown East that has been completed using AutoCad. This iteration shows significant advancement in the street scape and parcel scale design. This iteration experimented with residential towers of unusual forms. These options were eventually discarded however many of the other building footprints are in their final iteration. Designs for the Central Plaza and Everson Sculpture Park were also included in this iteration. The mid block pedestrian spine between S. McBride St. and Almond Blvd. has been partially reinstated as the parking system was reconsidered. Many of the surface parking lots in previous iterations have been replaced with parking garages. This iteration experiments with integrating small garages within block interiors. The critique of this iteration, overlaid in blue ink, suggests the need to address the Geneva Tower parcel and to consider including the Harrison House Tower instead of demolishing it.



Figure 37. The penultimate iteration of Downtown East. This was prepared using AutoCAD and Adobe Illustrator. In this iteration the critiques of the previous iterations are addressed. The most significant change is the inclusion of the Harrison House Tower to the east of the Central Plaza. The addition required S. McBride St. to be shifted west helping to resolve issues with the Geneva Tower parcel. The addition of the Harrison House Tower created a large enough space within the block interior to accommodate both public space and parking facilities. The addition of the Harrison House did however, prevent the extension of Madison St. to S. McBride St. Instead Madison St. now terminates in a surface parking lot to the east of the Harrison House Tower. The footprint of unusually shaped residential towers was adjusted as was the design of the Central Plaza



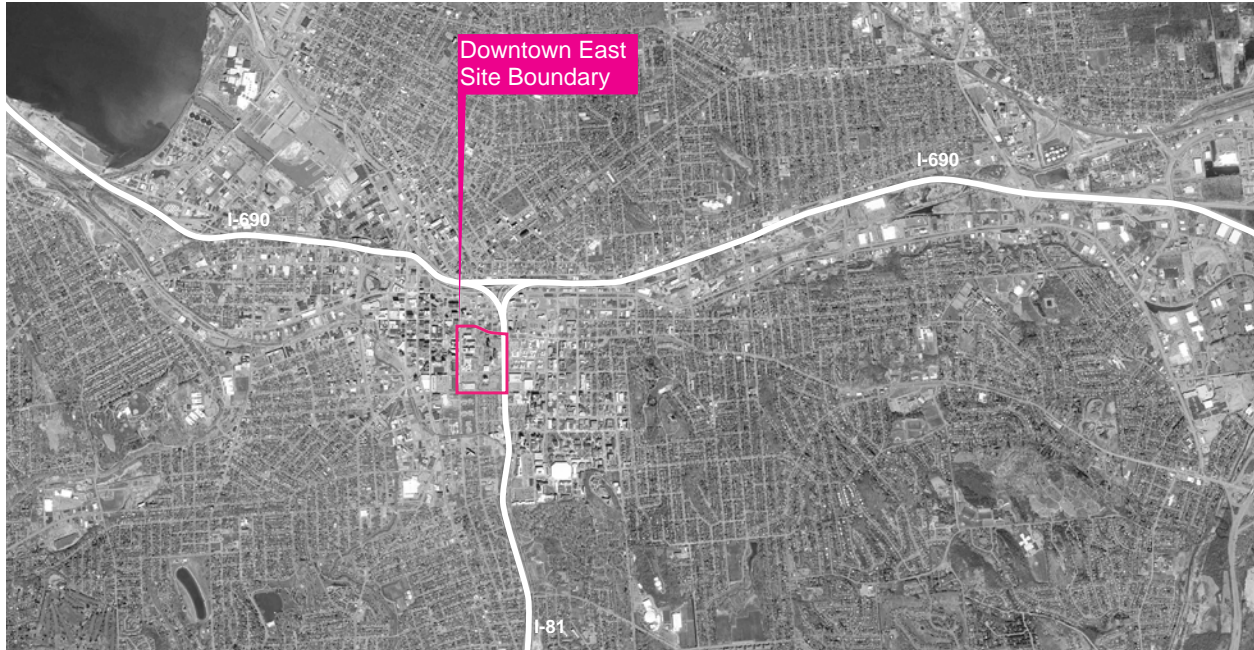


Figure 38. The Downtown East neighborhood outlined within the larger Syracuse metropolitan area (Image credit: Google Earth).

Site Selection

The site design and the design's subsequent evaluation can be viewed as investigative tools used to discover the answers to the research questions. The site chosen for this study is bound by Genesee St. to the north, Adams St. to the south, Almond Ave. to the east and State St. to the west. This site was chosen for this project because it contains many of the same challenges cities face as they embark on revitalization projects. Historically, the site was a predominantly African-American and Jewish neighborhood known as the 15th ward (Onondaga Historical Association [OHA], "The Hist. of Syr. Jewish Com"; Sieh). During the mid twentieth century, the 15th ward suffered from the effects of redlining. A large portion of the neighborhood received a grade of "Hazardous" on the Syracuse mortgage security map (Nelson). Eventually the 15th Ward was targeted for Urban Renewal. The Urban Renewal Plan called for the demolition of 27 city blocks and their replacement with a "government complex, cultural center and high rise residential neighborhood" (OHA, "The Dest. of Syr. 15th Ward"). Federal financing was also used to route Interstate 81 through the 15th Ward (Semuels). The result was the decimation of a once proud and close-knit African American community (Semuels).

The existing neighborhood is greatly disjointed and incoherent thanks to the effects of Urban Renewal. The site is comprised of four large blocks (superblocks), two of which are approximately six times as large as blocks considered walkable (Steuteville et al., 151). Within these blocks lie high rise residential towers reminiscent of the tower-in-the-park housing typology from the middle of the twentieth century. The towers are surrounded by copious surface parking lots arranged opportunistically to promote the largest number of parking spots. The streets and roads that control car movement and feed cars in and out of these lots are advantageous to the cars, yet a great discomfort to the pedestrian. This site lacks the goods and

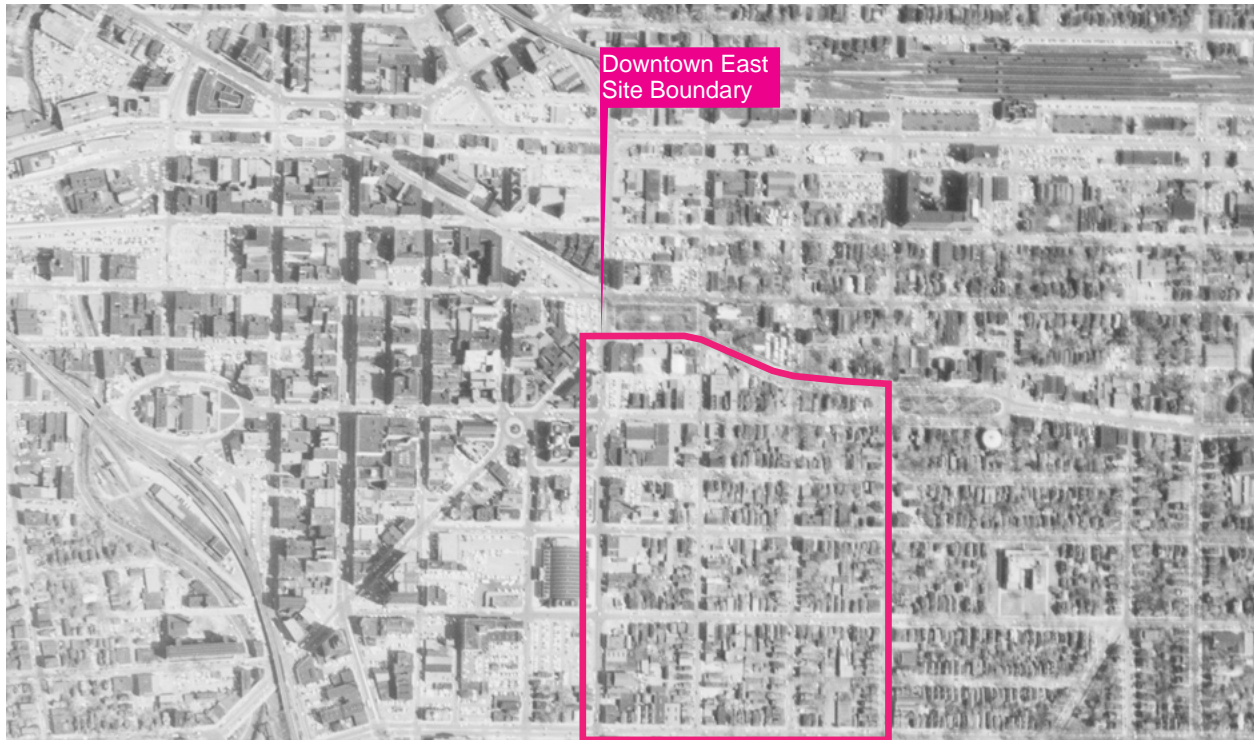


Figure 39. The Downtown East neighborhood outlined on a 1956 aerial photograph of the 15th Ward before it was razed for the construction of I-81 and Urban Renewal projects (Image credit: CNU,Syracuse | I-81...).

services needed to support the residents currently living in the neighborhood.

The existence of I-81 could be targeted as the greatest cause for the lack of development resources allocated to this area of the city. Although the highway brings a great deal of traffic through the neighborhood the cars pass overhead and do not stop to contribute to vitality. Very few cars exit the highway to pass through the neighborhood. Highway travelers and their cars are seen only as a nuisance resulting in this area being designated as too unattractive for investment.

The site sits in an ideal location for redevelopment. The current condition of I-81 requires that it be replaced, removed or otherwise altered at great expense as it is approaching the end of its lifespan (New York State Department of Transportation [NYS DOT]). The possibility of such a substantial shift in the urban composition could leave this neighborhood at the cutting edge of development in the City's future. The blocks in question lay between a civic hub in Downtown and important educational and medical institutions in the University Hill neighborhood. The Downtown East neighborhood has the potential to serve as an asset to the city by serving both of these neighboring communities. Potential exists for the development of residential and retail/service units to serve the medical and educational facilities as well as the downtown job market.

The conditions present in Downtown Syracuse are similar those of comparable downtowns. The affects of development practices since 1945 have created many places across the country with similar challenges. The prevalence of issues seen in this site make it an especially good candidate for this investigation because the findings could be extrapolated and applied to other locations.

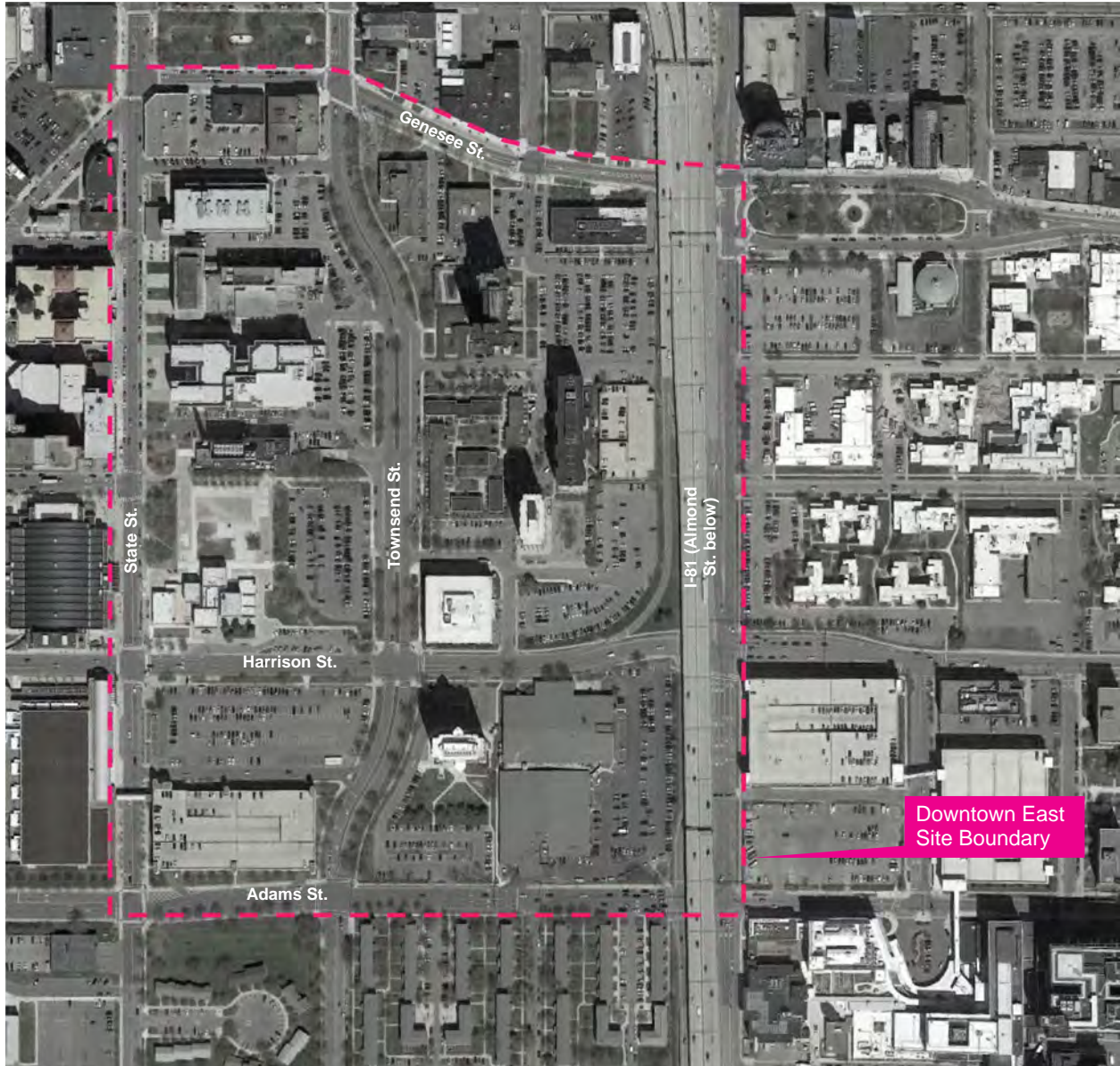


Figure 40. The outline of Downtown East displayed over a present day aerial photograph. This displays the existing conditions in the Downtown East Neighborhood. I-81 and Urban Renewal projects have resulted in the inefficient use of land and the construction of vast amounts of surface parking (Image credit: Google Earth).



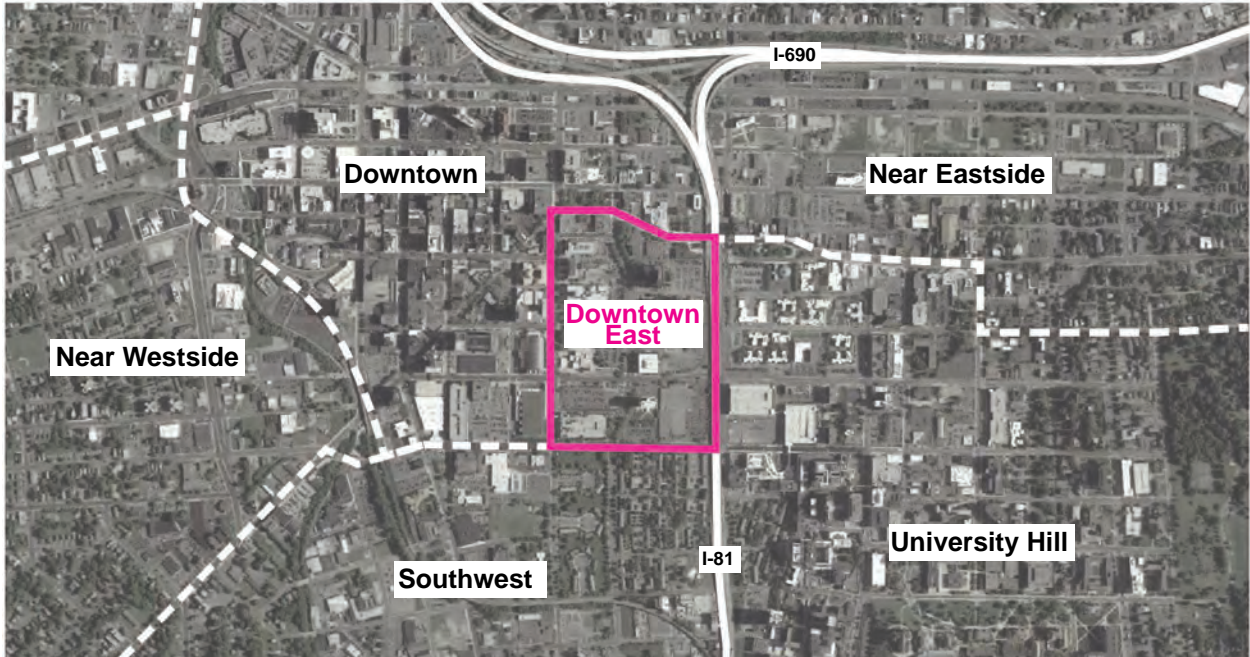


Figure 41. The outline of Downtown East and surrounding neighborhoods over a present day aerial photograph (Image credit: Google Earth).

Chapter 4: The Design

The Design Precedents

The design of Downtown East has been influenced by various design precedents. Some precedents have been sought out intentionally to serve this project. However, others have been discovered more organically by the author as a result of experiences in cities such as Syracuse, NY, Rochester, NY, Brockport, NY and New York City, NY.

Figure 42.
Columbus Ave., New York City, NY

This portion of Columbus Ave. in New York City is between 97th Street and 100th Street and contains residential towers, ground floor retail, second floor retail/ office space and greenroofs. This style of development brings the retail storefronts to the edge of the sidewalk creating a solid street wall. Towers are pulled back from the street allowing light to penetrate to ground level. Ground floor retail establishments have large floor to ceiling windows allowing for a better connection between public and private spaces. Mid block, pedestrian passageways connect this development to nearby residential hubs. This development has influenced many of the residential and retail developments in the design of Downtown East (Image credit: Google Earth).



Figure 43.
Broadway, New York City, NY

Although the street typologies are different, this portion of Broadway near 102nd street in New York City has influenced the design of Almond Blvd. in Downtown East. Both medians are narrow, Broadway is 22 feet wide and Almond Blvd. is 15 feet wide. The Broadway example illustrates that this dimension lends itself well to vegetation. Greater rooting space can support larger canopy tree in the center of the medians. The median ends nearest the crosswalks could house smaller trees and shrubs along with perennial and annual flower displays (Image credit: Google Earth).



Figure 44.
Bryant Park, New York City, NY

Bryant Park in New York City has influenced the design of the Central Plaza in the design of Downtown East. The Central Plaza takes on Bryant Park's shape, features, and circulation pattern despite Bryant Park's larger size. A design such as this creates distinctive classical forms that align with the style of New Urbanism while creating many flexible spaces that can support a range of activities (Image credit: Google Earth).



Figure 45.
Colonial Parking/ Orvis, Arlington, VA

This retail development in Arlington, VA has located one of its parking facility above ground floor retail. The parking/ retail component of the Parkview Condominiums has taken on a similar configuration. This configuration allows for the best of both worlds: excellent pedestrian experiences and convenient parking (Image credit: Reed).



Figure 46.
The Larned Building, Syracuse, NY

The Larned building in Syracuse has been repurposed into a parking facility after an interior fire. This has allowed a typically unsightly parking facility to add to the surrounding urban fabric because of the building's historic facade. Downtown East strives to minimize the visual impact of parking structures through both their placement and facade treatments. However, the exact articulation of facade treatments can only be suggested because details such as this are beyond the scope of this project. Blending parking facilities into the urban fabric will create a more enjoyable experience for pedestrians, residents and motorists while bolstering civic pride (Image credit: John P. Stropen Engineering, LLP).



Figure 47.
The Four Seasons Plaza, New York City, NY

The Four Seasons Plaza between Barclay St. and Park Pl. in New York City serves as a precedent for many of the midblock pedestrian spaces in Downtown East. The scale is similar to that of the public space to the east of the hotel in Downtown East. These spaces are important to the community as they provide many diverse and flexible gathering spaces that allow residents to create a more personal relationship with the cityscape (Image credit: Tribeca Citizen).



Figure 48.
Armory Square, Syracuse, NY

The pedestrian passageway in Armory Square is a precedent for many of the midblock pedestrian passageways in Downtown East. The pedestrian passages and retail areas of S. McBride St. have been especially influenced by the dimensions and character of Armory Square. Midblock pedestrian passageways are crucial to the pedestrian circulation of Downtown East. Existing structures have created large blocks that, due to space restrictions, can only accommodate narrower pedestrian corridors. Passageways, such as this one in Armory Square, help to create the viewing portals that create a dynamic urban environment (Image credit: Google Earth).

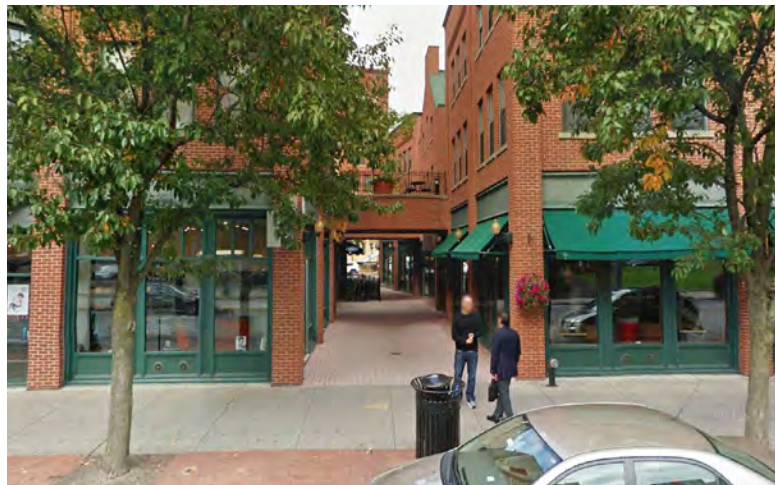


Figure 49.
The John and Mary Pappajohn Sculpture Park, Des Moines, IA

The John and Mary Pappajohn Sculpture Park in Des Moines Iowa serves as a precedent for the Everson Sculpture Park in Downtown East. The street adjacencies, curvilinear walking paths and buildings scales are similar to those at the Everson Sculpture Park. Like the John and Mary Pappajohn Sculpture Park, the Everson Sculpture Park has been kept relatively tree-less, except for the peripheral sidewalks. This allows for continuous sightlines and uninterrupted viewing of sculpture. Landform suggested in the John and Mary Pappajohn Sculpture Park has been exaggerated at the Everson Sculpture Park to create drumlin-like hillocks to further engage sculpture and users (Image credit: RDG Planning Design).



Figure 50.
Sara D. Roosevelt Park, New York, NY

The Sara D. Roosevelt Park in New York serves as a precedent for Forman Park in Downtown East. The configuration of The Sara D. Roosevelt Park between Chrystie St. and Forsyth St. is similar to the placement of Forman Park between the eastbound and westbound lanes of Genesee St. The Lower East Side neighborhood in New York City undoubtedly benefits from a large centrally located park. Downtown Syracuse could similarly benefit from Forman Park as development expands northward along Almond Blvd. However, in its current representation, Forman Park is not as well programed as Sara D. Roosevelt Park, partially due to Forman Park's smaller size. Future iterations of Downtown East could consider additional programming (Image credit: Google Earth).



Figures 51-52.
Park East Freeway Removal Milwaukee, WI

The Park East Freeway in Milwaukee was originally slated to surround the northern and eastern edges of downtown Milwaukee with highways (City of Milwaukee, Department of City Development [CMDCD]). However, the project met resistance and only one mile of the freeway was constructed (CMDCD). Consequently, the spur was under used and became a divisive blight to the city (Preservation Institute [PI]). In 2002, as a result of then Mayor John Norquist's political will, the freeway was removed (PI). The reclaimed land from the freeway and its right of way created 24 acres of developable land (CMDCD). On this land the city of Milwaukee proposed developing three new neighborhoods, some of which are still being developed today (PI). The neighborhoods were to include residential, commercial, office, retail and entertainment land uses (CMDCD; PI). The street grid was to be stitched back together and the freeway was replaced with an at grade boulevard (PI). The freeway cost \$45 million to remove and has spurred \$452 million in private investment. An additional \$551 million worth of new development is currently underway and \$269 million has been promised for future projects (CMDCD).

The Park East Freeway removal and subsequent redevelopment can serve as a precedent for the removal of I-81 and the development of Downtown East. In the design of Downtown East I-81 has been replaced with an at grade boulevard much like the Park East Freeway was replaced with McKinley Ave. Both projects sought to reestablish historic street networks. A significant amount of developable land was created in both projects and both projects utilized mixed use development strategies to develop new and existing parcels. Both projects were influenced by the principles of New Urbanism (PI) (Image credit: Figure 51. Google Earth ; Figure 52. Google Earth).



Figure 51. Milwaukee 2000

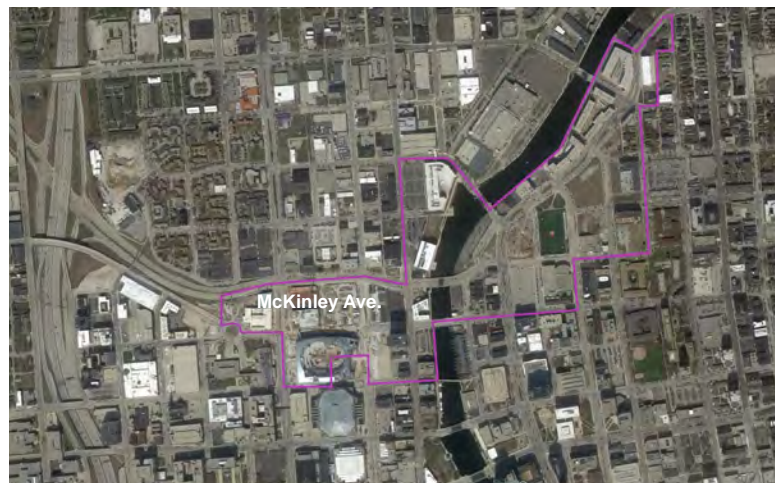

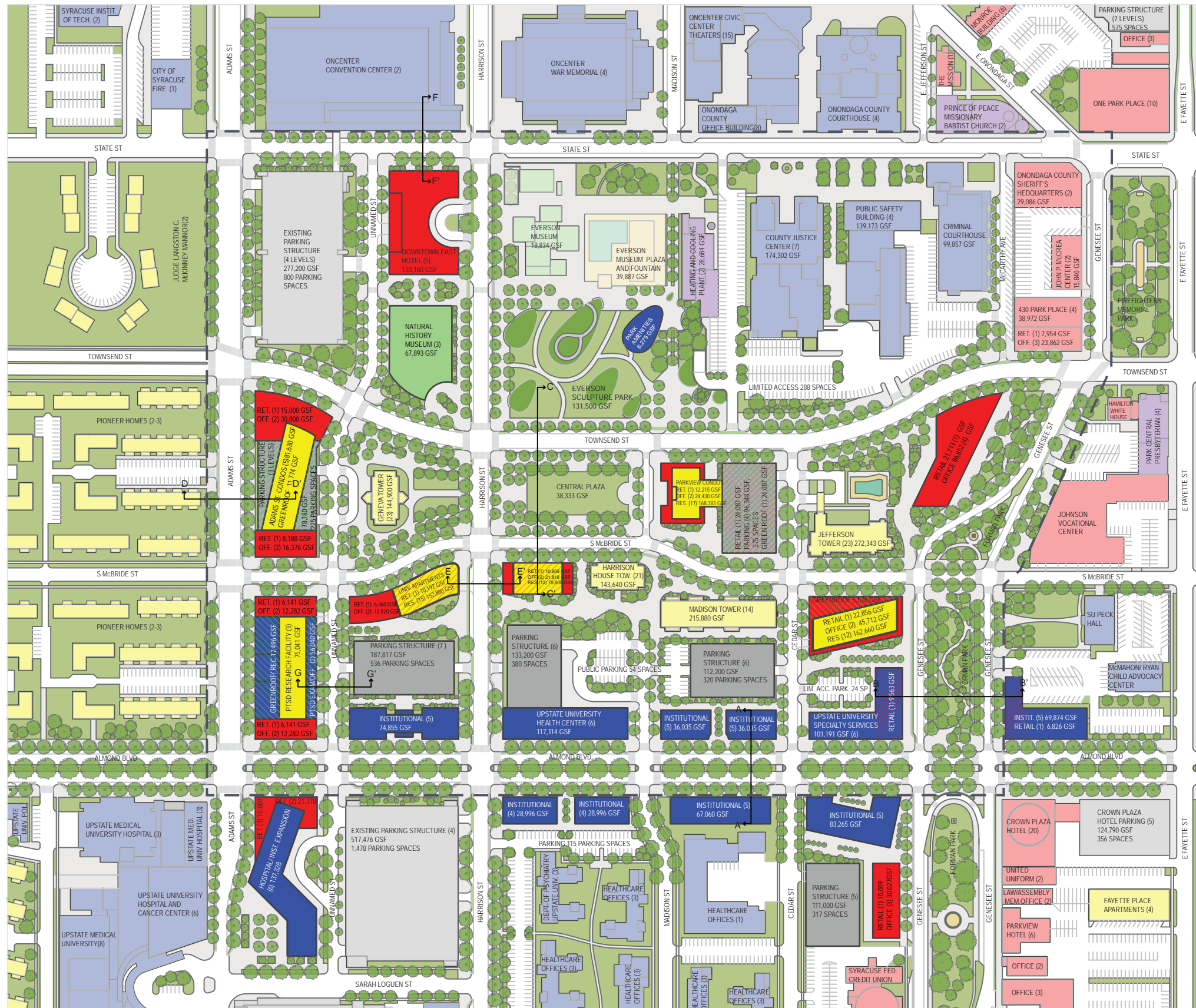


Figure 52. Milwaukee 2017

 Park East redevelopment area

DOWNTOWN EAST MASTERPLAN

SYRACUSE, NEW YORK



- RESIDENTIAL
- EXISTING RESIDENTIAL
- INSTITUTIONAL, CIVIC, HEALTH CARE
- EXISTING INST., CIVIC, HEALTH CARE
- GROUND FLOOR RETAIL
- RETAIL/OFFICE
- EXISTING RETAIL, COMMERCIAL, OFFICE
- PARKING STRUCTURES
- EXISTING PARKING STRUCTURES
- PUBLIC ASSEMBLY
- ARTS/ CULTURAL
- EXISTING ARTS/ CULTURAL
- EXISTING INDUSTRIAL/ UTILITY
- GREENROOF

PARKING STRUCTURES: 2,528 SPACES (WITHIN SITE)
 5,262 (WITHIN SITE + ONE BLOCK OUTSIDE OF SITE)
SURFACE PARKING LOTS: 54 SPACES (PUBLIC ACCESS)
 312 (LIMITED ACCESS AROUND CIVIC BUILDINGS)
ON STREET PARKING: 791 SPACES
RESIDENTIAL: 1,492,957 GSF
RETAIL: 161,419 GSF (WITHIN SITE),
 188,943 (WITHIN SITE + PROPOSED OUTSIDE OF SITE)
OFFICE: 341,346 GSF (WITHIN SITE)
 392,751 (WITHIN SITE + PROPOSED OUTSIDE OF SITE)
INSTITUTIONAL/HEALTHCARE: 421,270 GSF (WITHIN SITE)
 836,789 (WITHIN SITE + PROPOSED OUTSIDE OF SITE)
HOTEL: 130,160 GSF
ARTS/CULTURAL: 87,727 GSF
PUBLIC SPACE: 424,278
UTILITY: 28,684 GSF
CIVIC: 448,693 GSF
GREENROOF: 58,933 GSF

Figure 53. NTS



STREET SECTIONS A-A', B-B', C-C'

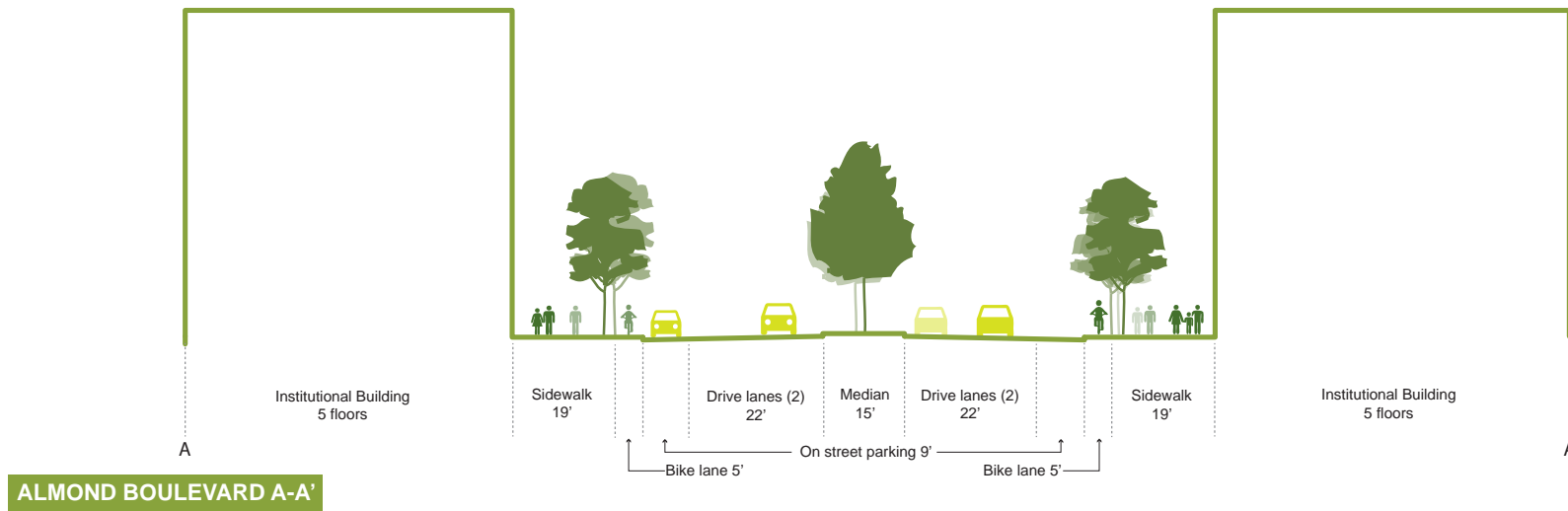


Figure 54. Almond Boulevard, section A-A': This section displays Almond Blvd. between Madison St. and Cedar St. A median, wide sidewalks, four drive lanes and two bicycle paths will make Almond Blvd. a significant civic gesture through Downtown East. Moderately sized institutional buildings will comfortably enclose the street.



Figure 55. Genesee Street, section B-B': This section illustrates Genesee St. just to the west of Almond Blvd. The location of Forman Park between the eastbound and westbound lanes of Genesee St. will make Genesee St. part of a distinctive park system connecting three Syracuse neighborhoods.

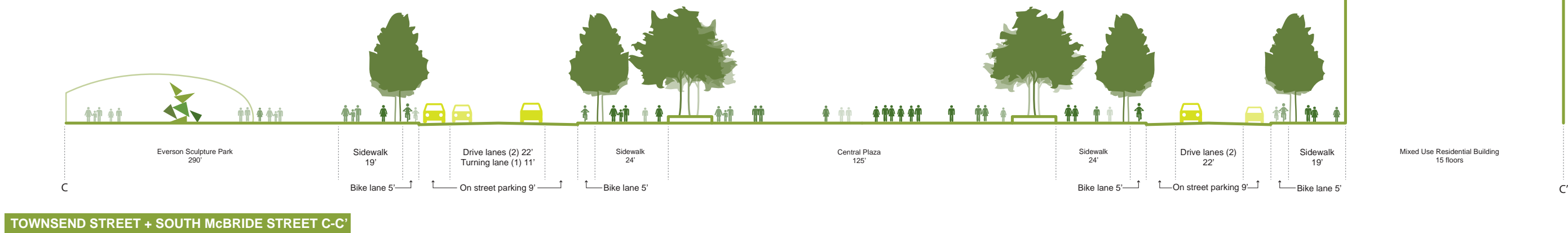
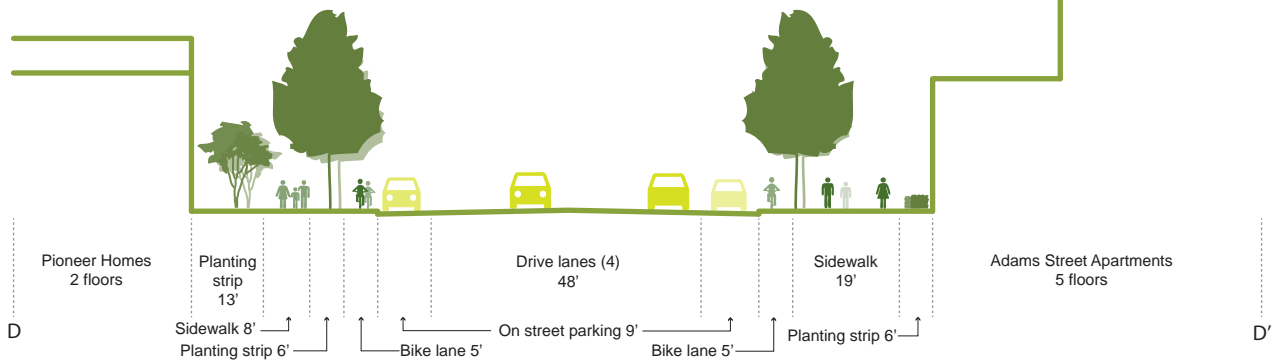


Figure 56. Townsend Street and South McBride Street, section C-C': This sections displays the Central Plaza nestled between Townsend St. and S. McBride St. This area of Downtown East includes ample public open space and functions as the neighborhood center. The Central Plaza opens up to the Everson Sculpture Park to the west and is enclosed by tall residential towers to the north, south and east.

STREET SECTIONS D-D', E-E'



ADAMS STREET D-D'

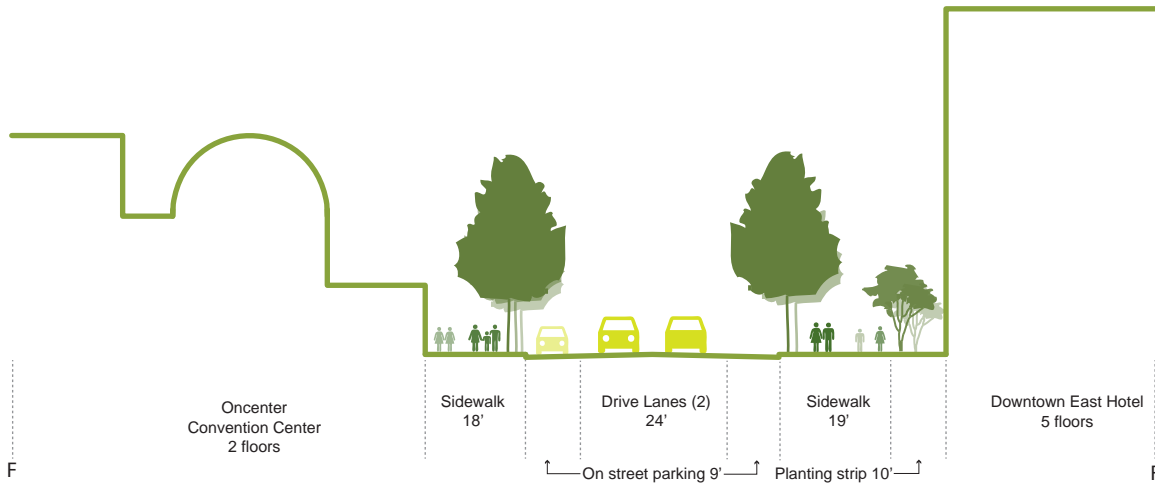


HARRISON STREET E-E'

Figure 57. Adams Street, section D-D': This section displays Adams St. just to the west of Almond Blvd. Adams St. contains four drive lanes, wide sidewalks, bicycle paths and parking. Adams St. has been converted from one way to two way traffic and will serve as a crucial east-west connection between the Downtown and University Hill neighborhoods. Adams St. will feel less enclosed than other Downtown East streets due to the street's extra lanes and the lower heights of the PTSD building and buildings within the Pioneer Homes development.

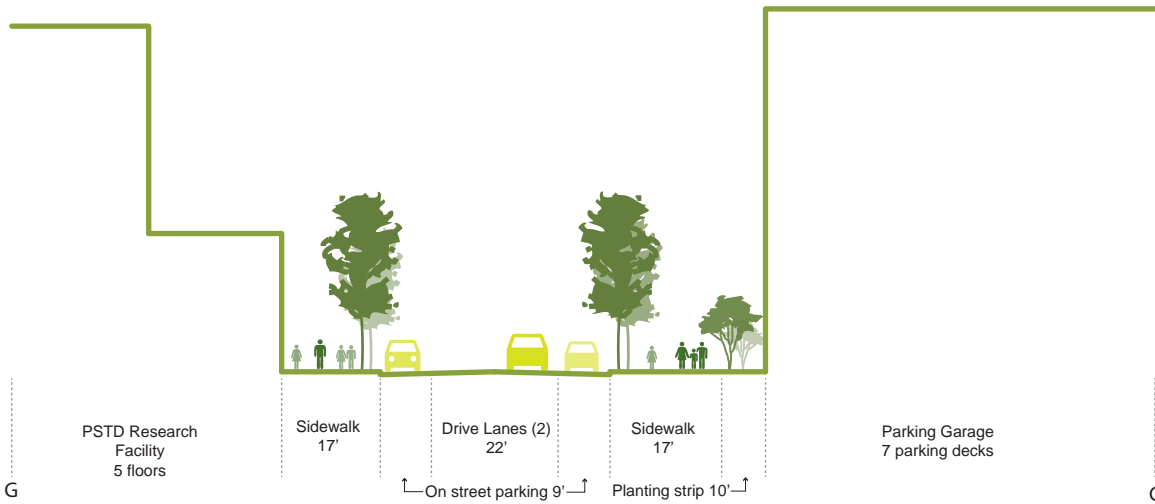
Figure 58. Harrison Street, section E-E': This section displays Harrison St. just to the west of S. McBride St. Harrison St. has been converted from one way to two way traffic and will supplement Adams St. as an additional route between the Downtown and University Hill neighborhoods. Narrower street dimensions and taller building will increase the sense of enclosure along Harrison St.

STREET SECTIONS F-F', G-G'



STATE STREET F-F'

Figure 59. Unnamed Street, section G-G': This section displays Unnamed St. between Almond Blvd. and S. McBride St. Unnamed St. includes two drive lanes, parking and wide sidewalks however, as a lower priority street, bicycle lanes have been excluded.



UNNAMED STREET G-G'

Figure 60. State Street, section F-F': This section displays State St. between Unnamed St. and Harrison St. State St. includes two drives lanes, wide sidewalks and parking. However, due to space restrictions, bicycle lanes were omitted. This section displays a more enclosed portion of State St. between the proposed hotel and the existing Oncenter.

Figure 61. Green space and landscaped areas in Downtown East. Areas comprised of landscaped beds and areas of turf grass are both represented. Both of these areas contribute to the stormwater management system in Downtown East.

Planted areas

Downtown East Site Boundary

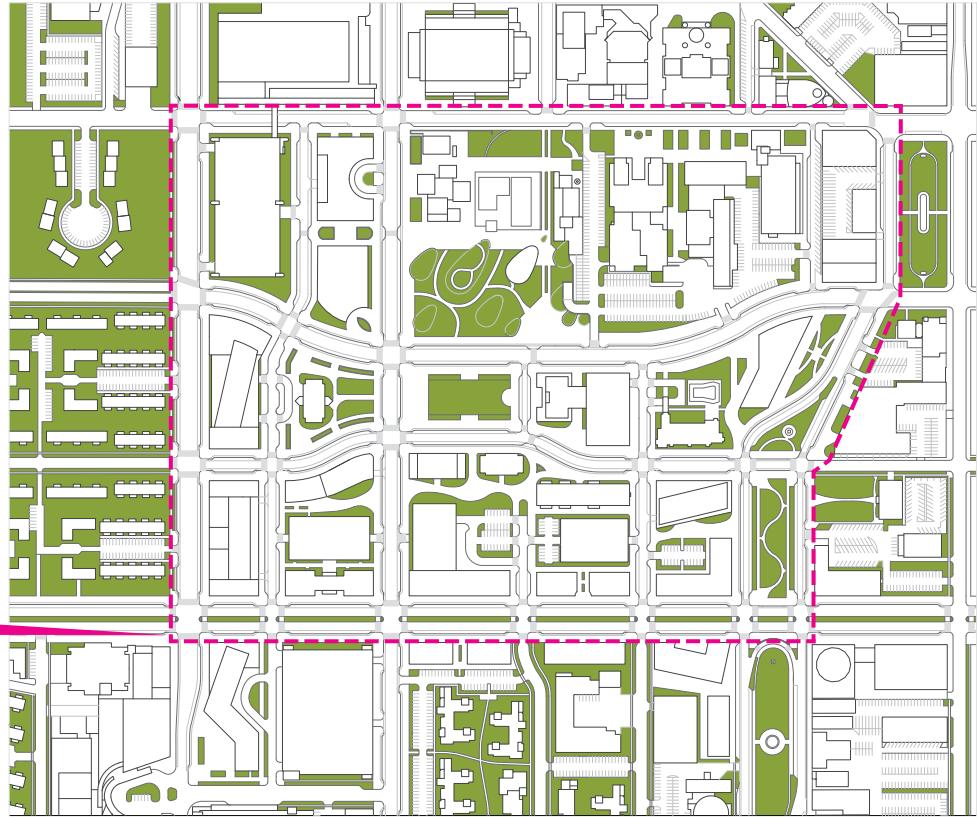


Figure 62. The urban forest in Downtown East. A lush urban forest contributes to the community through the provision of ecosystem services, the softening of architectural forms and in the case of Downtown East, by separating vehicular and bicycle traffic from pedestrians.

Trees

Downtown East Site Boundary

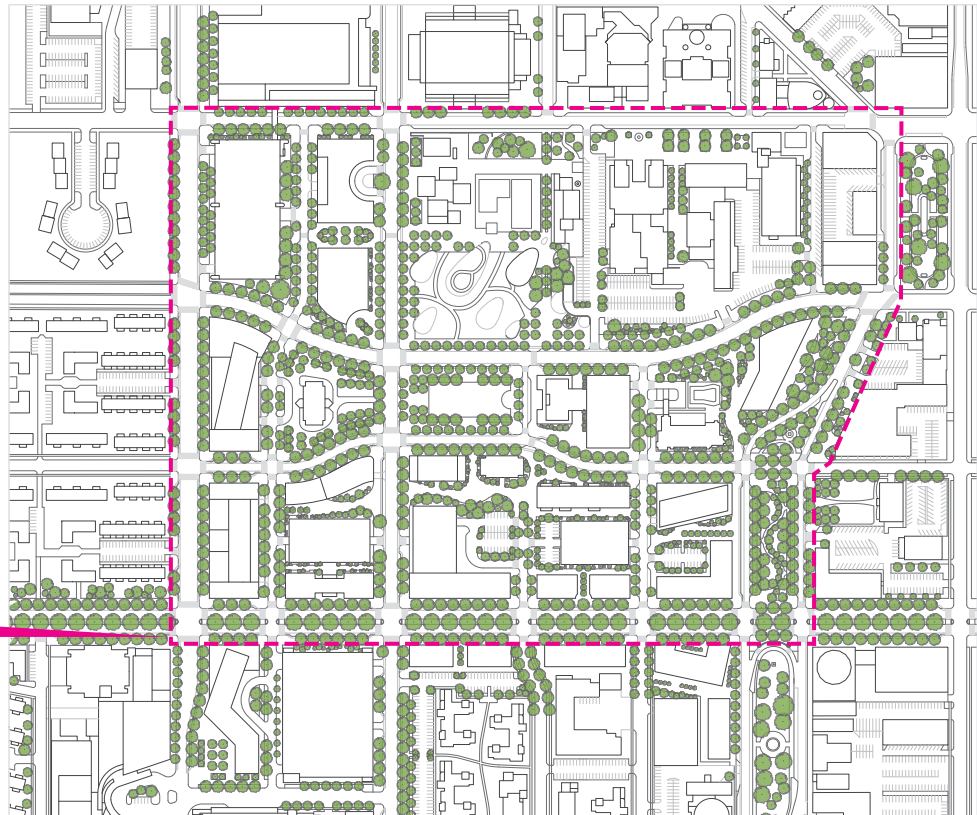


Figure 63. Large scale public open spaces in Downtown East. These spaces are comprised of parks and plazas such as the Everson Sculpture Park, the Central Plaza, Forman Park, the Firefighters Memorial Park, and The Geneva Tower grounds. These spaces provide open space to contrast built form while serving as social hubs to the community.

Large public gathering spaces

Downtown East Site Boundary

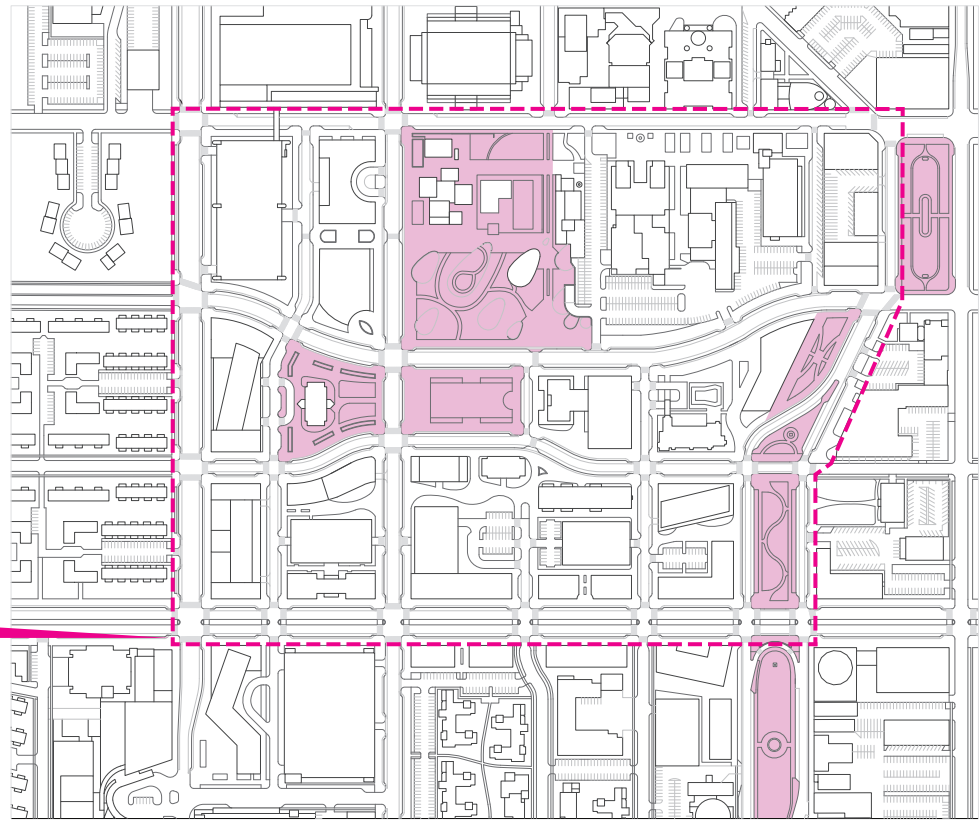


Figure 64. The parking facilities in Downtown East including surface lots and parking structures. The parking system for Downtown East promotes the “park once” idea. The garages and lots in Downtown East are numerous but small allowing them to be more conveniently and covertly located. This layout allows users to complete their daily tasks while only having to park one time. The layout of parking structures was also designed to easily service Downtown East’s residential towers.

Surface parking lots
Parking structures

Downtown East Site Boundary

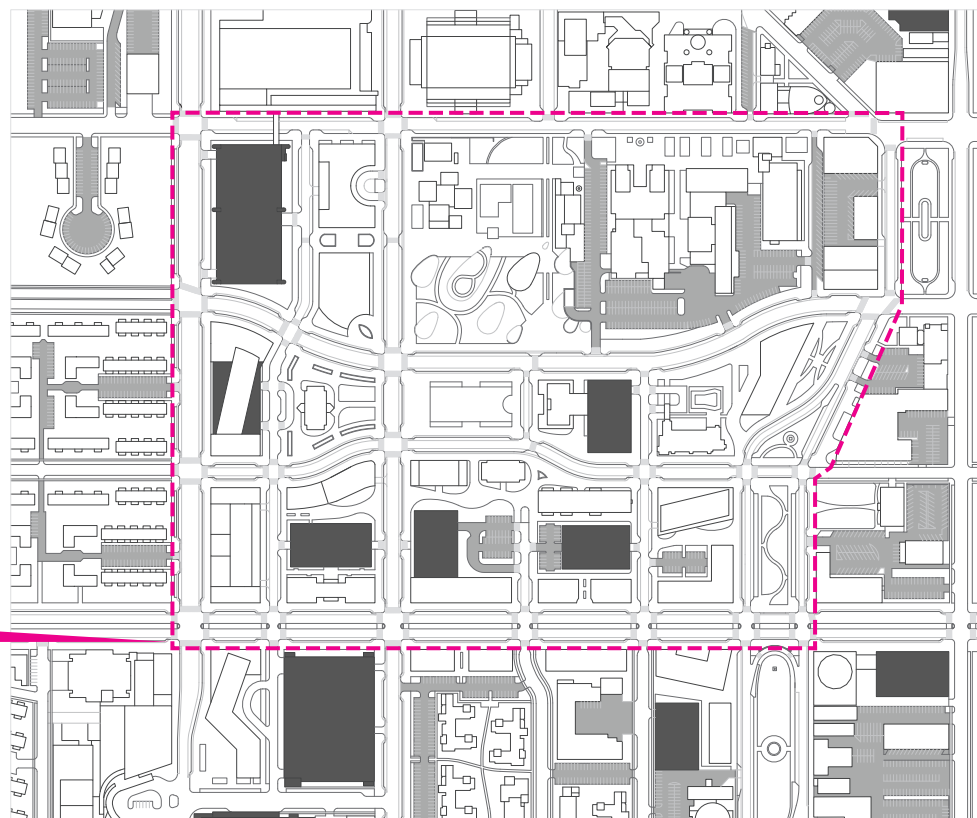




Figure 65. The paved pedestrian areas in Downtown East including sidewalks, plazas and bicycle lanes. The configuration of this system is designed to give residents viable transportation alternatives to the car. The bicycle lanes are protected by a row of parked cars and located on all primary streets. The sidewalk system creates excellent pedestrian permeability through out the neighborhood through generous dimensions and mid-block pedestrian passageways.

-  Sidewalks and plazas
-  Bicycle lane

Downtown East Site Boundary

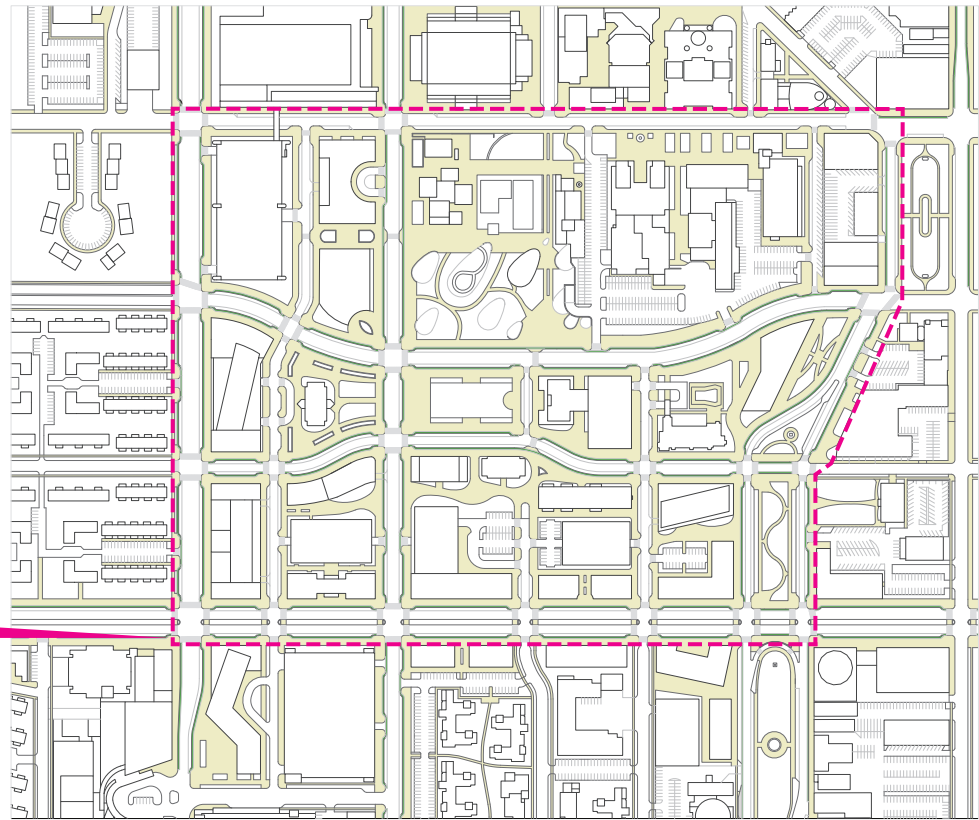


Figure 66. The street network in Downtown East. A connected network of streets such as this provides many alternative route options to improve travel for automobiles. Pedestrians benefit from the creation of small walkable blocks while the gridded street pattern simplifies wayfinding.

-  Streets

Downtown East Site Boundary

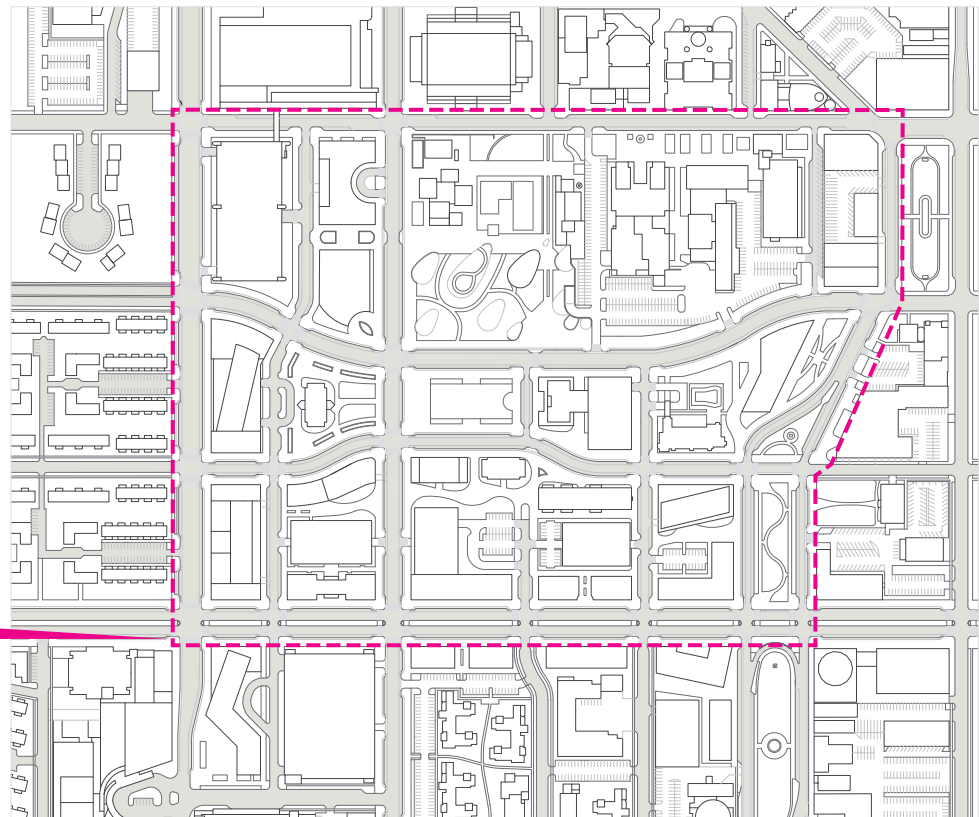
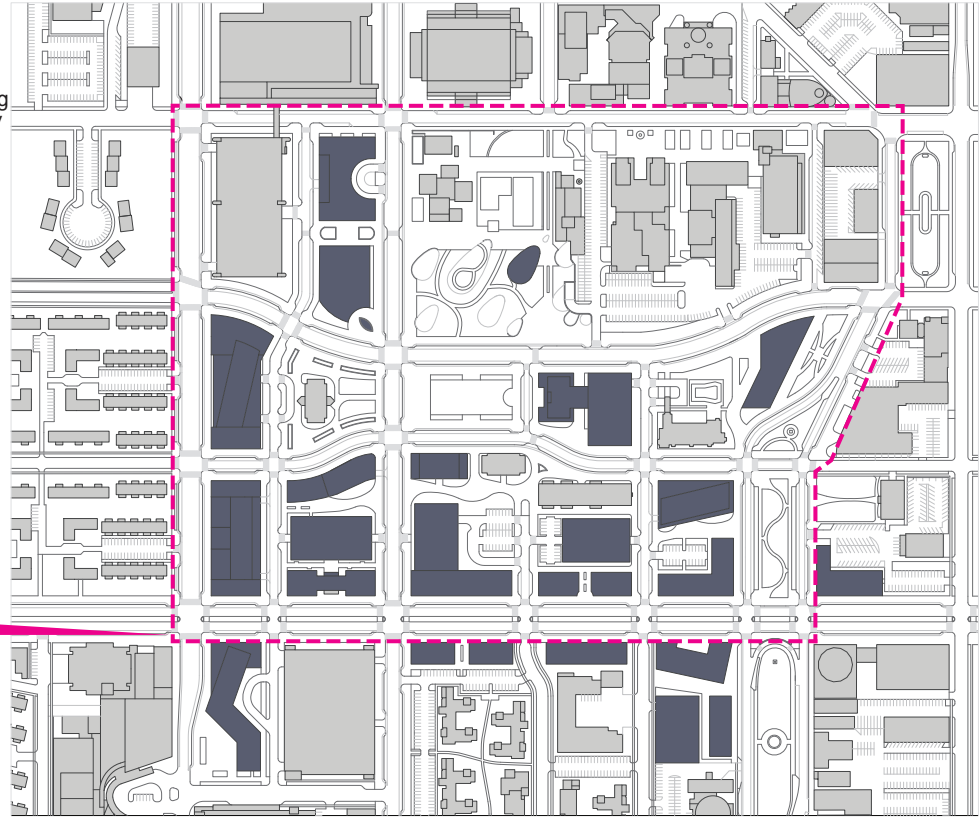


Figure 67. The proposed and existing buildings in Downtown East. Proposed buildings have been sited in a way to compliment existing structures. This is especially true for residential towers in the center of Downtown East. The removal of I-81 created development opportunities along the east side of Almond Blvd. that are outside the Downtown East site boundary. Buildings have been suggested for these sites to take full advantage of the opportunities created by the highway's removal.

- Existing buildings
- Proposed buildings

Downtown East Site Boundary



Chapter 5: Results

Fulfillment of the RFP

The RFP created by Professor Emanuel Carter has been satisfied in the design of Downtown East. Below is a list of the RFP requirements and descriptions of how they have been addressed.

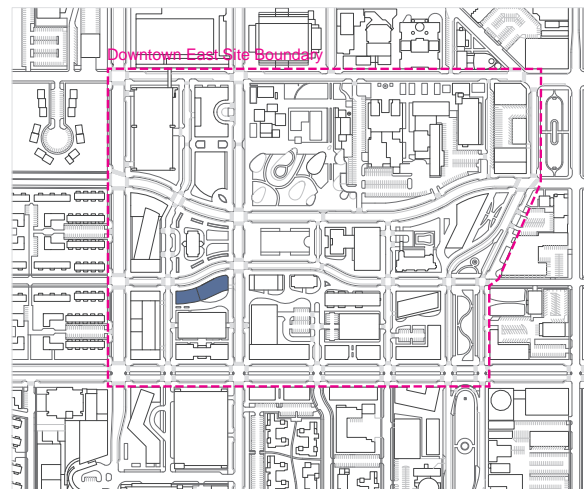
Institutional housing development: the RFP requires one institutional housing project that will include “100 small apartments (50 one bedroom and 50 two bedroom) for medical residents, medical interns, visiting instructors and short term guests associated with SUNY Upstate Medical University”. These requirements are addressed with the University Apartments housing development on the southeast corner of Harrison St. and S. McBride St. The development includes 16,652 gsf of retail on the first floor, 12,920 gsf of office space on the southern portion of floors two and three. Floors two through 16 contain 152,880 gsf of residential (99,372 nsf at 65 percent efficiency). This tower will accommodate 50 small one bedroom apartments at 750 square feet each and 50 small two bedroom apartments at 1200 square feet each with 1,872 nsf remaining. Apartment sizes are in keeping with similar apartment sizes in Downtown Syracuse and were based on information found in the brochure titled *Downtown Syracuse Housing Guide* written by The Downtown Committee of Syracuse.

This tower has access to parking in one of two parking garages located along Harrison St. and remains in close proximity to Geneva Tower and Harrison House Tower, two existing Upstate University housing facilities.

18 Residential	
17 Residential	
16 Residential	
15 Residential	
14 Residential	
13 Residential	
12 Residential	
11 Residential	
10 Residential	
9 Residential	
8 Residential	
7 Residential	
6 Residential	
5 Residential	
4 Residential	
3 Office	
2 Office	
1 Retail	

Figure 68. Above: The University Apartments represented in cross section and displaying building uses on each floor.

Figure 69. Right: The location of the University Apartments within Downtown East.



Institutional research development: The RFP requires a “research/ residential facility for veterans with post traumatic stress disorder (PTSD) that would include 50 apartments (30 with one bedroom and 20 with two bedrooms), 20,000 square feet of office/ examination space and a gym, a solarium and a courtyard”. This facility is to be jointly owned by SUNY Upstate Medical University and the Veterans Administration Hospital and contain parking for 500 cars.

These requirements are satisfied by the PTSD facility on the block bounded by Adams St., Almond Blvd., Unnamed St. and S. McBride St. The residential portion of the facility is 75,041 gsf (48,776 nsf at 65 percent efficiency) which is ample room for 30 one bedroom apartments at 800 square feet and 20 two bedroom apartments at 1200 square feet. Apartment sizes were determined by information found in the brochure titled *Downtown Syracuse Housing Guide* written by The Downtown Committee of Syracuse.

Examination/office space along with a gym and solarium are located on the first two floors totaling 56,040 gsf (36,426 nsf at 65 percent efficiency). This space can accommodate 20,000 square feet of examination/office space, an 11,000 square foot gymnasium facility and a large solarium. The courtyard is located on the roof above the examination/office/gymnasium space on both the north and south sides of the residential tower. The southern facing portion is larger to take advantage of southern sun exposure and can accommodate outdoor recreation and patio space. The northern portion is smaller and is best suited as a patio or rooftop garden. Parking at the PTSD research facility is provided by the parking structure to the facility's north across Unnamed St. The garage has space for 536 cars.

The facility also has market rate retail/office components along S. McBride St. and Almond Blvd. The retail/office components will take advantage of the retail energy on S. McBride St. and the high levels of pedestrian traffic traveling along Adams St. between downtown East and University Hill neighborhoods.

	5 Residential		
	4 Residential		
3 Office	3 Residential and greenroof		3 Office
2 Office	2 Examination space, solarium and gymnasium		2 Office
1 Retail	1 Examination space and gymnasium		1 Retail

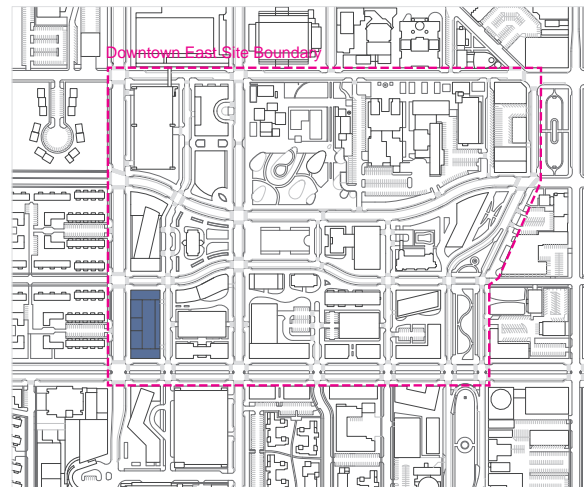


Figure 70. Above: The PTSD Research Facility represented in cross section and displaying building uses on each floor.
Figure 71. Right: The location of the PTSD Research Facility within Downtown East.

Mixed-use development: The RFP calls for “two separate new mixed use complexes that would include 1-2-3 bedroom condominiums, retail on the ground floor and indoor/outdoor recreation facilities”. The complexes must accommodate 200 cars. The Parkview Condominiums located to the north of the Central Plaza satisfies these requirements with two structures. One faces the Central Plaza and contains ground floor retail and condominiums while the second building sits to the north of the first and contains outdoor recreation space, ground floor retail and parking. The first building is a 20 story tower that contains 168,383 gsf of residential (109,448 nsf at 65 percent efficiency), 12,215 gsf of ground floor retail and 24,430 of office space on the second and third floors. The tower development has accommodations for approximately 40 one bedroom condominiums at 1100 square feet each, 24 two bedroom condominiums at 1500 square feet each, 12 three bedroom condominiums at 1800 square feet

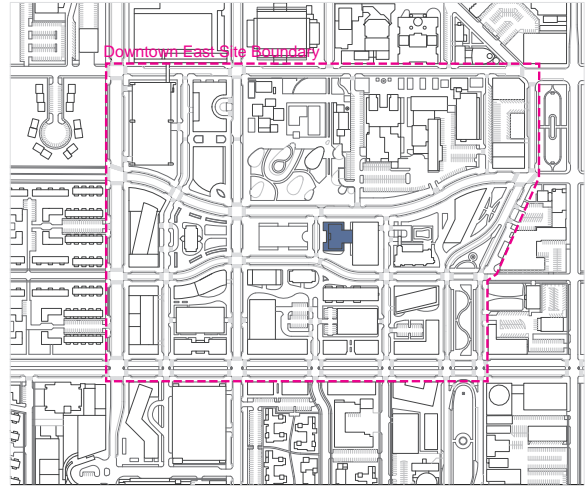
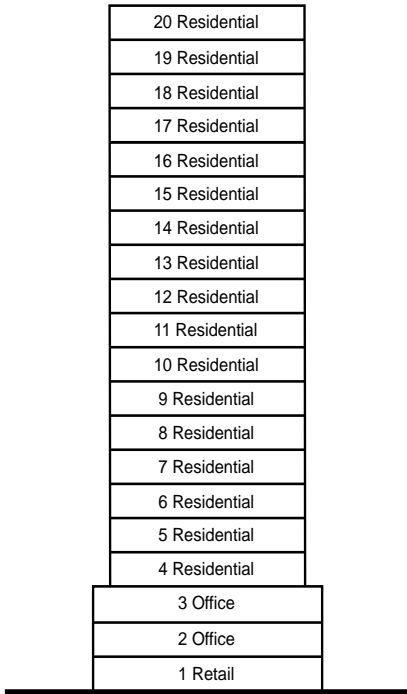


Figure 72. Left: The Parkview Condominiums represented in cross section and displaying building uses on each floor.
Figure 73. Above: The location of the Parkview Condominiums within Downtown East.

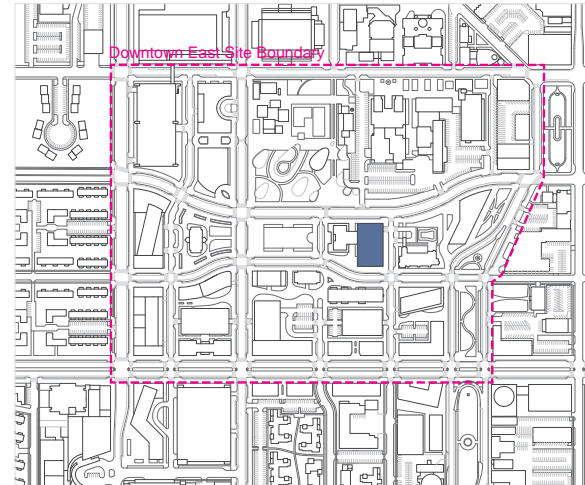
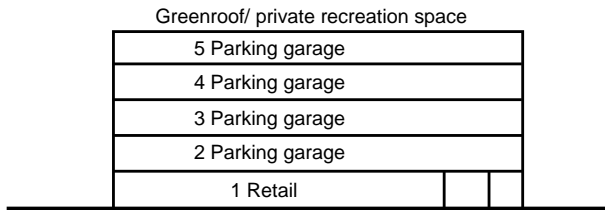


Figure 74. Above: The parking/retail component of the Parkview Condominiums represented in cross section and displaying building uses on each floor.
Figure 75. Right: The location of the parking/retail component of the Parkview Condominiums in Downtown East.

each with 7,848 nsf remaining for a recreation center and other amenities. Apartment sizes were determined by information found in the brochure titled *Downtown Syracuse Housing Guide* written by The Downtown Committee of Syracuse.

The second structure is located directly to the north of the aforementioned tower and contains recreation space, retail space and parking. The second structure is five stories tall and contains 24,087 gsf of ground floor retail. This space would be especially well suited for a small grocery, an amenity that is considered in high demand by existing Downtown residents. (The Downtown Committee of Syracuse, *Downtown Syracuse Resident Profile*, 4-5). The structure also contains four levels of parking (275 spaces) with connection to the tower and a greenroof above. The greenroof provides exclusive outdoor recreation, patio and garden space for tower residents.

	8 Residential	
	7 Residential	
	6 Residential	
	5 Residential	
	4 Residential	
3 Office	Greenroof/ private recreation	2 Office
2 Office	3 Parking garage	2 Office
1 Retail	2 Parking garage	1 Retail
	1 Parking garage	

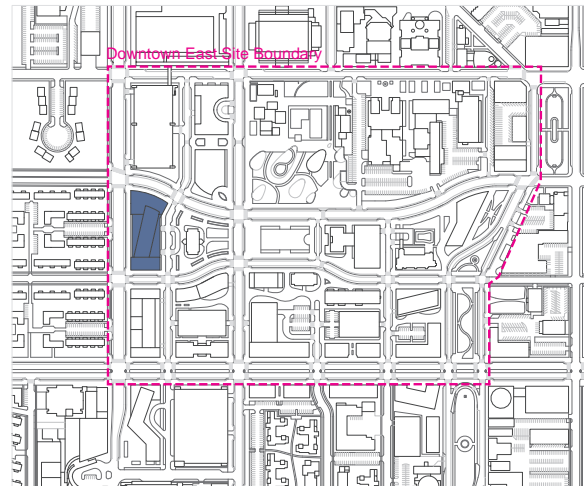


Figure 76. Above: The Adams Street Condominiums represented in cross section and displaying building uses on each floor.

Figure 77. Right: The location of the Adams Street Condominiums within Downtown East.

The second mixed use development, Adams St. Condominiums, included in Downtown East is located on the block bound by Adams St., Unnamed St., S. McBride St. and Townsend St. The development includes retail/office space, condominiums and attached parking accommodations. The parking and residential portion is located in the center of the development. A parking structure occupies the first three floors and provides parking for 225 cars. A residential tower rises an additional five stories for a total height of eight stories. The residential tower includes 81,630 gsf (53,059 net square feet assuming an efficiency of 65 percent). This allows for the construction of 24 one bedroom condominiums at 1100 square feet, 10 two bedroom condominiums at 1500 square feet and 4 three bedroom condominiums at 1800 square feet with 4,459 nsf remaining for a recreation center and other amenities. Apartment sizes were influenced by information found in the brochure titled *Downtown Syracuse Housing Guide* written by The Downtown Committee of Syracuse.

A greenroof above the parking garage of the Adams Street Condominiums provides outdoor recreation and patio space for residents. The development includes retail/office space on the eastern and western ends facing S. McBride St. and Townsend St. respectively. These areas provide 23,188 gsf of retail on the ground floor and 46,376 gsf office space on floors two and three.

City of Syracuse Art Park: The RFP requires the consideration of an art park/ therapeutic park. The RFP states that it “might be an extension of the Everson Museum and/or City/ County Justice Center and/or the courtyard associated with PTSD building mentioned above”. The park should be “attractive and dynamic” throughout the year. The inclusion of the Everson Sculptural Park satisfies these requirements. The Park is adjacent to the Everson Art Museum and across Harrison St. from the proposed Natural History Museum allowing it to contribute to the creation of an arts district in Downtown East. The Park includes small to moderately sized hills that create dynamic environments throughout the year while providing ideal locations for the siting of sculpture. Two small plaza spaces function as flexible spaces and could be used for a great number of formal and informal gatherings. Site furnishings and landscaping located along the walkways and in the plazas include multisensory stimuli that help to create a therapeutic environment. During the winter, portions of the hills can be kept free of obstructions

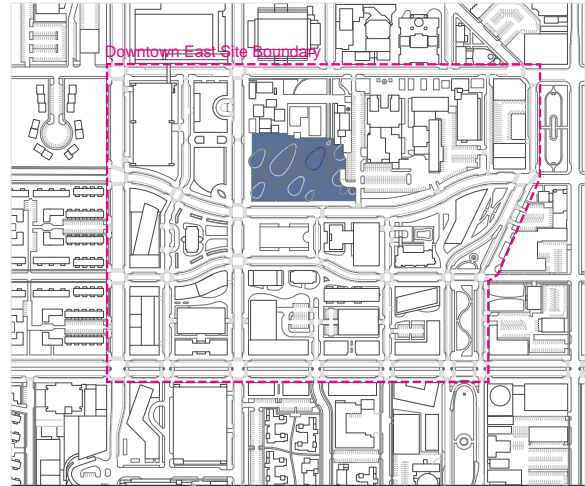
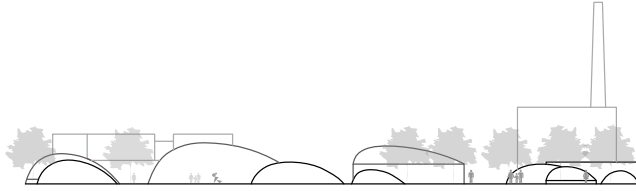


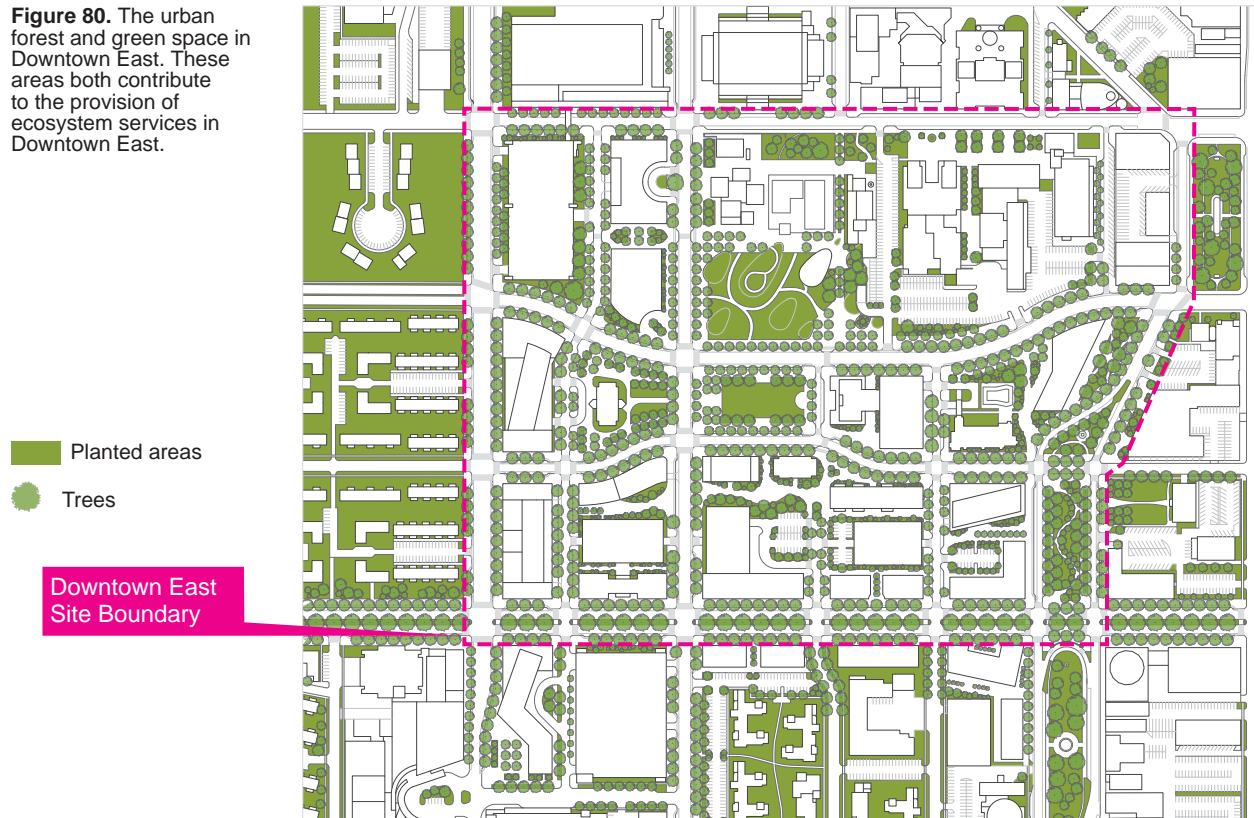
Figure 78. Above: The Everson Sculpture Park represented in cross section.
Figure 79. Right: The location of the Everson Sculpture Park within Downtown East.

and used for downhill sledding. A 6,275 gsf amenities building within the park can be used to support programming, especially in the winter when protection from the elements is required. Therapeutic plantings could be located in the Sculpture Parks planting beds. The Sculpture Park connects with the existing Everson Plaza to the west and the Central Plaza to the east. These adjacencies create a corridor of public green space that greatly improves pedestrian connections between State St. and S. McBride St. This is especially important considering the size of the block to the Sculpture Park's north that includes no pedestrian permeability.

Landscape: The RFP mandates that the design considerations of Downtown East “address the maximum feasible amount of ecosystem services and do so in a way that is highly functional and beautiful”. The Millennium Ecosystem Assessment breaks down ecosystem services into four categories: supporting, provisioning, regulating, and cultural services (vi). Supporting services are necessary for all other ecosystem services and include nutrient cycling, soil formation and primary production (Millennium Ecosystem Assessment [MEA], vi; The Economics of Ecosystems and Biodiversity [TEEB]). Although these services do occur within Downtown East, they do not have a significant impact on Downtown East. Provisioning services are those that provide raw materials such as timber, fiber, genetic resources, medical resources or fresh water (MEA, 41-42; TEEB). These services are primarily provided by way of forests, farms, freshwater systems or other similar natural lands (MEA 41-42; TEEB). Accordingly, Downtown East does not provide provisioning services in a significant way. The landscape of Downtown East does provide ecosystem services within the regulating and cultural services categories. Regulating services are described as the "services ecosystems provide by acting as regulators" (TEEB). For example, some regulating services include the regulation of air and water quality, erosion, climate, and disease (MEA, 42-43). Cultural services are those where people receive "nonmaterial benefits" from the ecosystem (TEEB) These include, educational values, spiritual values, aesthetic values, social relations, sense of place and recreation (MEA, 44). Some features of the Downtown East landscape may provide services within both categories.

These services are provided through Downtown East's park system, urban forest and smaller landscape interventions. More specifically, every block in Downtown East includes street tree plantings that stretch almost unbroken from corner to corner. Plaza and inner-block

Figure 80. The urban forest and green space in Downtown East. These areas both contribute to the provision of ecosystem services in Downtown East.



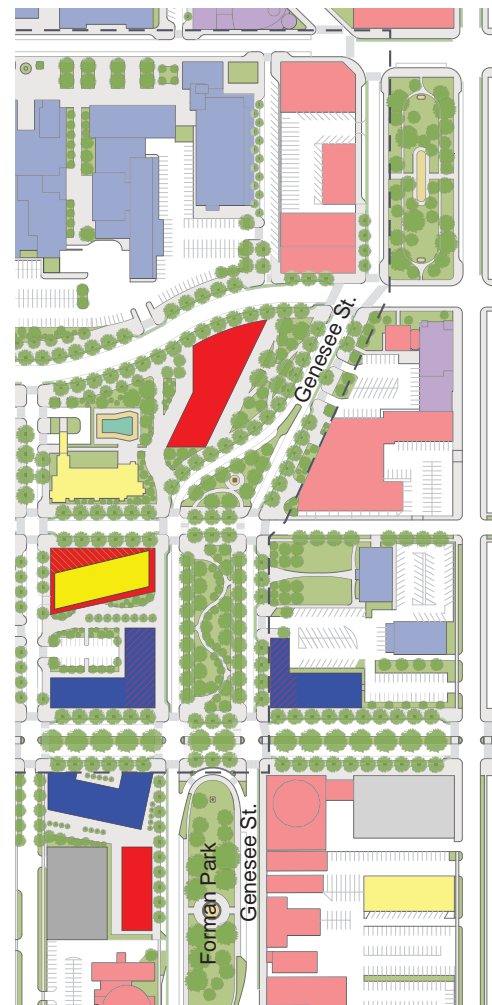
pedestrian locations provide as many trees as functionally and aesthetically feasible. The addition of the Central Plaza and The Everson Sculpture Park creates a park system that increases connectivity from State St. to S. McBride St. Smaller scale landscape interventions such as planting beds and raised planters provide a finer grain planting approach to Downtown East that can include smaller treatments such as annual or perennial flower displays.

Almost all of the landscape elements of Downtown East are capable of providing cultural services. These features can improve aesthetic values, strengthen the sense of place, bolster social interactions and provide recreational opportunities (Bolund and Hunhammar, 298; MEA, 44; TEEB). The same features that contribute to cultural services can also contribute to regulating services. Trees for instance are able to shade streets and buildings resulting in reduced heat absorption and cooling costs (Bolund and Hunhammar, 296; Speck, 226-228). Simultaneously, trees filter air pollution and improve air quality (Bolund and Hunhammar, 295-296; Speck 227-228; TEEB). Landscaped portions of Downtown East, especially large parks such as the Forman Park extension, Everson Sculpture Park and the Central Plaza provide pervious surfaces that allow stormwater to be reabsorbed into the ground (Bolund and Hunhammar, 297). This prevents runoff and helps to reduce the impact of combined sewer overflows (Onondaga County).

Contextual connection: The RFP mandates that the design of Downtown East must “connect seamlessly with the textures to the north, south, east and west”. This is accomplished through the use of matching building heights, connected streets, similar block sizes and synonymous land use. To the north, Forman Park extends westward into Downtown East. This gesture helps to connect the existing Forman Park, The Fire Fighters Memorial Park, Hanover Square, and Clinton Square along a historic Genesee St. route. Retail and commercial buildings along this corridor are kept consistent in use with those along Genesee St. Buildings contain ground floor retail with residential and/or office space on the upper floors. The Forman Park extension could serve as a crucial neighborhood center as development extends further north along Almond Blvd.

Figure 81. The Genesee St. corridor and the Forman Park Extension on the northern edge of Downtown East. This edge of Downtown East borders the Downtown neighborhood to the north, the Near Eastside neighborhood to the northeast and the University Hill neighborhood to the west. This edge blends with these surrounding neighborhoods by extending the texture and land use seen in the existing Genesee St. block directly to the east of Almond Blvd. For instance, Forman Park has been extended westward, ground floor retail has been included along Genesee St. and building heights have been kept similar to those of surrounding buildings.

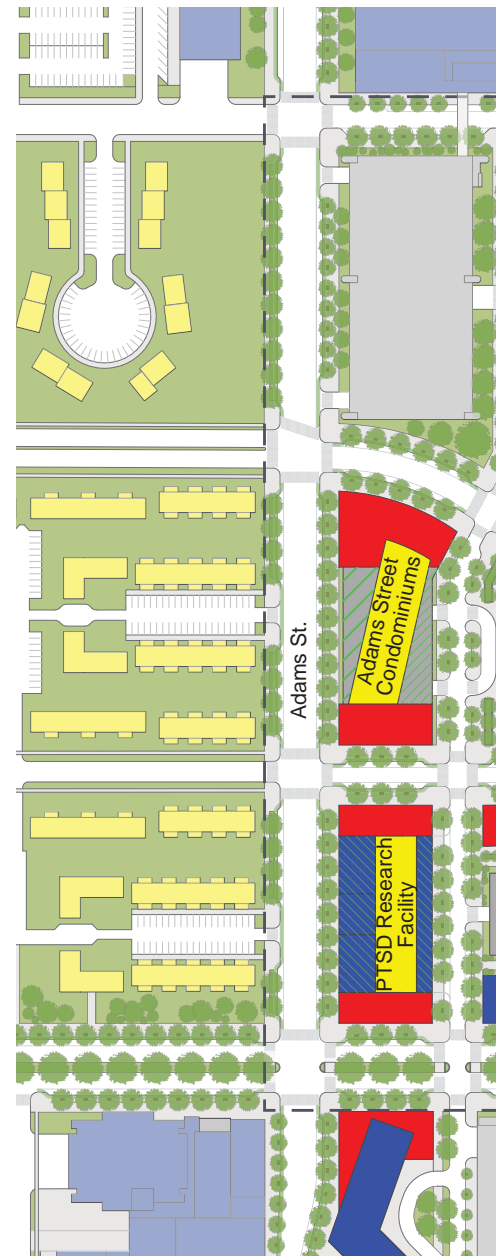
- Residential
- Existing Residential
- Institutional, Civic, Healthcare
- Existing Institutional, Civic Healthcare
- Ground Floor Retail
- Retail/Office
- Existing Retail, Commercial, Office
- Parking Structures
- Existing Parking Structures
- Public Assembly
- Arts/Cultural
- Existing Arts/Cultural
- Existing Industrial/Utility
- Greenroof



To the South, the PTSD facility and Adams St. Condominiums provide scale and land use transition to the neighboring communities. The PTSD facility sits at the intersection of three neighborhoods, University Hill to the east, Downtown East to the west and the Southwest neighborhood (Pioneer Homes) to the south. The facility’s scale is intended to serve as a transition between the taller buildings found in the core of Downtown East, the institutional textures seen in University Hill and the smaller scale residential structures in the Pioneer Homes

Figure 82. The Adams St. corridor on the southern edge of Downtown East emphasizing the Adams St. Condominiums and the PTSD Research Facility. This edge of Downtown East abuts the Southwest neighborhood to the south and the University Hill neighborhood to the southwest. The scale and usage of The PTSD building and the Adams Street Condominiums help to link the Downtown East, Southwest and University neighborhoods. The extension of S. McBride St. through Downtown East and into Pioneer Homes also aids in connecting the Downtown East and Southwest neighborhoods.

- Residential
- Existing Residential
- Institutional, Civic, Healthcare
- Existing Institutional, Civic Healthcare
- Ground Floor Retail
- Retail/Office
- Existing Retail, Commercial, Office
- Parking Structures
- Existing Parking Structures
- Public Assembly
- Arts/Cultural
- Existing Arts/Cultural
- Existing Industrial/Utility
- Greenroof



development. The retail/office and institutional building usage works to connect University Hill institutional expansion energies to Almond Blvd while taking advantage of the high vehicular and pedestrian traffic seen on the corner of Adams St. and Almond Blvd. The Adams St. Condominiums serve as a transition to surrounding neighborhoods by their scale and usage. The development's scale serves as a transition between taller residential tower in Downtown East while their residential designation provides a linkage to the neighboring Pioneer Homes and McKinney Manor. Retail/office provisions take advantage of commercial energy on S. McBride St. and higher visibility because of jogs in both Townsend St. and S. McBride St. The reconnection of S. McBride St. over Adams St. and through Downtown East also aids in linking the Southwest and Downtown East neighborhoods.

A great deal of the western edge of the Downtown East remains unchanged keeping intact the civic connections to downtown that currently exist. One new addition, a hotel, located on State St. between Harrison St. and Unnamed St. provide a connection to surrounding buildings through scale and usage. The hotel will provide convenient lodging for visitors attending events at the Convention Center, War Memorial or Civic Center Theater as well as nearby medical and educational institutions. The Everson Sculpture Park also provides an important pedestrian connection on the western side of Downtown East.

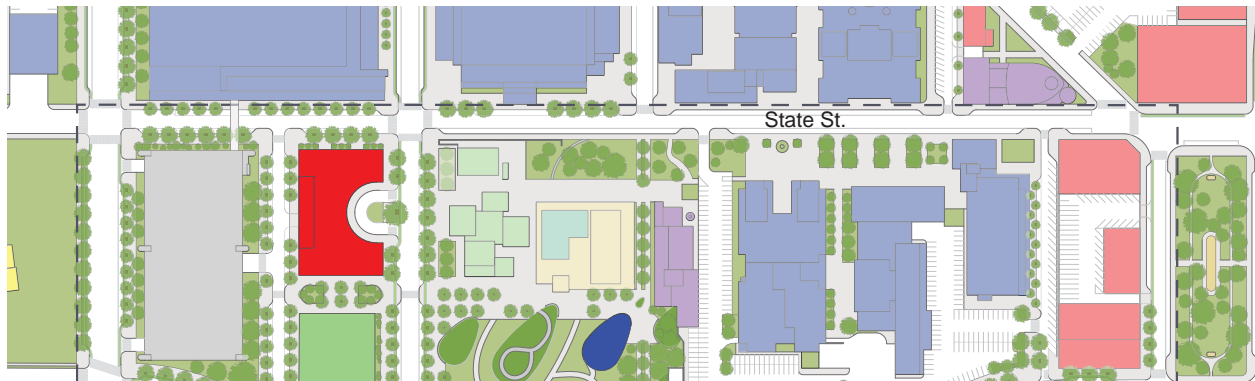



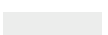

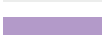



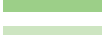






Figure 83. The State St. corridor on the western edge of Downtown East. This edge borders only the Downtown neighborhood to the west. The existing connection between the two neighborhoods through similar civic landuses remains as do all of the existing buildings. The only new building is a hotel that will further link these neighborhoods by serving both simultaneously. Improvements to traffic patterns, sidewalks, bicycle lanes and parking on State St., Adams St, and Harrison St. will also improve connectivity between the two neighborhoods.

	Residential		Parking Structures
	Existing Residential		Existing Parking Structures
	Institutional, Civic, Healthcare		Public Assembly
	Existing Institutional, Civic Healthcare		Arts/Cultural
	Ground Floor Retail		Existing Arts/Cultural
	Retail/Office		Existing Industrial/Utility
	Existing Retail, Commercial, Office		Greenroof

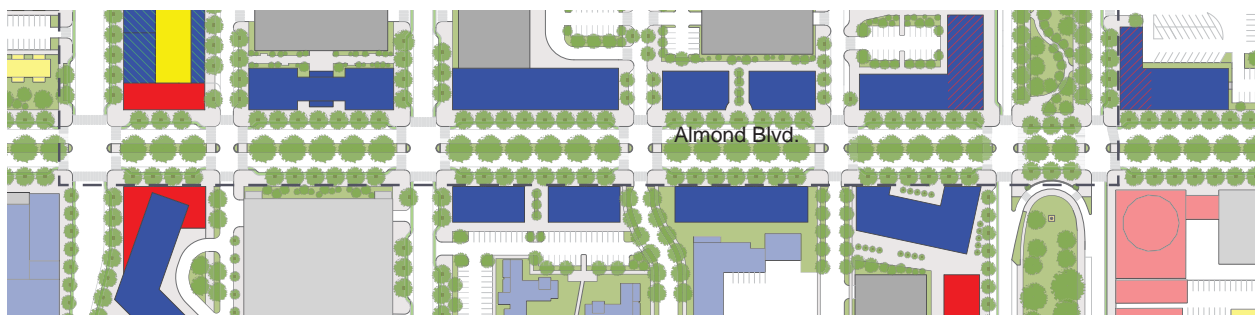



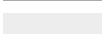





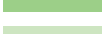






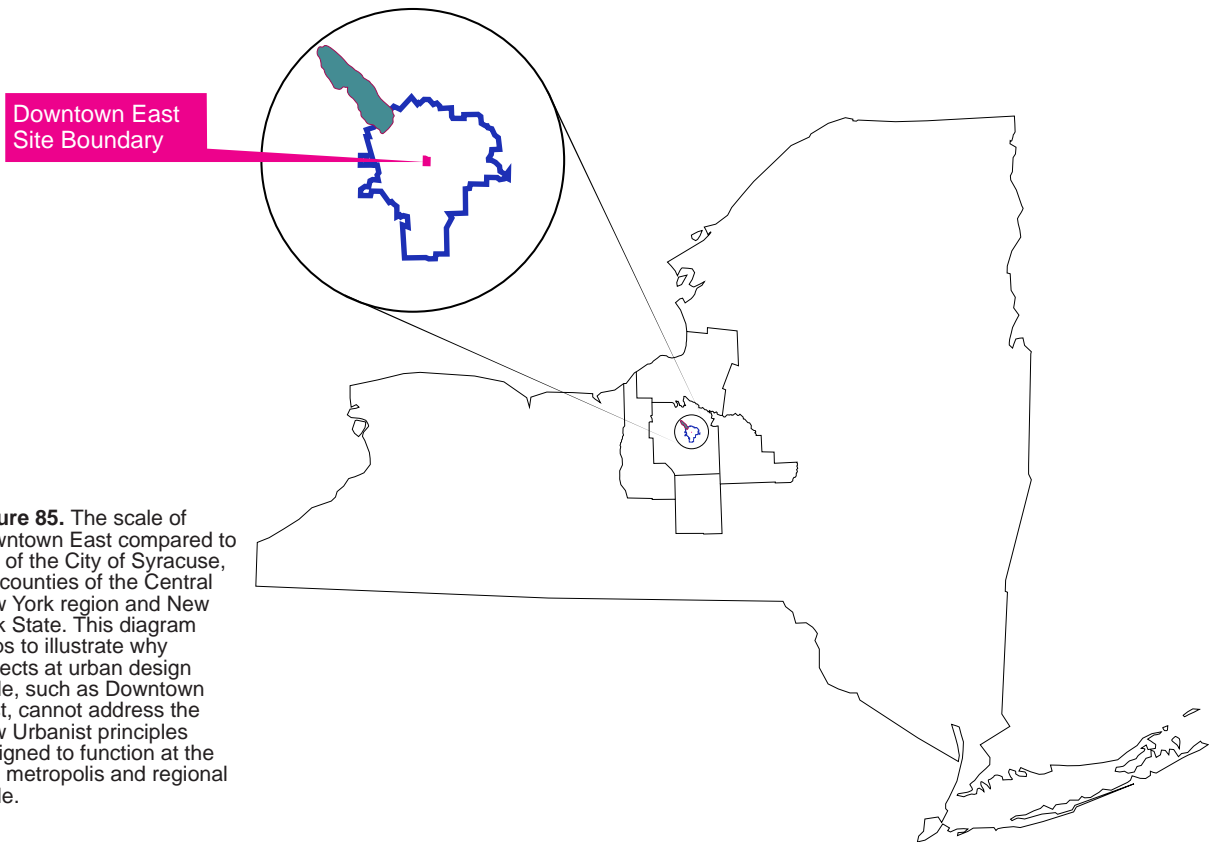
Figure 84. The Almond Ave. corridor on the eastern edge of Downtown East. This edge is bordered by the University Hill neighborhood to the East, Southwest neighborhood to the southwest and the Near Eastside neighborhood to the northeast. This corridor seeks to link with the University Hill neighborhood by serving as an institutional hub for the expanding University Hill institutions. The scale of proposed institutional buildings is kept similar to those in the adjacent neighborhood as well.

	Residential		Parking Structures
	Existing Residential		Existing Parking Structures
	Institutional, Civic, Healthcare		Public Assembly
	Existing Institutional, Civic Healthcare		Arts/Cultural
	Ground Floor Retail		Existing Arts/Cultural
	Retail/Office		Existing Industrial/Utility
	Existing Retail, Commercial, Office		Greenroof

The removal of Interstate Highway 81 has bolstered connectivity between Downtown East and University Hill. Institutional development can flow from University Hill into Downtown East now that I-81 has been removed. Institutional buildings along Almond Blvd. connect with institutional development within University Hill through height and usage. Building height of four to five stories match with those of existing buildings on the east side on Almond Blvd.

Addressing the Principles of New Urbanism

The design of Downtown East follows the New Urbanist recommendations as often as possible. An attempt has been made to stay true to the 27 principles. However, in some circumstances specific principles may not be applicable to the design of Downtown East. Many principles in “The Region: Metropolis, City and Town” section and the “Block, Street, and Building” section are not applicable as the scope of this project does not include city-wide or regional strategies nor does it include the final articulation of architecture or landscape design. In other circumstances, the design of Downtown East may have deviated from a specific recommendation because the existing conditions warranted a different approach. A discussion of each principle’s applicability in the design of Downtown East follows. This discussion uses *The Charter of the New Urbanism*, 2nd edition, by The Congress of The New Urbanism, edited by Emily Talen.



The Region: Metropolis, City and Town

1. *The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning and economic strategies must reflect this new reality.*

Peter Calthorpe in his discussion of principle one states that “the economic building blocks of the global economy are regions- not nations, cities or states” (17). This presents an important shift in how municipalities are governed in the United States. New Urbanists are suggesting that a collection of independent municipalities may not be the most efficient system (Calthorpe, 17-18). For instance, competition for tax base between cities and suburbs can result in lax building codes and/or development policies and result in poor quality development. The New Urbanists suggest that municipal governments within the same metropolitan region should share resources and work in cooperation with one another to create a more effective solution to systems such as education, transportation, housing and environmental stewardship (Calthorpe, 18-22). These solutions should include physical planning and economic efforts on the regional level (Calthorpe, 18).

This principle is not applicable to the design of Downtown East as it concerns regional strategies. Considerations of region wide governmental cooperation, public policy, physical planning and economic strategies were not included in the design of Downtown East.

2. *Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks and river basins. The metropolis is made up of multiple centers that are cities, towns and villages, each with its own identifiable center and edges.*

Principle two addresses the physicality of sprawl by stating the need to respect the limited natural resources found within metropolitan regions (CNU, 27). Robert D. Yaro in his discussion of this principle describes “preserving green space, protecting watersheds, investing in transit, and directing growth toward established areas” as methods to protect environmental health and promote healthy and attractive metropolitan regions (Yaro, 27). New Urbanists consider regionalism as an approach to environmental stewardship (Benfield, 34). This principle plays a significant role in the environmental policies New Urbanists suggest. By promoting the integrity of “edges” New Urbanist also decry the development that most often causes edges to disintegrate creating sprawl (Benfield, 34). Consequently, environmental stewardship is promoted through the exclusion of development beyond the municipal edge (Benfield, 34).

Despite the benefits of a regional approach, this principle is not applicable to the design of Downtown East. The design of Downtown East does not have authority over regional strategies.

3. *The metropolis has a fragile and complex relationship with its agrarian hinterland and surrounding natural landscapes, involving environmental, economic, and cultural elements. Farmland and nature are as important to the metropolis as the garden is to the house.*

Principle three continues the environmental discussion the New Urbanists began with principle two. The New Urbanists continue to promote environmental stewardship by advocating for denser and more compact settlements that result in the preservation of hinterland (Arendt, 38, 40-41). Additionally, New Urbanists recognize the important relationship between proximity farms and urban areas. Near-by farms reduce the cost of food transportation and help to contribute to a regional identity (Arendt, 37). The strategies of this principle are best suited to development and policy considerations closer to the urban fringe. Consequently, this principle is not applicable to the design of Downtown East.

4. *Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas.*

Principle four continues the discussion concerning the integrity of municipal edges reinforcing the concept that preventing peripheral expansion will promote environmental conservation . The New Urbanists expand on this concept in this principle by promoting infill development (CNU, 47; Preston, 54). Infill development occurs when underperforming or vacant land within existing urban areas is used for development (Grimshaw, 47). By using what is already developed, infill development saves costs and land while enriching degraded neighborhoods especially when infill is organized around transit (Grimshaw, 50-51).

This principle is one of the few in “The Region: Metropolis, City and Town” portion of The Charter of The New Urbanism that pertains to the design of Downtown East. Downtown East is considered infill development as it is located within an underperforming portion of Downtown Syracuse and therefore, does not “blur or eradicate the edges of the metropolis” (CNU, 47). The existing site contains over eight surface parking lots which have been reconsidered in Downtown East as an array of buildings and parks with a variety of uses. Replacing surface parking with development creates a more livable neighborhood while increasing tax revenue for the city. A number of underperforming buildings have been removed and replaced with buildings and parks that add to the quality of the neighborhood (discussed under principle 27).

5. *Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated within the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges and planned for a jobs/housing balance, not as bedroom suburbs.*

In the discussion of principle five, Wendy Morris explains that new development must consider the daily needs of residents (Morris, 57-58). She states that neighborhood centers, access to public transit, and connections to other neighborhoods are important considerations for a new neighborhood (Morris, 57-61). Although Downtown East is nestled within the city of Syracuse instead of added to its periphery, Downtown East is still designed as a neighborhood. Daily goods and services, as well as employment, and public transit can all be reached by foot within Downtown East (principle eleven discusses Downtown East as a neighborhood). The proposed development in Downtown East is integrated with the existing urban pattern in a number of ways as is fully discussed in the “Fulfillment of the RFP” section).

6. *The development and redevelopment of towns and cities should respect historical patterns, precedents and boundaries.*

Principle six emphasizes the importance of local history. New Urbanists argue that embedded within local history is centuries of knowledge that has already been fine tuned to meet the needs of a specific location (Mehaffy, 71). Stephanie Bothwell in her discussion of this principle articulates the inclusion of central greens in New Urbanist planning as a method of reaching back to methods of historic town planning (Bothwell, 67). Downtown East follows suit with the creation of the Central Plaza. Much like historic examples, such as the Fire Fighters Memorial Park just to the northwest of Downtown East, the Central Plaza is centrally located public space surrounded by high density residential. The importance of a centrally located public space is attested to by New Urbanists and was made available in Downtown East through the proposed demolition of the Upstate University Health Center building on Harrison St. More information concerning demolished buildings is found in the discussion of principle 27.

The historic street grid pattern has been reinstated after partial breakages caused by Urban Renewal and Interstate 81. The improvements to Almond Blvd. and the connection of S. McBride St. allow for easier north-south travel and efficient connection to highways. The reconnection of Cedar St. and the creation of Unnamed St. creates additional east-west connectivity. The New Urbanists also discuss the importance of following historic land use patterns (Bothwell, 68-69). For instance, prior to World War II, land uses were not separated as they are today (Bothwell, 68). Instead mixed use development prevailed and civic, commercial, retail, medical, institutional and educational uses occurred within the same neighborhood. Accordingly, Downtown East adopts this historic pattern by including a diversity of land uses.

The boundaries of Downtown East, although unchanged, differ from those discussed by the New Urbanists in this principle. This principle considers boundaries on a larger scale such as that of the city or metropolis. Stephanie Bothwell exemplifies these boundaries as “boundaries that meet at the bases of mountains and edges of rivers...” (Bothwell, 67, 69). Downtown East contains no large scale man-made or natural features that could serve as boundaries other than I-81, which is to be removed as per the RFP.

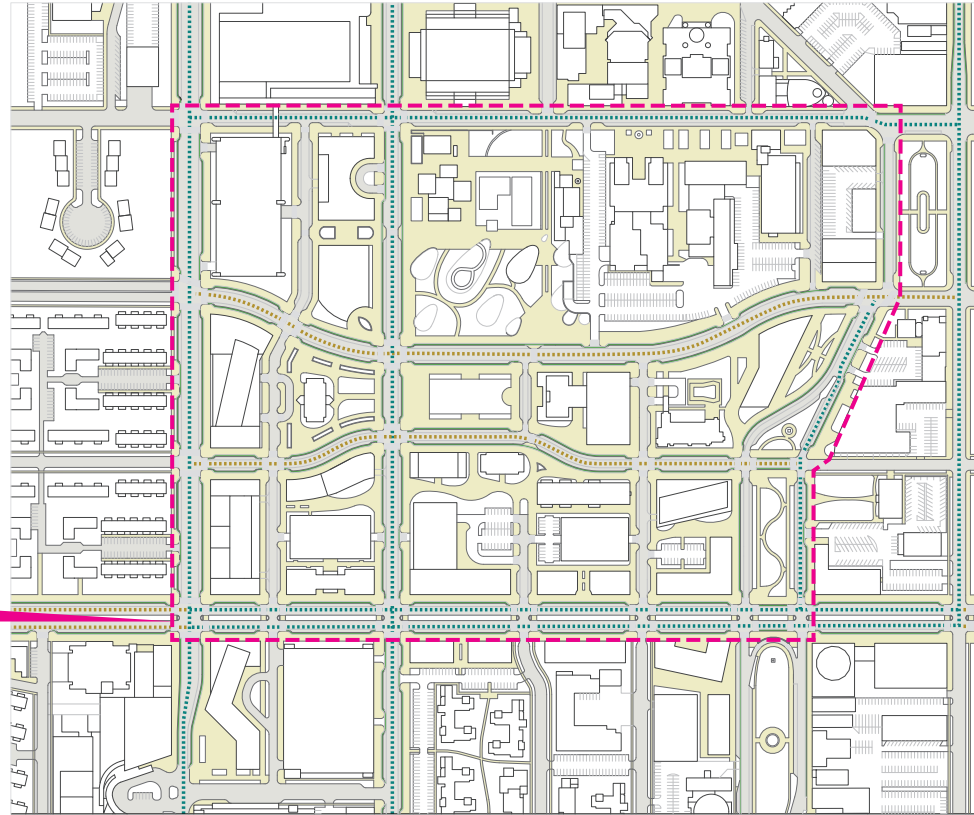
7. *Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and avoid concentrations of poverty.*

In principle seven, New Urbanists discuss the concept of opportunity. Shelly Poticha in the discussion of the principle states “The trajectory of America’s economic future in inextricably linked to America’s ability to equalize opportunity” (75). New Urbanists advocate for transportation, education, employment and housing systems to respond to the availability of opportunity to all income levels on a regional scale (Poticha, 75-77). Although regional strategies are outside the scope of this project, Downtown East does advocate for low income housing as well as market rate housing opportunities in the proposed residential buildings. Furthermore, commercial, civic and institutional development within Downtown East will create a diverse job market for residents of many skill levels. A discussion of the housing and job opportunities in Downtown East can be found after principle 13.

Figure 86. The transportation network within Downtown East. A diverse set of transportation options allows residents the freedom of mobility and helps connect Downtown East to other neighborhoods near and far.

- Streets
- Sidewalks
- Bike lanes
- Existing bus routes
- Proposed bus routes

Downtown East Site Boundary



8. *The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile.*

In principle eight New Urbanists discuss the importance of having a multi-modal-transportation system that spans many scales. New Urbanists trace mobility issues to an over accommodation of the automobile while ignoring the pedestrian and transit services (Arrington, 83-87). An examination of transportation funding reveals that large roads carrying the greatest number of automobiles receive the most funding and therefore are more frequently constructed and repaired (Arrington, 83-84). However, a vast majority of vehicular trips are taken in shorter distances on smaller roads that unfairly receive less funding (Arrington, 83). A switch in priorities from large roads to smaller roads arranged in a gridded pattern better serves both automobiles and pedestrians (Arrington, 84-86). Although the design of Downtown East does not have control over regional transportation strategies, it does accommodate this principle within its boundaries. Interventions made within Downtown East may combine with those in other neighborhoods to have a regional impact.

First and most importantly, Downtown East accommodates the removal of Interstate 81 while maintaining accessibility to highways to the north and south via Almond Blvd., S. McBride St., Townsend St., and State St. This action eliminates a divisive element through the center of Syracuse while continuing to promote regional mobility. The recreation of a gridded street network in Downtown East allows for a great deal of connectivity both internally and to surrounding neighborhoods. This connectivity supports an extensive sidewalk network and a protected bicycle lane system that connects with existing bicycle lanes in surrounding

neighborhoods. Bus stations are included in Downtown East and can connect with the existing bus routes in Syracuse such as the Connective Corridor along E. Genesee St. Connection to the CENTRO bus system could provide regional accessibility to those living in Downtown East.

9. *Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing and community institutions.*

In this principle New Urbanists discuss the importance of regional tax base sharing. They explain that by sharing property taxes, municipalities within a region can dissuade the decisions that lead to poor land use planning and inequality (Orfield, 92). By sharing taxes, municipalities can equalize funding for public service within a region and eliminate concentrations of poverty (Orfield, 92-93). Municipalities will no longer need to balance their books with highly taxable poor quality development (Orfield, 94). Education systems can benefit greatly from tax base sharing such that all schools across a region can receive equitable resources (Orfield, 92). This principle is not applicable to the design of Downtown East as it pertains to metropolitan and municipal strategies.

The Neighborhood, District, and Corridor

10. *The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.*

In principle 10 New Urbanists discuss the importance of the neighborhood, district and corridor and state that new development should take on their forms. In the discussion of the principle Jonathan Barnett describes how new development can take the form of neighborhoods, districts and corridors. He concludes that zoning plays a significant role in determining the final forms of development (Barnett, 101-102). Conventional zoning mandates swaths of single use development that Barnett states are contrary to the components of quality neighborhoods (Barnett, 101-102). He proclaims that single use areas be it tracts of single family homes or strips of commercial property should include more diverse land uses (Barnett, 102). The design of Downtown East does not take into consideration any City of Syracuse zoning laws or codes as an effort to limit the scope of the study.

To support a diversity of land uses, Barnett explains that a diversity of transportation alternatives and public space is required (102-104). Automobile transportation should not be eliminated but instead better supplemented with public transit, pedestrian and bicycle systems (Barnett, 100-101). Transportation plays a significant role in the creation of corridors that craft the urban environment (Barnett, 102-104). Significant streets, natural barriers, regional parks, waterways or urban park systems can all serve as corridors (Barnett, 102-104).

The design of Downtown East addresses this principle by designing a neighborhood that includes small districts and corridors. A discussion of how Downtown East has been designed as a neighborhood as well as how it includes corridors and districts can be found in the discussion of principle 11. Although Downtown East is a neighborhood, one can only speculate that its residents will take responsibility for its maintenance and evolution as prescribed in principle 10.

11. *Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways*

In the discussion of principle 11 Elizabeth Plater-Zyberk begins to define the neighborhood, district and corridor in more detail. She begins by stating that neighborhoods must have a center and an edge and that while “both are important, the center is necessary” (Plater-Zyberk, 109). The center is most often a public space such as a green or square surrounded by civic buildings such as libraries and churches (Plater-Zyberk, 109-110). Downtown East includes the Central Plaza as a public neighborhood center. However, the civic use component fronting the Central Plaza is not a structure as recommended by the New Urbanists but instead the Everson Sculpture Park. On the remaining three sides the Central Plaza is surrounded by residential and mixed use buildings. Surrounding the Central Plaza with residential buildings allows new developments to match existing towers in the vicinity and helps to create a residential height district. Residential towers can also leverage the park to add value to the project which may attract better quality developers and designs. That in turn allows the Central Plaza and surrounding development to serve as a catalyst for the development of Downtown East.

Plater- Zyberk continues to describe neighborhoods as places that have a mix of activities and a diversity of housing (Plater-Zyberk, 110). Housing provisions must accommodate all incomes in a range of structures while activities such as shopping, working, education and recreation must be within walking distance (Plater-Zyberk, 110). Downtown East provides

Figure 87. The Central Plaza and surrounding residential structures in Downtown East. Together, these features form a strong center within Downtown East. A conspicuous neighborhood center, especially one containing public space, is a crucial component of New Urbanist design.

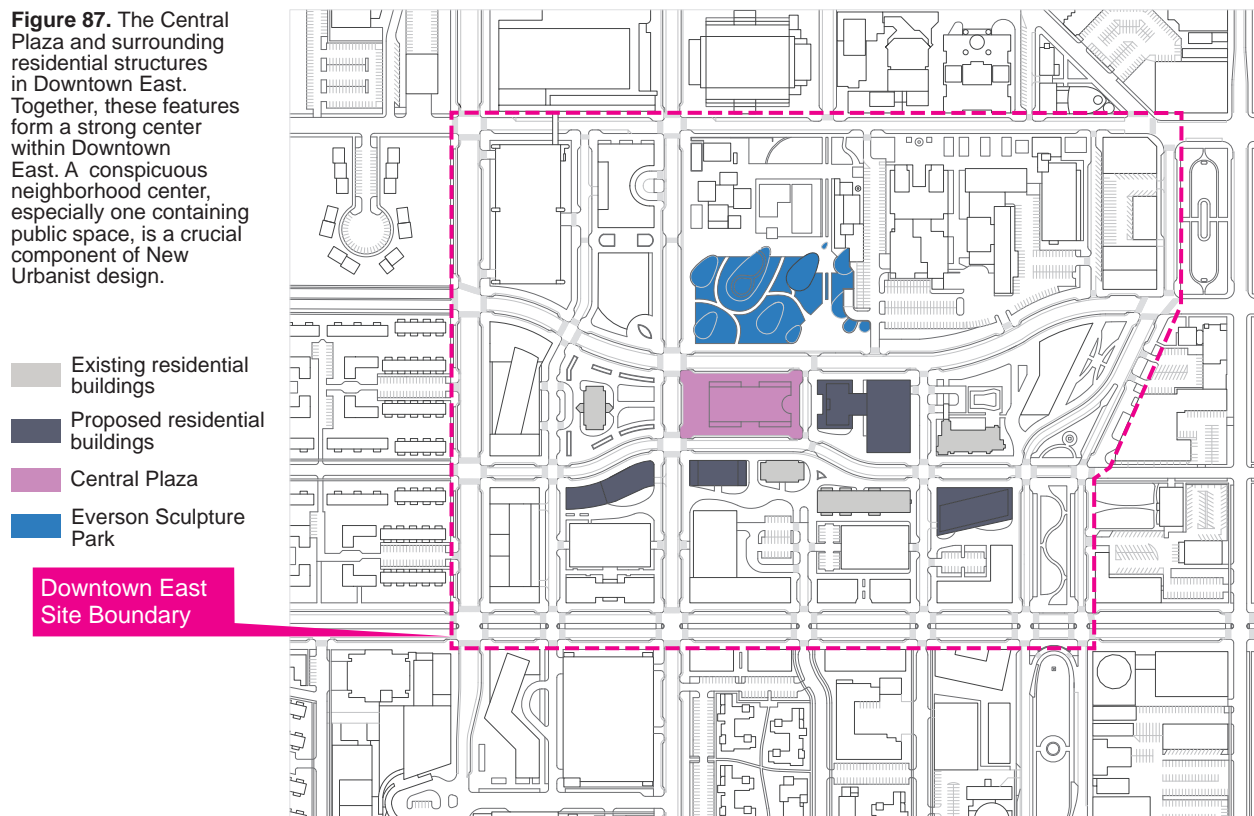


Figure 88. Ground floor retail space in Downtown East. These areas are important because they are the portions of the neighborhood that provide diversity in use and animation. These spaces become especially important in the evening after offices close and daytime workers empty out of the neighborhood.

Ground floor retail

Downtown East Site Boundary

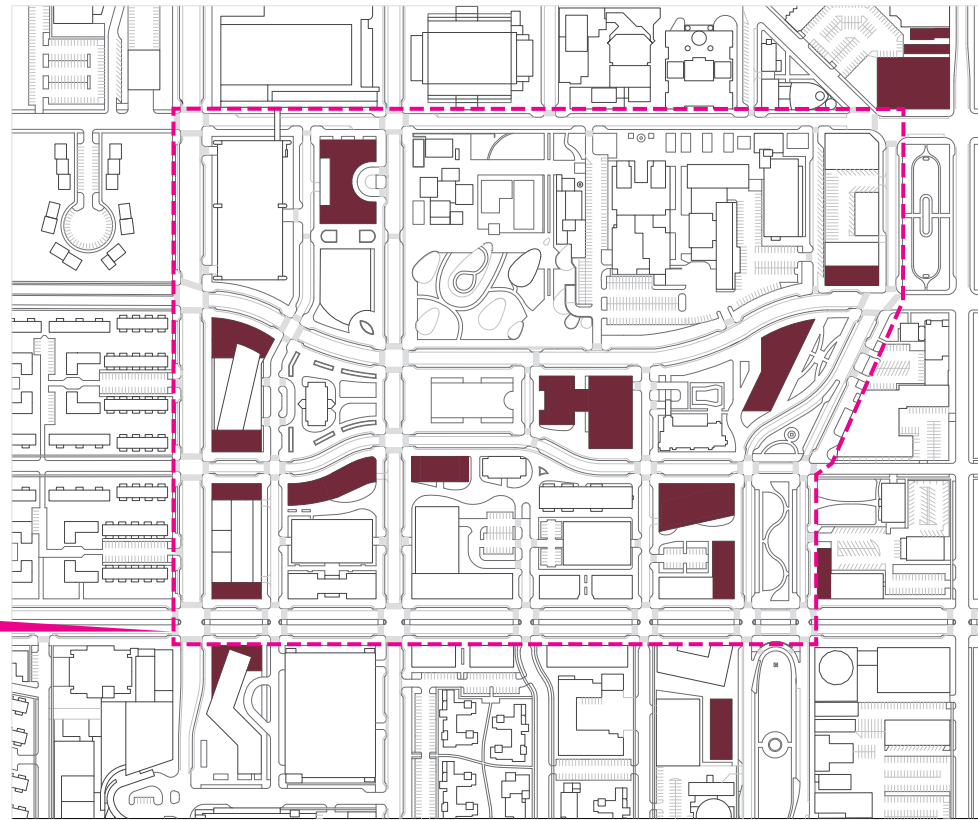
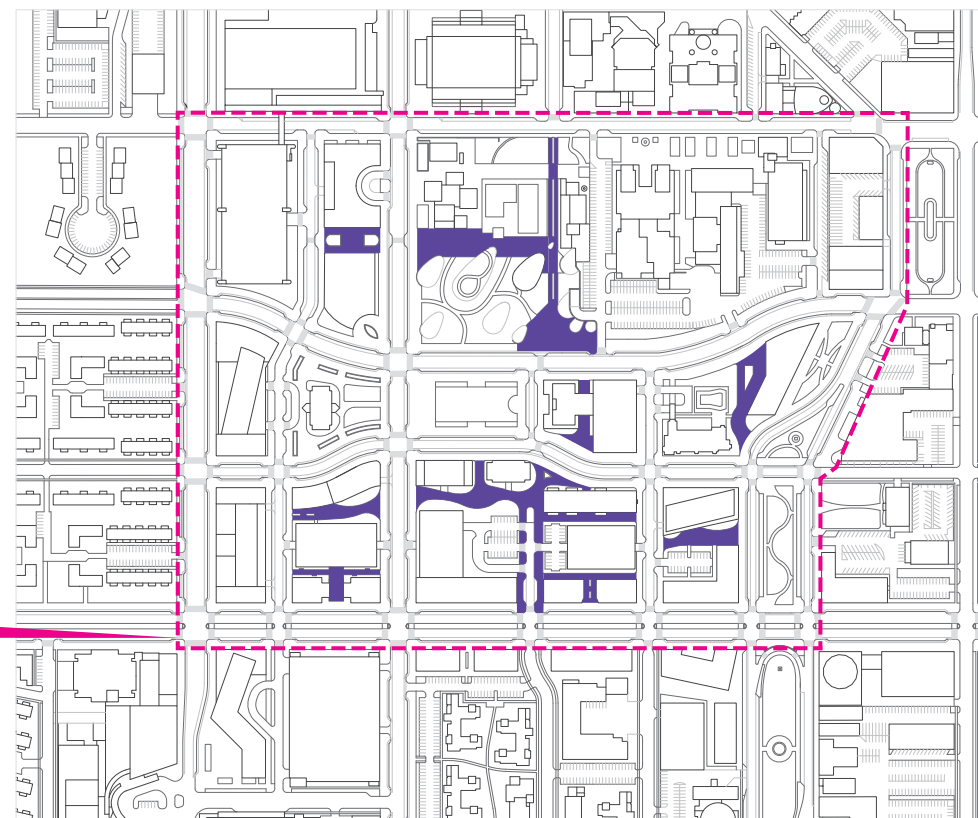


Figure 89. Mid block pedestrian passageways located within Downtown East. These spaces are important because they provide a way for pedestrians to optimize their routes based on their needs through a series of diverse and dynamic spaces. Additionally, narrower pedestrian passages can exist in areas where wider streets cannot, such as the crucial pedestrian link between State St. and S. McBride St.

Mid block pedestrian passageways

Downtown East Site Boundary



a range of housing options to accommodate residents. An expanded discussion of housing provisions can be found after principle 13.

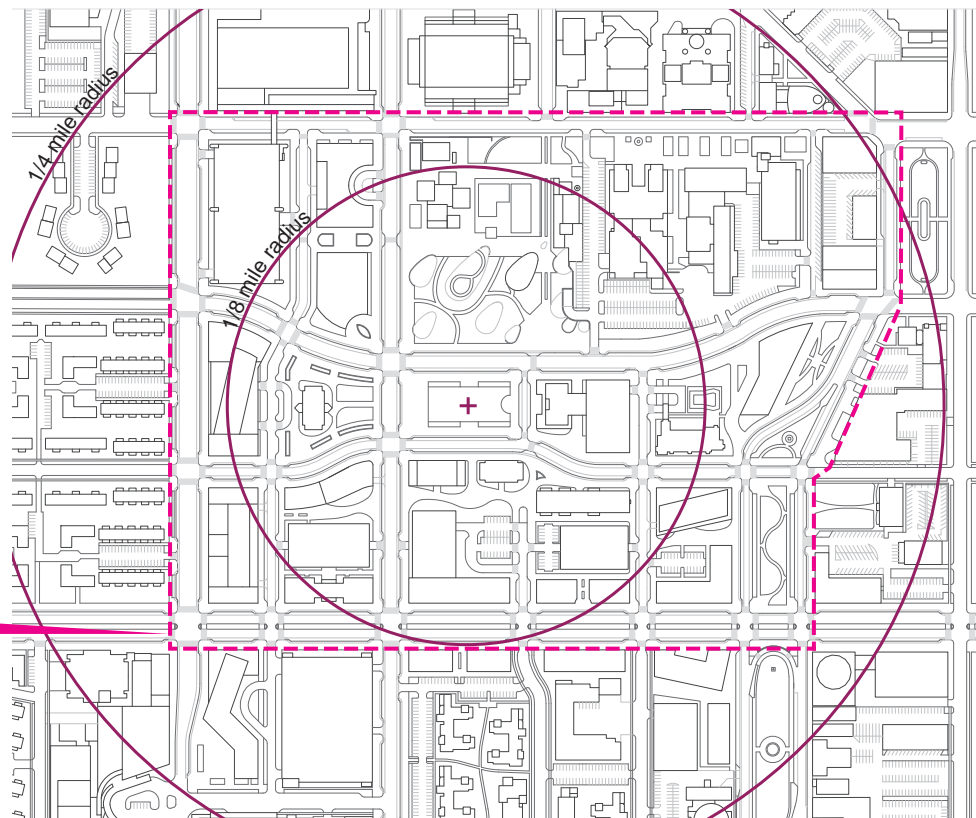
The ground floor of all new residential structures includes flexible retail space that will add to the mixed use quality of the neighborhood. These retail spaces vary in size and amenities and can be occupied by a range of tenants. Office space located on the northern and southern edges of Downtown East compliments the mixed-use core by providing employment opportunities and by bringing additional customers to support area retail. Civic and institutional uses to the east and west contribute to the mixed use character of the neighborhood by providing employment opportunities and professional services while maintaining a civic presence. The Everson Sculpture Park and Central Plaza add diversity to Downtown East in the form of publicly accessible open space.

Principle 11 describes walkability as critical to the success of neighborhoods (Plater-Zyberk, 112). Downtown East has been designed as a walkable neighborhood through its compact size, sidewalks, parks and plazas. Most importantly, every street in Downtown East features two wide sidewalks (all streets except for McCarthy Ave. have two sidewalks) allowing easy pedestrian access from anywhere in the neighborhood even during peak usage times. Sidewalks also feature trees, planters and other furnishings to improve the pedestrian experience. At street crossings, sidewalks feature curb bump outs and crosswalks to facilitate easier crossing. In addition to sidewalks, Downtown East includes pedestrian areas to the rear of many buildings. These areas form additional routes for pedestrian travel while also serving as flexible spaces that can be home to a diversity of outdoor activities. More information concerning the walkability of Downtown East can be found following principle 22.

Figure 90. The 1/8 and 1/4 mile radii from the center of Downtown East. The circles are centered on the Central Plaza because it serves as the central public space in Downtown East. The 1/4 mile radius, or five minute walk, represents the distance residents are willing to consistently walk to retrieve goods and services or to utilize public transit. Almost all of Downtown East is within a five minute walk of the Central Plaza.

○ Distance from center

Downtown East Site Boundary

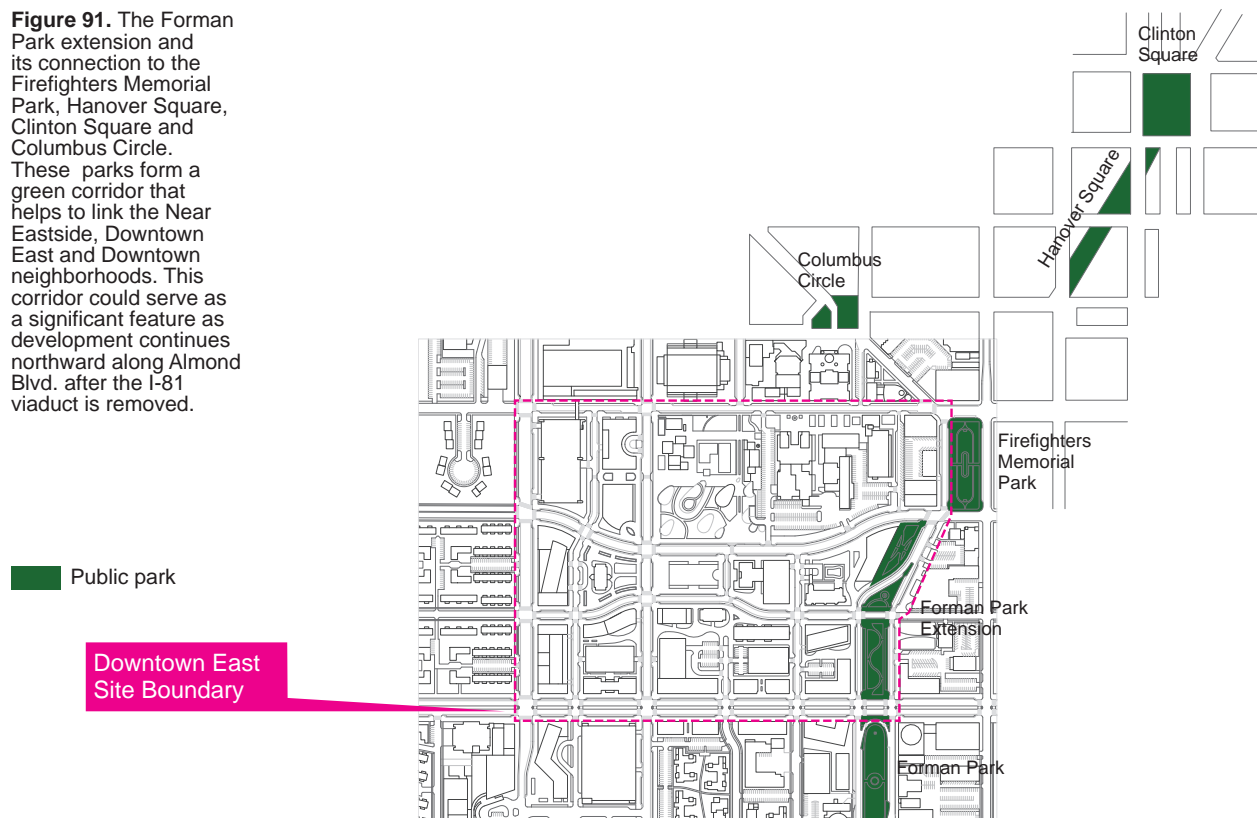


Pedestrian accessibility between State St. and S. McBride street is limited because of the nature of the civic buildings located in the north western corner of Downtown East. These buildings require more security resulting in limited public access to their grounds. The design of Downtown East takes advantage of a pedestrian thoroughfare on the north side of the Everson Sculpture Park as a connection between State St. and S. McBride St. The thoroughfare has been widened and accented with a planting strip.

Downtown East has been designed as a compact neighborhood as per New Urbanist recommendations in principle 11. Part of what makes Downtown East compact is its location within an existing city center that does not share the same spatial qualities as the suburban developments that are often considered to be less compact. The walkability, accessibility to transit, and availability of daily goods and services make Downtown East compact. Plater-Zyberk describes the best neighborhoods as being a quarter mile, or a five minute walk, from center to edge (Plater-Zyberk, 112). The Downtown East neighborhood fits these requirements as the entire neighborhood is within an approximate quarter mile walk from the center to edge.

Plater-Zyberk in her discussion of principle 11 describes districts and corridors. Districts, she says, are “urbanized areas with special functions” (Plater-Zyberk, 112). They do not have the full range of activities that neighborhoods do however they should not be single use zones like those found in suburbia (Plater-Zyberk, 112-113). By this definition, Downtown East is a neighborhood that is too diverse to be considered a district. On the contrary, its diversity in landuse could allow it to be designated as a mix-use district.

Figure 91. The Forman Park extension and its connection to the Firefighters Memorial Park, Hanover Square, Clinton Square and Columbus Circle. These parks form a green corridor that helps to link the Near Eastside, Downtown East and Downtown neighborhoods. This corridor could serve as a significant feature as development continues northward along Almond Blvd. after the I-81 viaduct is removed.



“The corridor”, Plater-Zyberk explains “is the connector or separator of neighborhoods and districts” (Plater-Zyberk, 113). Corridors can be comprised of transportation systems, natural elements, mountains or any diversity of elements that offer continuity in a roughly linear arrangement (Plater-Zyberk, 113). Downtown East contains corridors centered on transportation and those centered on open space. Almond Blvd. (and Interstate 81 that it replaces) is a significant north-south transportation corridor that is discussed under principle 14. E. Genesee St. is a corridor focused on open space and retail energy on the north side of Downtown East. To the east of Almond Blvd. Genesee St. contains Forman Park and retail outlets. This energy has been expanded west into Downtown East through the extension of Forman Park and ground floor retail. The enlarged Forman Park links with The Fire Fighters Memorial Park, Hanover Square and Clinton Square along the E. Genesee St. route. This allows for the beginning of a connected park system stretching from University Hill to Downtown Syracuse. The extension of Forman Park could also serve as a catalyst for the development of Downtown Syracuse to the north of Downtown East. Genesee St. and Forman Park could eventually become a more centrally located open space element as development takes advantage of available land and spreads north along Almond Blvd.

12. *Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips and conserve energy.*

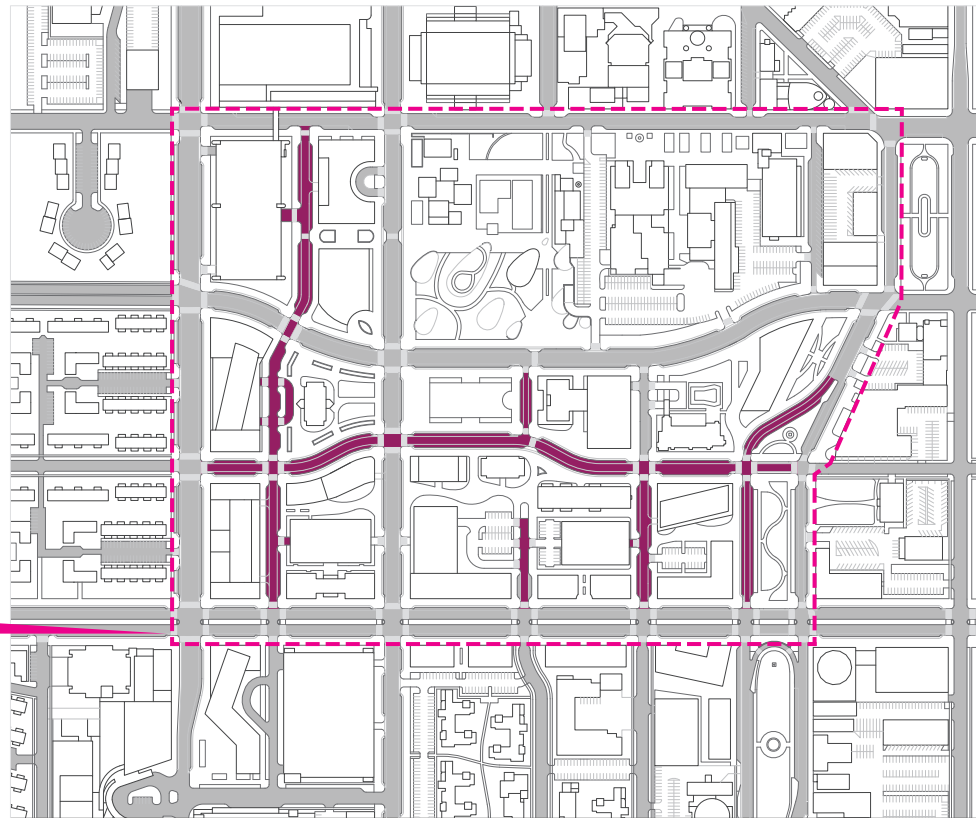
Principle 12 addresses the need to have daily goods and services within walking distance and the importance of a connected network of streets to facilitate mobility. Walter Kulash in his discussion of the principle states the ‘overarching design principle for New Urbanist streets is that they form a highly connected network, yielding a dense pattern of small blocks” (Kulash, 117). A network of streets will provide multiple route options for cars, pedestrians and cyclists while helping to diffuse traffic over a larger area and reduce bottlenecks (Kulash, 117). Connected street networks can also help to define and energize town centers while supporting an efficient bus system (Kulash, 119-121).

Downtown East has been designed to repair broken street connections that likely occurred as a result of the tower in the park and super block development strategies which exist in the neighborhood. The most significant street related gesture was the removal of Interstate 81 and the construction of Almond Blvd. Almond Blvd. replaces a divisive highway with a similar north-south transportation route but with greater connections to adjacent neighborhoods. S. McBride St. is another important street connection. Currently, S. McBride St. does not run between E. Adams St. and E. Genesee St. The design of Downtown East has facilitated the connection of these fragments through the demolition of the Madison Tower Townhomes and the building that houses the Upstate University Health Care Center (The Health Care Center was relocated to Almond Blvd.). The connection of S. McBride St. will provide important north-south movement and highway connections while simultaneously serving as the retail and residential spine of Downtown East. Townsend St., State St., S. McBride St., and Almond Blvd. collectively provide important north-south alternatives to Interstate 81 while remaining narrow enough to be pedestrian friendly.

Figure 92. The existing streets and proposed street connections in Downtown East. The new connections are critical to both New Urbanism and Downtown East because they improve the experience for both the motorist and the pedestrian. Pedestrians benefit from smaller more walkable blocks with motorists enjoying the additional route options. The extension of S. McBride St. also helps to displace north-south traffic that once traveled on the I-81 viaduct.

Existing streets
New Streets

Downtown East Site Boundary



The reconnection of east-west streets has been included in the design of Downtown East as well. Cedar St. now extends from Townsend St. east to Irving Ave. as opposed to ending at Almond St. as it does now. This extension allows for greater connectivity between the University Hill neighborhood and Downtown East. A new east-west street, Unnamed St., has been created between Harrison St. and Adams St. to increase vehicular and pedestrian connectivity and promote smaller blocks. It allows much greater accessibility to the blocks between Adams St. and Harrison St. while allowing direct access to the parking garage and future institutional development on the east side of Almond Blvd. The Harrison House Tower prevented an extension of Madison St. west to S. McBride St., however, Madison St. does extend across Almond Blvd. in the design of Downtown East. This allows for quick access to parking facilities, increased pedestrian mobility and smaller block sizes along Almond Blvd.

Small block sizes and pedestrian accessibility have helped to promote accessibility to daily goods and services on foot. The aforementioned interconnected network of streets, mixed-use development (discussed in principle 11), walkability (discussed in principle 11 and 22) all combine and allow residents access to daily goods and services within walking distance.

13. *Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.*

In principle 13, New Urbanists recommend that a diversity of housing and housing prices exist within close proximity. Laurie Volk and Todd Zimmerman in their discussion of the principle describe how New Urbanist patterns harken back to more classical urban forms and include

more diversity in housing as a result (Volk and Zimmerman, 125-126). It is especially important for affordable housing to remain affordable as housing values rise (Goffman, 135; Volk and Zimmerman, 126). This may only be possible through the insertion of policy which mandates the affordable housing remain subsidized (Goffman, 135; Volk and Zimmerman, 126). Moderate rate housing remains especially vulnerable to price hikes as it is not protected by policy nor subsidized and will respond to market shifts (Goffman, 135; Volk and Zimmerman, 126). Volk and Zimmerman and Ethan Goffman in his essay "Affordable Housing Sustainability" describe a phenomenon where the walkable and accessible qualities of New Urbanist communities make them highly desirable resulting in eventual price hikes (Goffman, 135; Volk and Zimmerman, 126). In these situations, those who would have benefited most from a walkable and accessible neighborhood are priced out (Goffman, 135; Volk and Zimmerman, 126).

Downtown East attempts to resolve these housing issues by providing as much diversity in the housing within its bounds as the neighborhood character will allow. Harrison House Tower, Geneva Tower and The University Apartments are owned by Upstate University and will provide residential accommodations for students and visiting faculty. Jefferson and Madison Tower are existing structures that will provide economy, one, two and three bedroom apartments at moderate rents (Madison Towers; Sutton Real Estate Company). The new Parkview Condominiums and Adams Street Condominiums will both provide luxury condominiums, parking and exclusive green space. Two new apartment buildings, one at the corner of S. McBride St. and Harrison St. and the other at the corner of S. McBride St. and Cedar St. will provide economy, one, two and three bedroom apartments at market rates.

The design of Downtown East suggests that proposed residential facilities designate a randomly located and diverse selection of their apartments as affordable housing. Rents for these units could be locked and leases may only be available to low income applicants. It is encouraged that existing residential towers include similar provisions for affordable housing, but it is beyond the ability of these design considerations to mandate such a policy.

All housing in Downtown East has access to parking facilities and transit within walking distance. New and existing residential buildings in Downtown East include options for rental and ownership. Other housing formats such as, townhomes, live-works and single family homes have not been included in Downtown East because they do not match the existing character of the neighborhood. Furthermore, The Downtown Committee, in their 2017 publication *Downtown Syracuse Resident Profile*, has recorded that 71 percent of the existing Downtown Syracuse population is under the age of 35 and 87 percent of the Downtown population is without children (3). For this reason, apartments have been predicted by the author as the most successful option for Downtown East. Although the principle suggests that a diversity in housing will equate to a diversity of residents (CNU, 125), the outcome of such a prediction is unknown. Furthermore, it cannot be predicted that diversity in housing will inspire residents to strengthen their personal bonds with fellow residents or their civic bonds with the City as stated in principle 13 (CNU, 125).

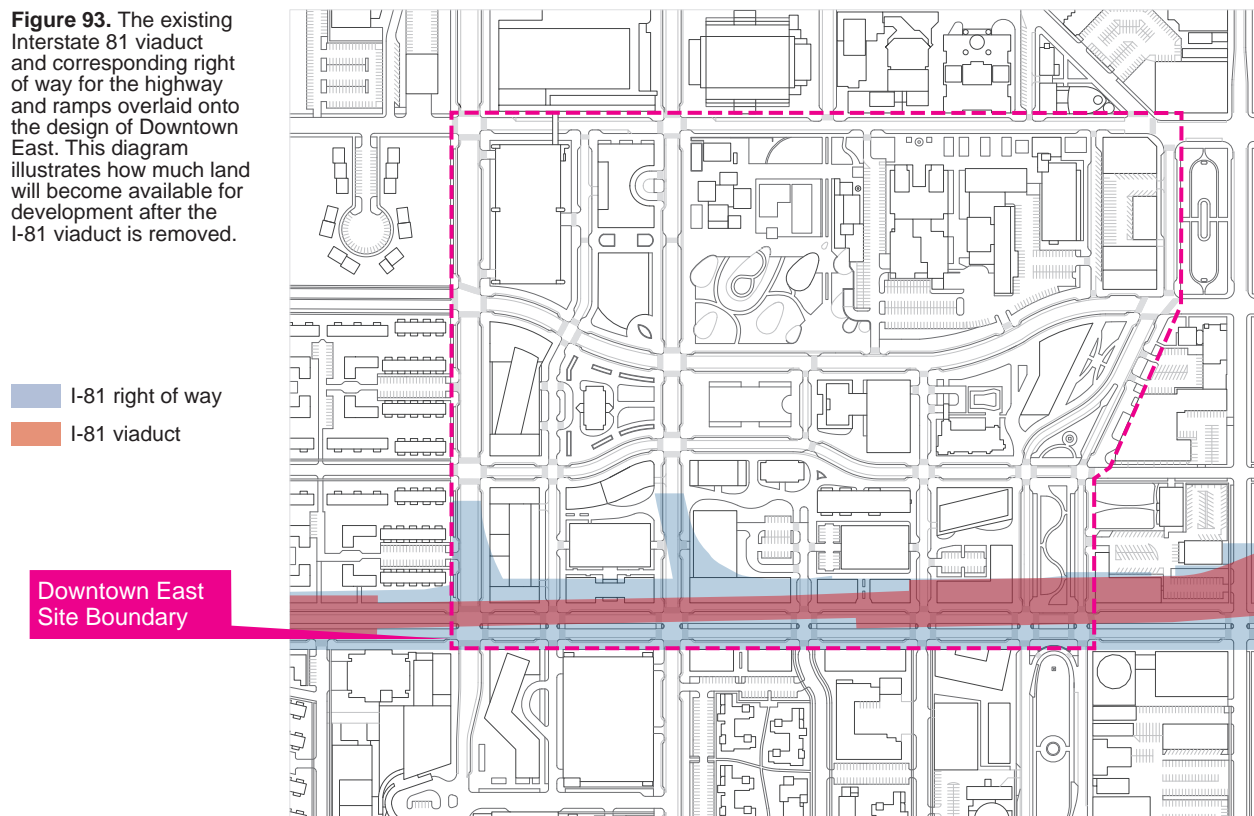
14. *Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.*

In principle 14, New Urbanists discuss the many negative effects highways have on urban centers as well as the success cities have in removing them. John Norquist in the discussion of the principle describes situations in Milwaukee, and Detroit in which highways have damaged the urban fabric and culture (137-139). Detroit suffered significantly. Norquist described the congestion in Detroit as something that planners sought to fix with the introduction of highways. However, they didn't realize that the congestion served as a lifeblood to the city (138). Norquist describes congestion as a "symptom of prosperity" and without it cities will likely meet the same fate as Detroit (138).

Norquist continues to describe ideal transportation corridors, some of which may be a viable solution to highways in urban areas. He advocates for thoroughfares that accommodate multimodal transportation such as cars, busses, bikes and pedestrians (140). He is especially fond of transit as he sees transit riders as "red corpuscles" to the city (140). Highways that have been replaced with boulevards or avenues have been shown to spur significant economic development as evidenced in Seoul, New York City, Portland, San Francisco, Milwaukee and Chattanooga (Norquist, 139).

Downtown East does incorporate and respond to transit corridors within the City of Syracuse. Most significantly, Downtown East is conceived around the removal of Interstate 81 and its replacement with an at grade boulevard. This was included in the RFP and may or may not become a reality. However, much of the development interest and energy necessary to

Figure 93. The existing Interstate 81 viaduct and corresponding right of way for the highway and ramps overlaid onto the design of Downtown East. This diagram illustrates how much land will become available for development after the I-81 viaduct is removed.



create Downtown East is contingent upon the removal of I-81. The removal of the viaduct would allow for institutional development pressure from the east to expand onto Almond Blvd. and into Downtown East. The people who work at these facilities would need additional housing and retail, commercial and recreational accommodations all of which have coalesced into the design recommendations for Downtown East.

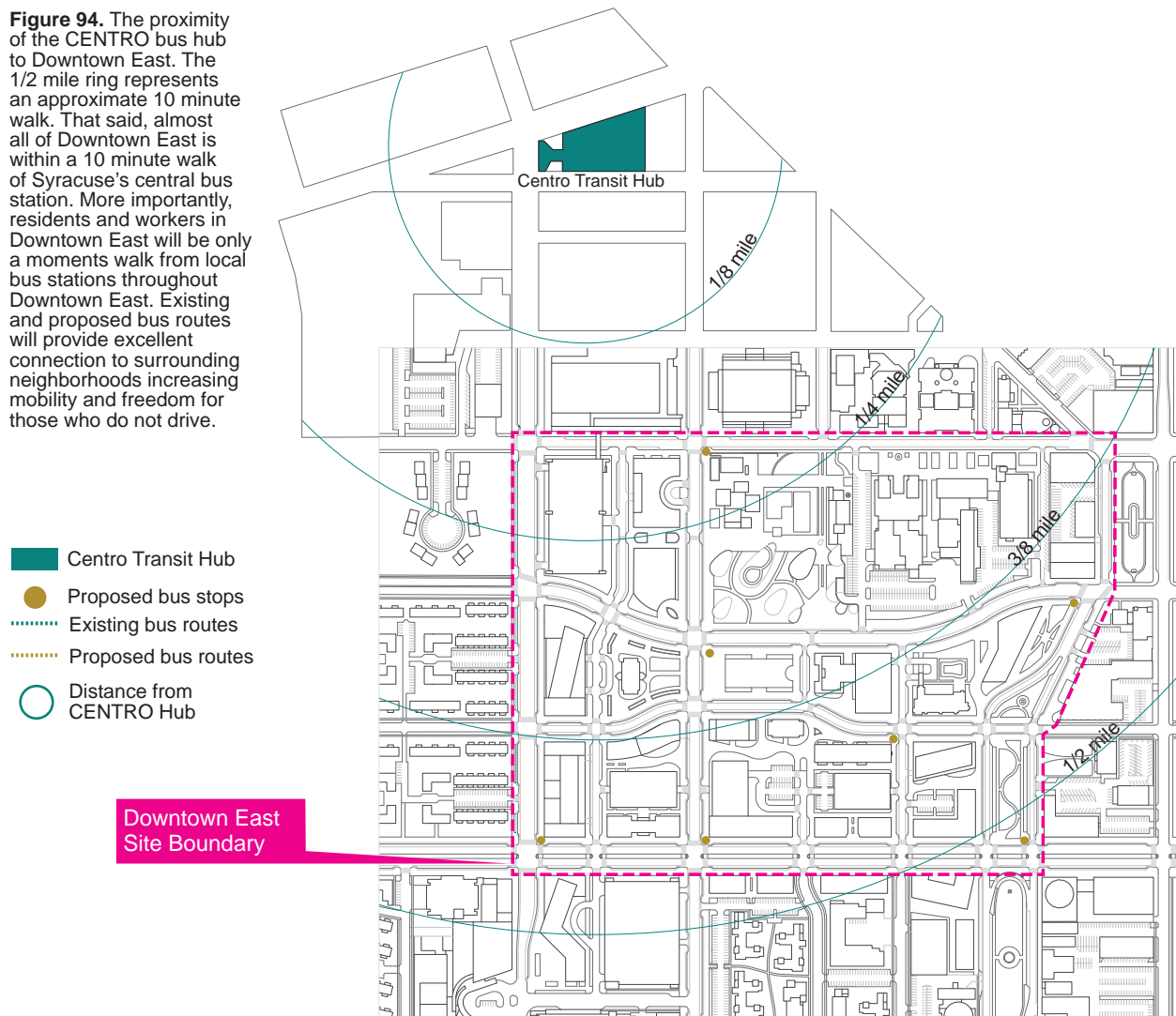
The removal of I-81 has many benefits for the City of Syracuse, however, as a transportation corridor, I-81 is an important north-south link that should not be completely severed. Resultantly, I-81 could be rerouted around Syracuse on existing 481 (New York State Department of Transportation, 1-3). The new route would easily accommodate through traffic with a minimal increase in time while the introduction of Almond Blvd. would provide a viable route for inner city north-south movement. The new configuration would allow for through traffic which does not disrupt the qualities of the Downtown East, University Hill and Downtown neighborhoods while also promoting reinvestment instead of disinvestment in the City of Syracuse.

15. *Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*

Principle 15 acknowledges the link between the movement of people and prosperity. Before the rise of the automobile, dense development was located along transit lines and was most concentrated at transit stops (Lieberman, 145). As the popularity of the car increased this development pattern became unorganized and shifted further away from the city (Lieberman, 145) New Urbanists recognize that public transit serves those who cannot drive and that every transit ride begins with a walking trip (Lieberman, 146-147). Therefore, short high quality walking experiences best serve transit (Lieberman, 147). In his discussion of principle 15, William Lieberman states “shops, offices, and multifamily residential land uses can be located close to bus and rail stations” (146). Downtown East is positioned to be well served by Syracuse’s Centro Bus service and has included the appropriate building types and densities described by Liberman (147). The main transportation hub for the Centro Bus service is located on Salina St. between E. Adams St. and Harrison St. This location positions Downtown East between the hub and the University Hill neighborhood allowing for bus stops on Adams St. and Harrison St. to be easily accommodated by many existing routes to and from the transportation hub (Central New York Regional Transportation Authority [CENTRO]). Downtown East’s proximity to the transportation hub could easily facilitate additional routes to pass through Downtown East on Townsend St. and S. McBride St. to better serve the residential core of the neighborhood.

The land use and building densities of Downtown East will function symbiotically with the Centro Bus system. The high density residential core will provide the necessary population to support additional bus stops surrounding the Central Plaza while access to transit will be an essential component of mobility for residents of Downtown East. The ground floor retail located around the central Plaza will serve as a destination for transit riders but it will remain partially dependent on residents who live in the neighborhood and pass by the retail outlets on their way to and from the transit stops. Office and retail locations on the northern and southern edges of Downtown East will also be well served by the bus system. These locations are a short

Figure 94. The proximity of the CENTRO bus hub to Downtown East. The 1/2 mile ring represents an approximate 10 minute walk. That said, almost all of Downtown East is within a 10 minute walk of Syracuse's central bus station. More importantly, residents and workers in Downtown East will be only a moments walk from local bus stations throughout Downtown East. Existing and proposed bus routes will provide excellent connection to surrounding neighborhoods increasing mobility and freedom for those who do not drive.



walk from the center of Downtown East but could also be served by additional stops created on existing routes along E. Genesee St. and E. Adams St. Almond Blvd. will also serve as an important north-south transit corridor. Bus routes along Almond Blvd. will provide crucial access to institutional facilities whose distance prohibits walking. For trips that may require a bus that does not pass directly through Downtown East, residents may also walk to the aforementioned Centro Hub, which is only a six block walk from the center of Downtown East.

16. *Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not just isolated in remote, single use complexes. Schools should be sized and located to enable children to walk or bicycle to them.*

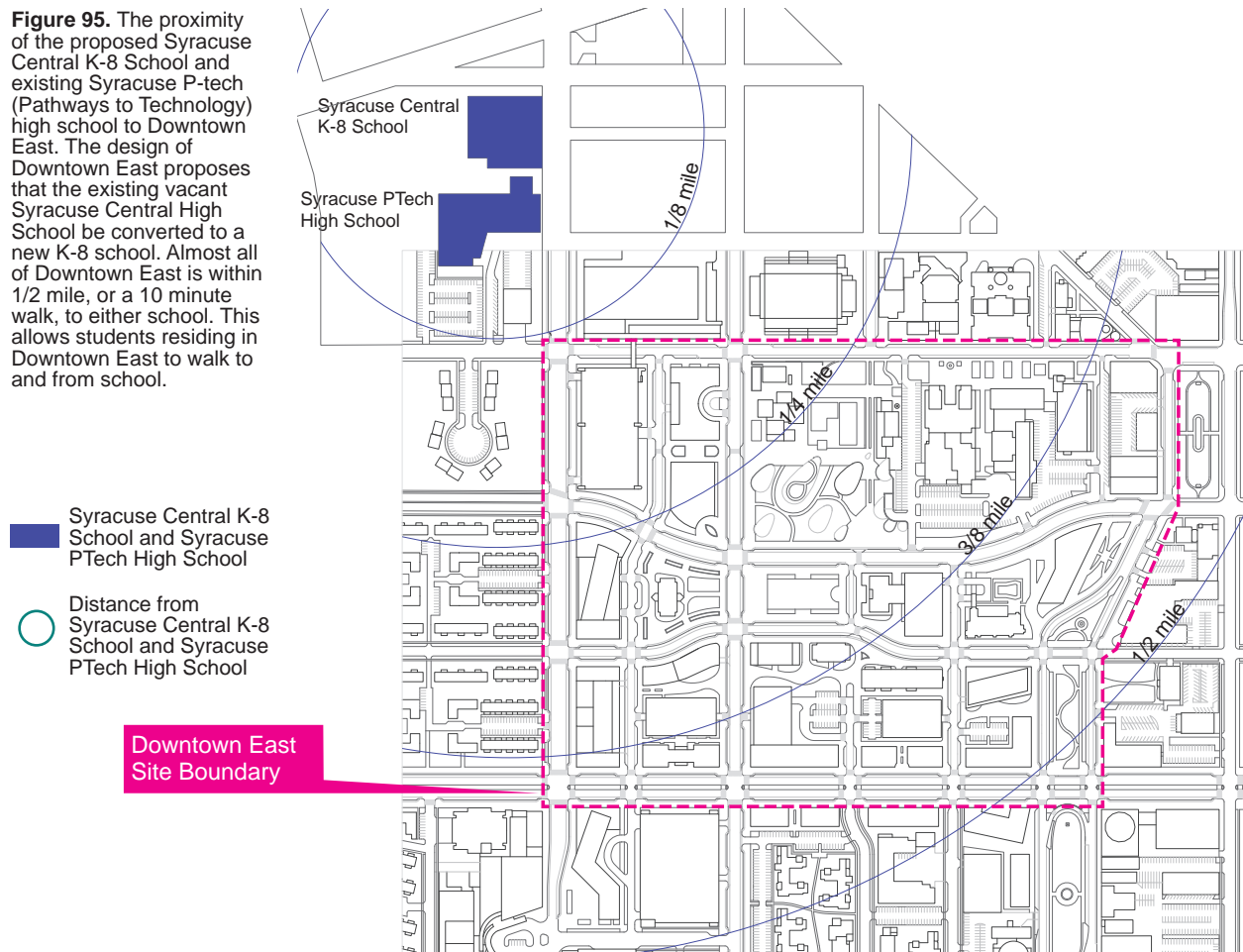
Principle 16 describes the importance of mixed use neighborhoods and decries single use land designations. In the discussion of this principle, Elizabeth Moule describes how the configuration of sprawling suburbs requires valuable time to be wasted commuting in the car (Moule 153-154). She describes the solution as one where people live near their work and have easy access to daily needs (Moule 153, 155). This solution, if applied at a large scale could

have resounding effects on climate change by reducing the amount of carbon released into our atmosphere via vehicular travel. (Moule, 154-156). Moule elaborates further on ideal and prudent workplaces. She comments that the buildings should be designed with timeless and high quality shells that contain flexible interiors that can adjust to the elastic nature of the market and culture (156).

Downtown East responds to this principle through landuse and building design. As a neighborhood, Downtown East contains a wide variety of land uses including residential, office, retail, civic and institutional in an arrangement that keeps them near one another. By mingling residential among employment opportunities, residents that live in Downtown East will enjoy a fast commute to their place of employment whether it be in Downtown East or in the neighboring Downtown or University Hill neighborhoods. This eliminates the need for a lengthy commute in an automobile and promotes commuting by foot or bus. An expanded discussion of the types of land uses found in Downtown East can be found in the discussion following principles 11 and 13.

In the discussion of principle 16, Elizabeth Moule and Nathan Norris also discuss the importance of neighborhood schools (Moule, 157; Norris, 158-159). Communities reap many benefits from neighborhood schools such as reduced bussing, increased parental involvement and healthier and more responsible students (Norris, 158). Nearby neighborhood schools may also save parents time as they will not have to transport children to and from school.

Figure 95. The proximity of the proposed Syracuse Central K-8 School and existing Syracuse P-tech (Pathways to Technology) high school to Downtown East. The design of Downtown East proposes that the existing vacant Syracuse Central High School be converted to a new K-8 school. Almost all of Downtown East is within 1/2 mile, or a 10 minute walk, to either school. This allows students residing in Downtown East to walk to and from school.



Downtown East does not respond to this principle directly through the construction of a new school. Instead, it looks at the existing vacant Syracuse Central High School building on the corner on S. Warren St. and E. Adams St. as a viable option for a pre-K to 8th grade school. A school for children of this age group is a critical addition to this neighborhood as no elementary or middle school exists within walking distance of Downtown East. The Central High School was designed to accommodate 1,500 students and with this capacity it could serve Downtown East, McKinney Manor, Pioneer Homes and perhaps additional neighborhoods within walking distance. The Syracuse P-Tech School adjacent to the Central High School could serve area high school age students interested in technical studies. Other high school students could attend high schools further away as high school age students are more independent and more mobile than middle school or elementary age children. Until the time comes when demand is great enough to open the Central High School building, students in Downtown East could attend Seymore Elementary School, Dr. King Elementary School, Frazer Middle School and Fowler High School or Syracuse P-Tech.

17. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

In principle 17 New Urbanists discuss the need for codes. They argue that codes are necessary to control urban form. Bill Lennertz and Geoffrey Ferrell comment “it is not a question of whether to control land development, but rather what to control and to what end” (161). Lennertz and Ferrell describe codes as something that can create quality street life through the control of building “mass, height, and architectural styles regardless of their use, which may change over time” (161). New Urbanists recommend adopting a set of visual graphic codes that are based on the form of structures not on use (Borys, 166; Lennertz and Ferrell, 162). This delineation will organize urban environments based on the visual character of the buildings, creating coherency within neighborhoods.

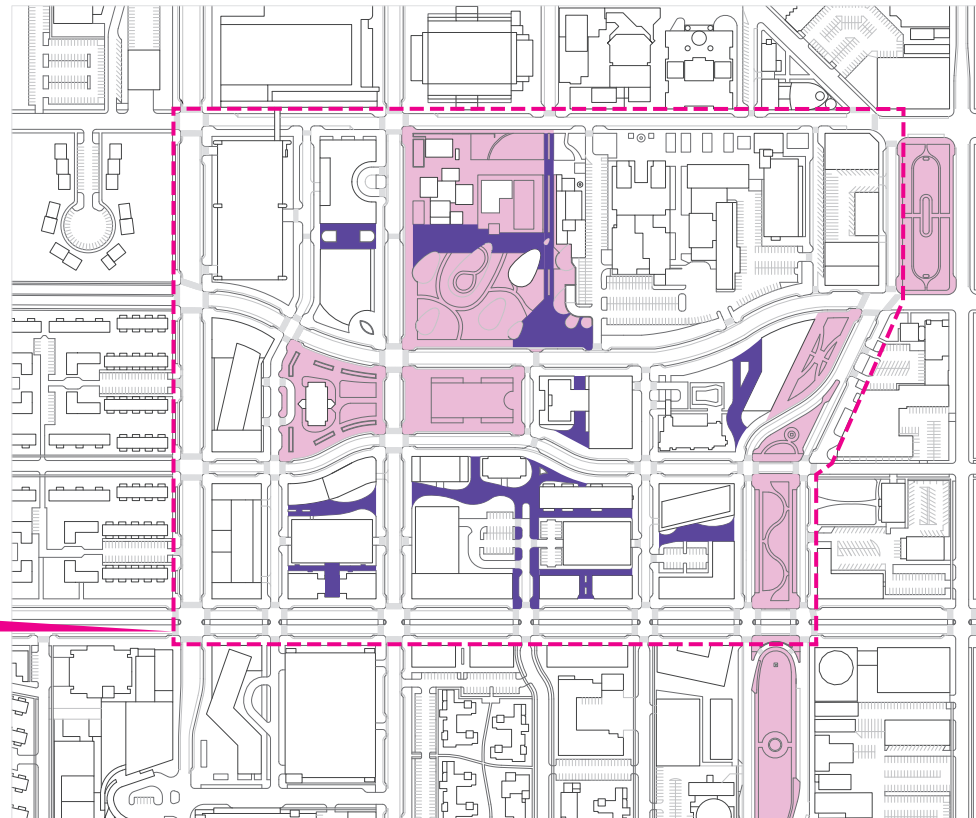
Despite the potential benefits of graphic urban design codes, this project did not have the authority to alter any City of Syracuse codes and it is beyond the scope of this project to craft any additional codes.

18. A range of parks from tot lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

In principle 18 New Urbanists discuss the importance of integrating parks and open space into neighborhood designs (CNU, 171). Thomas J. Comitta in his discussion of the principle outlines many reasons why a balance between park space and built form is beneficial to the community (Comitta, 171). He references the juxtaposition between the rigidity of structures and the flowing textures of natural elements (Comitta, 171-172). Parks serve important social and cultural roles as well. Neighborhood parks small and large can “support the neighborhood life and its celebrations” (Comitta, 173).

Figure 96. Major public gathering spaces and mid block pedestrian passageways in Downtown East. Together, these elements create a network of accessible, diverse and dynamic public spaces throughout Downtown East. The neighborhood will rely on these spaces to provide vitality and activity.

- Large public gathering spaces
- Mid block pedestrian passageways
- Downtown East Site Boundary



Downtown East addresses the need for a variety of parks through its system of parks and plazas that link to existing open spaces. The most significant parks within Downtown East are the Central Plaza located in the center of the neighborhood, The Everson Sculpture Park located just across Townsend St. from the Central plaza and Forman Park located along Genesee St. The Central Plaza and The Everson Sculpture Park come together to form a large central open space that gives identity to the neighborhood. The two parks contain a diversity of flexible spaces that promote a range of activities which can occur comfortably. The Central Plaza includes both paved and grassed flexible spaces for formal and informal gatherings. The Everson Sculpture Park is comprised of paved flexible space and a central topographic lawn designed for displaying sculpture. Drumlin-like hillocks create a hide-and-seek-like experience between users and sculptures. The largest of the hillocks could be used for downhill sledding in the winter. An indoor amenities facilities located in the northwest corner of the park will help to support park programming especially during the winter when users will appreciate protection from the elements. The facility could also be constructed in such a way that it provides an indoor environment for art installations.

The extension of Forman Park from its current location westward into Downtown East will create an important corridor and edge in Downtown East that could help to spur further development to the north (discussed following principle 11). Forman Park could be home to walking paths, statues and a high quality landscape elements. The most significant portion of the Forman Park extension can be found at the corner of E. Genesee St. and Townsend St. where it provides important outdoor spaces to a significant mixed use building. Here, the park and architecture help to announce Downtown East while serving as a destination for neighborhood residents.

The connectivity of parks within Downtown East helps to create a larger system of parks to serve the community. The Central Plaza and The Everson Sculpture Park link with the existing Everson Art Museum Plaza and the landscaped portions along State St. providing an important mid-block link between State St., Townsend St. and S. McBride St. To the south of the Central Plaza the open space in front of the Geneva Tower adds to the significance of the centrally located public space to create an ever more expansive central green. Townsend St. passes between the Central Plaza and The Everson Sculpture Park and contains additional green spaces that help to create a green corridor that connects Forman Park to the open space in the center of the neighborhood.

Block interiors contain many smaller spaces that promote an element of discovery within Downtown East. For instance, many small spaces open up to S. McBride St. creating a balance between built form and open space. These spaces link together within the block interiors to create a pedestrian passageway comprised of varying sizes and uses. A similar interior block experience exists on the block on the southeast corner of the Townsend St. and E. Genesee St. intersection. The interior of this block contains a pedestrian passage and a small plaza space for outdoor seating or gathering. Additional inner block pedestrian passages exist adjacent to the hotel in the southwest corner of the neighborhood and in the block on the southeast corner of the S. McBride St. and E. Genesee St. intersection.

The Block, Street and Building

19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

In principle 19, New Urbanists outline the importance of physically defining public spaces in a way that makes them worth occupying. Daniel Solomon in his discussion of principle 19 describes the importance of streets and squares to American cities and how buildings can help to give them shape and make them successful. Solomon references San Francisco's South Park as an example of a public space that is crucial to all residents (Solomon, 181). He describes the park as having comfortable dimensions, appropriate building frontages, trees, benches and a place for children to play (Solomon, 181). These qualities attract the Multimedia Gulch, "a decidedly up-to-the-minute industry" who have adopted the park as their own. (Solomon, 181).

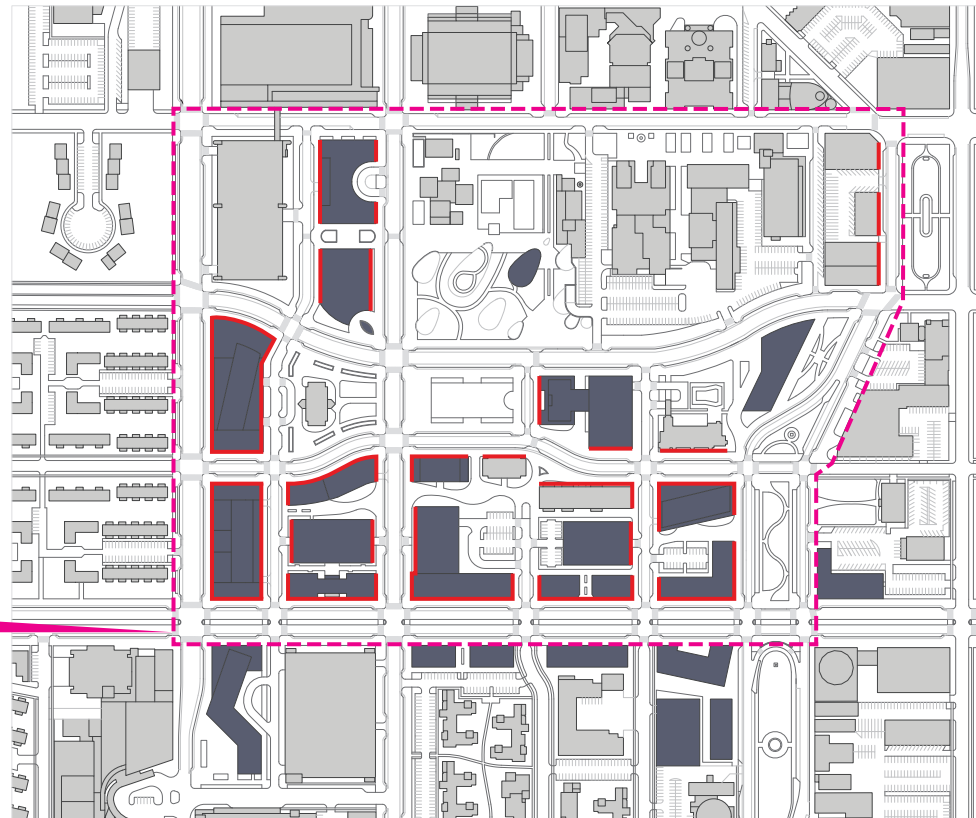
Solomon describes the importance of using built form to create public space. He describes architecture as the "walls, portals and passages of the public realm" that have been supplanted by free standing "formless" structures whose priority is serving the automobile (Solomon, 181-182). Solomon argues that New Urbanism returns to a concept of defining public space that was common practice just two generations ago (Solomon, 181). This method involves using techniques such as "build-to-line" requirements instead of set-backs and the animation of the pedestrian realm through the inclusion of interesting building materials, entrances and windows (Solomon, 183).

The design of Downtown East has addressed this principle through the use of build-to-line standards and building placement. Almost all new construction in Downtown East

Figure 97. The “street walls” created by build-to-line requirements that were executed during the design of Downtown East. The street walls are continuous sight lines created when a row of buildings are all built out to the same line. These features are important because they help to create coherent urban spaces.

- Existing buildings
- Proposed buildings
- Street walls

Downtown East Site Boundary



has been aligned to a build-to-line requirement such that a consistent street wall has been created. This creates a consistent linear element along streets that leads pedestrians through the neighborhood and helps to concentrate views. The “street wall” formed by build-to-line requirements is especially critical to the definition of the northern and eastern edges of the Central Plaza. Two residential towers along S. McBride St. define the plaza on the east while one residential tower defines the edge on the north. Without these street walls the expansive open space formed by the Everson Sculpture Park and Central Plaza would “leak” out along these edges. The build to line requirements were not used on structures commonly constructed of mundane materials such as parking garages. These structures have been set back approximately ten feet to accommodate landscape that will help to create a richer pedestrian experience. Parking garages have been excluded from significant streets such as Almond Blvd. S. McBride St., and Townsend St. in an effort to promote the highest quality pedestrian experience along these important streets. Pedestrian passage ways and cut throughs have been included in many situations to help craft the “walls, portals and passages of the public realm” that Daniel Solomon references (182). A more detailed discussion of these features can be found after principle 18.

The pedestrian experience of a neighborhood is also influenced by the design of buildings at the pedestrian scale. The design of the buildings to this level of detail is beyond the scope of this project. However, it is suggested that the final design include many windows and entrances that help to link the private life of the building interior with the public life of the exterior. This will support an “eyes on the street” culture that will help to keep public spaces safe (Solomon,184).

20. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

In principle 20, New Urbanists detest “self-referential, isolated projects” and instead suggest that new developments should “express a diverse set of deep values held by those who live in and around it” (Polyzoides, 188). New Urbanists endeavor to create timeless places by including architecture that is “suited to the harmonious evolution of the city” instead of solely focused on style (Polyzoides, 188). In the discussion of the principle, Stephanos Polyzoides describes the importance of referencing existing precedents. He argues that it is crucial to consider the existing patterns of “buildings, open space, landscape, infrastructure and transportation networks” and integrate new development among them (Polyzoides, 190).

The Downtown East neighborhood addresses this principle in a limited way as the final articulation of built forms has yet to be determined. It is suggested that the architecture take precedent from existing building stock within the City of Syracuse. Downtown East takes into consideration the historic pattern of streets and a discussion of such can be found following principle 12. A discussion of how the Downtown East neighborhood links with surrounding neighborhoods can be found in the “Fulfillment of the RFP” section.

21. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments but not at the expense of accessibility and openness.

In principle 21, New Urbanists discuss the importance of both the perception and reality of safety. However, Ray Gindroz states that too strong a presence of security can have a negative effect on a community as residents and visitors will perceive the extra security as a response to a high level of crime (195). Instead, Gindroz suggests creating safer communities through design (195). Bryant Park, as chronicled by Tony Hiss provides an example (200). Public spaces that are tidy, organized and well lit will attract more users (Gindroz, 196). As spaces become more populated the concept of “natural security”, or people watching out for other people, begins to occur (Gindroz, 196-197). “Natural security” is a primary method of security that does not limit accessibility. Fences, walls, and gates may keep people out but they also discourage the creation of personal and community bonds (Gindroz, 195). On the other hand, spaces that people feel ownership and pride in are spaces that people will occupy thus providing natural security (Gindroz, 196).

Gindroz elaborates on the prescriptions of safety by suggesting methods for neighborhood streets, commercial streets and civic spaces (197-199). For neighborhood streets he suggests buildings have formal frontages that face each other across the street, minimal garage doors and blank walls, a plentiful amount of windows, and facades that are in scale with the street (197-198). For commercial streets he suggests that buildings maintain over half of their facade as windows such that shop owners can watch the street (Gindroz, 198-199). The streetscape should include wide sidewalks, ample lighting, on street parking and trees. Blank walls and garages should be kept from view (Gindroz, 199). Civic spaces should include vistas so that a majority of the site is visible, especially entrances and exits (Gindroz, 199). The space should have ample lighting and landscape features should not block views at eye level (Gindroz, 199).

Downtown East addresses safety through the placement of buildings and the design of streetscape and civic spaces. In Downtown East commercial and neighborhood streets are one in the same as the neighborhood is mixed use and as a result share many of the prescriptions put forth by Gindroz. All streets contain wide sidewalks, trees and on street parking. It is suggested that street furnishings such as benches, trash receptacles and signage be included as well but site scale design is beyond the scope of this project. S. McBride St., Harrison St. Adams St. Almond Blvd., and Townsend St. are considered higher priority streets in the design of Downtown East. Parking garage entrances, service doors and blank walls have been kept off of these streets as much as possible to promote a better quality pedestrian experience. This concept is elaborated on during the discussion of principle 22. These streets do include a number of pedestrian passages and spaces interior to the blocks. These spaces all include multiple entrances and exits and long sight distances. It is suggested that the final articulation of buildings in Downtown East include many windows that face both the street and interior block spaces.

The design of The Central Plaza and The Everson Sculpture Park promote safety. Both of these parks have many points of entry/exit as well as long sight distances which will prevent users from feeling trapped. Sidewalks and streets abut both parks on multiple sides to promote visibility of the parks interior from passersby. Site design elements such as benches and lights are suggested but illustrating them is beyond the scope of this project.

22. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

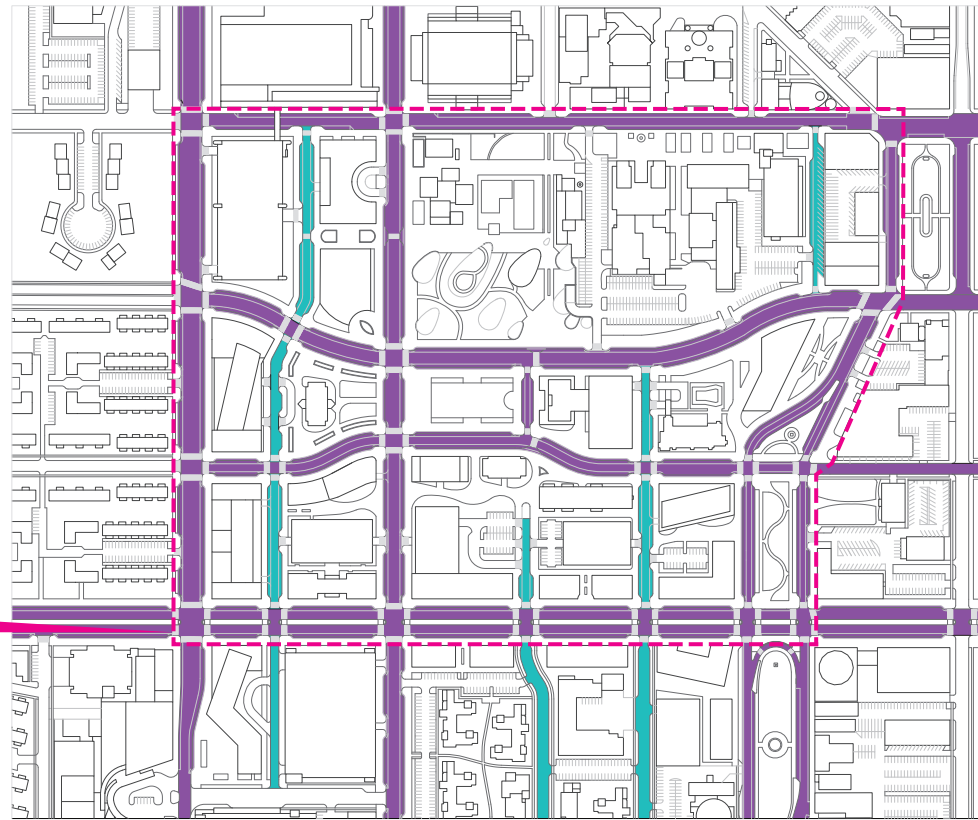
In this principle, New Urbanists discuss the necessity of accommodating automobiles into new development but not at the expense of the pedestrian (CNU, 201). In the discussion of the principle, Doug Farr acknowledges that automobile usage is not going to vanish completely (Farr, 202). Cars are a necessary part of the American city. However, Farr argues that we should strive to increase walking and cycling while reducing car travel (Farr, 202). Walking and cycling allows residents to live an active lifestyle, a necessity as far as human health is concerned (Farr, 202-203; Tachieva, 185). Increased activity levels result in healthy lifestyles and help reduce susceptibility to a number of diseases (Farr, 203; Speck, 39-40;). To achieve a more balanced accommodation of automobiles and pedestrians, Farr recommends an intervention called “complete streets” in which streets are designed or redesigned to serve cars, bicycles, and pedestrians (204). Reduced parking requirements, vision-zero initiative and road restriping are other methods of making the urban environment more comfortable for the pedestrian (204-205).

The street design of Downtown East works to balance car, pedestrian and bicycle accommodations through a number of methods. The street system in Downtown East adopts the New Urbanists recommendation of a prioritized “A” street “B” street system. The “A” streets are considered the primary streets and as a result contain building usages that are considered more pedestrian friendly. “B” streets are considered secondary streets and contain elements such as parking garage entrances, garage doors and service entrances as these elements are considered damaging to the pedestrian experience. The vehicular portion of the street has been designed with both the automobile and the pedestrian experience in mind. The most

Figure 98. The “A” street and “B” streets hierarchy of Downtown East. “A” streets are considered primary streets and contain only elements that enhance the pedestrian experience. “B” streets, while still pedestrian friendly, provide access to the neighborhoods more mundane yet crucial features such as parking garages and service entrances..

“A” streets
 “B” streets

Downtown East Site Boundary



significant intervention is the reduction in the overall number of drive lanes in Downtown East. Many streets have been narrowed: Adams St. has gone from five lanes to four, Harrison St. has gone from four lanes to three, Townsend St. has gone from four lanes to three and Almond Blvd. has gone from an elevated highway to a four lane boulevard. These reductions have been made possible through a better connected network of streets, specifically the connection of S. McBride through Downtown East which adds two north-south lanes. The dimensions of the vehicular portion of the street such as lane widths and curb return radii have been reduced in many instances to promote the fastest possible crossing time for pedestrians. Lane widths have been reduced to 12' for high volume streets (Almond Blvd. and Adams St.), a narrow dimension that will still accommodate larger vehicles and allow for snow removal. Medium and low volume streets (all remaining streets) have lane widths at 11' to allow for an even faster pedestrian crossing time while not disrupting regular traffic. All curb return radii have been held at 10'. The pedestrian portion of the street is designed to be safe and comfortable. Sidewalks on “A” streets are 19' in width while those on “B” streets are 17' in width. These dimensions are much wider than the existing sidewalks and will allow for comfortable travel in addition to animating streets elements such as sidewalk cafes, street trees, and outdoor furnishings.

Bicycle travel is supported in Downtown East beyond New Urbanist recommendations. Shared bike lanes or bike lanes adjacent to drive lanes are most frequently recommended by New Urbanists. However, protected bike lanes are used in Downtown East. Protected bike lanes position a row of parked cars between the cyclist and traffic and a row of street trees between cyclists and pedestrians. The separation of cars, bicycles and pedestrians promotes safer streets for everyone.

The parking system designed in Downtown East helps to strike a balance between vehicular and pedestrian functionality. All streets contain as much on street parking as possible to facilitate a convenient “park once” system that allows quick access to retail locations. A row of parked cars will also provide a layer of physical separation between moving traffic and pedestrians and cyclists. Parking garages in Downtown East are small and plentiful. This approach allows them, and their uninspiring blank walls, to be positioned in a way that better blends in with surrounding urban forms and reduces their impact on the pedestrian realm.

23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

Principle 23 emphasizes the importance of safe streets and public places. In the discussion of the principle Victor Dover describes the importance of walkable mixed use neighborhoods. He advocates for connected streets, midblock passages, alleys, parks, small blocks, comfortable street dimensions, on street parking and street trees (Dover, 213-214). A discussion of how Downtown East addresses these features can be found in the discussions following principles 19 and 21. Within neighborhoods, Dover argues for safe residential streets, proclaiming they should include elements that support “natural surveillance” such as “windows, doors and other outward signs of human occupancy” (214). Mixed-use neighborhoods can better promote “natural surveillance” compared to single use zones (Dover, 214). For instance, single use residential zones house many working adults who are out of the neighborhood during business hours leaving the street “unwatched” (Dover, 214-215). In a similar vein, Dover describes the need for occupants to bring plazas and squares to life. He states that these public places should be located where they will be used and should include plenty of seating, shade and access to retail storefronts (Dover, 216). The design of Downtown East addresses the concept of safe streets and public spaces. These elements are discussed following principles 19, 21 and 22.

24. Architecture and landscape design should grow from local climate, topography, history, and building practice.

Principle 24 works to “root architecture and landscape architecture in local culture, history and the genius loci of a place” (Kelbaugh, 221). This principle resists the urge to design the standardized sameness epitomized by sprawl. Douglas Kelbaugh states that this principle “restates the Charter’s underlying principle belief that humans and their cultures are not separate from but part of nature” (221). He continues by saying that nature “is seen as a unified, coherent, and evolving order that informs and amplifies its design principles” (221).

Kelbaugh translates this principle to mean that architecture should address something larger than itself and to do so responsibly. He discusses the seriousness of climate change and suggests more “climate-responsive” buildings that consider the local conditions and historical styles (222). Kelbaugh laments the erosion, runoff and flooding caused by excessive earth moving techniques used to make inexpensive developments (224-225). He suggests new developments should embrace existing topography (225). Materials and building methods

should also be informed by the local methods (Kelbaugh, 225). Kelbaugh suggests that authentic, quality materials be used in a craftsman-like manner to create architecture that is “rich and humane” (226)

Downtown East addresses this principle in a limited way because the final articulation of structures and landscapes within Downtown East is beyond the scope of this project. At this scale architecture has been suggested as building footprints, heights, volumes and locations. Local climate, topography, and building practice has informed some of these decisions. Buildings have been positioned such that the scale of streets remains consistent with similar elements within Syracuse. When possible buildings have been oriented to face the south and southwest allowing for maximum sun exposure during Syracuse’s long winter season. The PTSD Research Facility, Adams St. Condominiums, Parkview Condominiums and the tower on the corner of S. McBride St and Cedar St. are all positioned in a way that allows maximum exposure for their green roofs and/or residential components.

Building sizes are kept similar to those historically found in the northeast. Many buildings have a width between 60’ and 70’ to allow light penetration. This size can be seen in old manufacturing and residential applications. The building practices that may be used to construct these buildings cannot be commented on as they are not within the scope of this project.

25. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

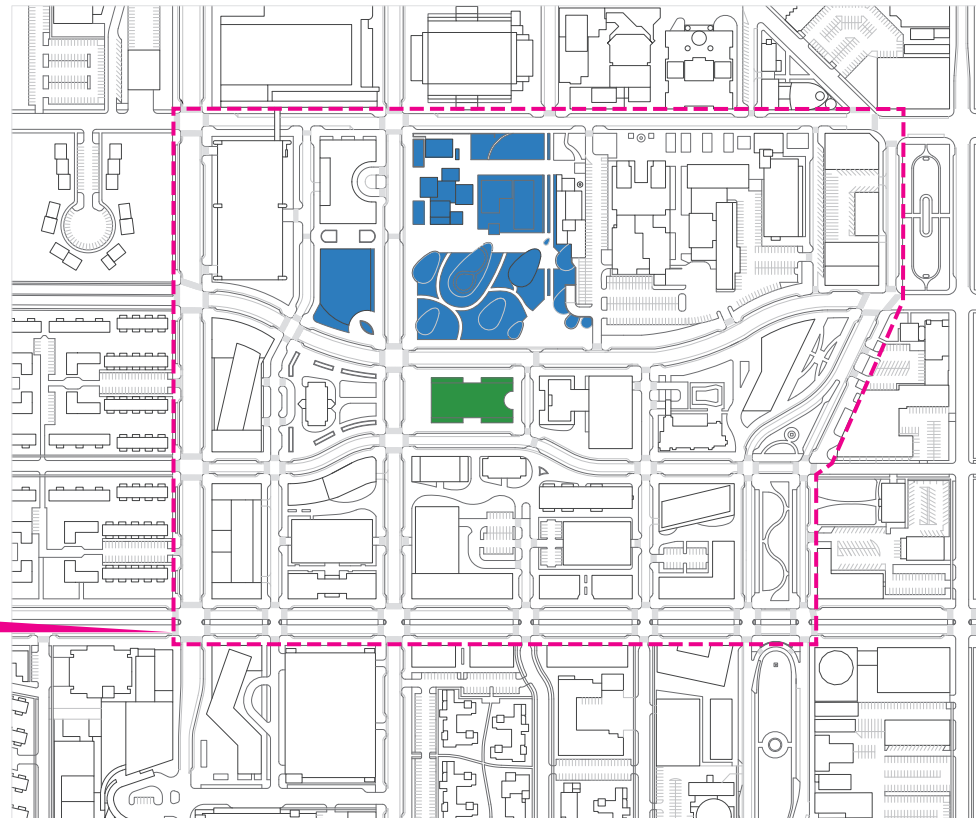
In principle 25 New Urbanists articulate the important role civic buildings play in the creation of community identity and pride. Andres Duany in his discussion of the principle explains that the recent decline in civic building quality is related to the exclusion of civic buildings from the definition of “infrastructure” (231-232). He states the civic buildings were once considered the “social” infrastructure and were lumped together with “movement” infrastructure such as roads, sewers and waterlines (232). Both were funded under the heading “public works”. However, today the heading “public works” has been eliminated in favor of more specialized and technical arms of planning resulting in a lack of funding and support for civic structures (Duany, 231-232). Duany suggests that architects and planners begin to once again position civic buildings in premium locations and design them with distinct forms (234-235). He argues that locations on or adjacent to central public spaces are excellent locations for civic buildings as this placement reinforces the idea of democracy (235).

Downtown East addresses this principle through the inclusion of civic elements in the center of Downtown East. The Central Plaza can be considered the center of Downtown East and a premium building location to the west of the Central Plaza has been used for the Everson Sculpture Park. The proximity of these two parks to the Everson Art Museum and the proposed Natural History Museum creates a substantial arts district in Downtown East. This action supports the arts while promoting civic pride and identity. Three Upstate University residential buildings are located around the Central Plaza. These buildings are not the classical or stately architecture New Urbanists recommend for such a location. However, because these buildings are institutional they will contribute to the civic center of Downtown East while still providing the residential base needed to support the retail and commercial entities in the neighborhood.

Figure 99. The Central Plaza and the Arts District in Downtown East. The Arts District occupies a significant building location near the center of Downtown East and includes the Everson Sculpture Park, Everson Art Museum and Natural History Museum. The Art District's primary location helps the neighborhood to bolster civic pride while serving as a destination within the City of Syracuse.

■ Central Plaza
■ Arts district

Downtown East Site Boundary



A prominent location within Downtown East was awarded to a mixed use development despite New Urbanist recommendations to use premium sites for civic architecture. The building is sited directly to the north of the Central Plaza and houses the Parkview Condominiums, ground floor retail and office space. A residential development at this location will increase developer interest and can serve as a catalyst for other residential developments nearby. Luxury condominiums with views of the park could be leveraged to attract early residents to Downtown East. The ground floor retail component of the Parkview Condominiums could also house a grocery, an element greatly desired by existing Downtown residents (Downtown Committee of Syracuse, *Downtown Syracuse Resident Profile*)

Almond Blvd. also serves as an important civic gesture through Downtown East. The boulevard replaces I-81 as the primary north-south thoroughfare through Downtown Syracuse. Almond Blvd. is constructed with a median, wide sidewalks and large trees. These elements elevate the importance of Almond Blvd. above other streets through Downtown East. In accordance with the boulevard's importance, building sites have been awarded to important institutions such as Upstate Medical University, Syracuse University, and area hospitals. These structures will demonstrate to the City that these institutions are more important than ephemeral commercial entities.

Genesee St. and the extension of Forman Park is another important civic gesture through Downtown East that connects the University Hill, Downtown East and Downtown neighborhoods with open space and ground floor retail. This civic element could serve as a central feature to future development north of Downtown East.

26. All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

In principle 26 New Urbanists further the discussion of energy consumption and sense of place. In the discussion of the principle Mark M. Schimmenti explains that heating and cooling systems consume a great deal of energy and designers should seek to create buildings that are more energy efficient (239-242). A review of buildings designed before air-conditioning provides a lesson in passive solar heating and natural ventilation (Schimmenti, 241). Passive solar heating and natural ventilation do not require energy, only a specific building shape and windows. Thin buildings allow for occupants to remain close to exterior windows with the option to open or close them based on the interior conditions (Schimmenti, 241). Proximity to windows also provides natural light which reduces the need for artificial light. With less artificial light, the heat from those lights will be reduced and will in turn reduce the need for air conditioning (Schimmenti, 242). Schimmenti also discusses the possibility of outdoor spaces such as streets and courtyards adapting to local climatic conditions by increasing or decreasing the level of shade (242-243).

The design of Downtown East addresses this principle in a limited way as the final articulation of buildings is beyond the scope of this project. However, the aspect, location and size of buildings has been suggested in the design. Almost all buildings are less than 70' in width allowing for passive solar heating and natural ventilation to occur. The PTSD Research Facility, Adams St. Condominiums, Parkview Condominiums and the mixed use tower on the corner of S. McBride St. and Cedar St. have all been positioned to take advantage of the southern sun to combat Syracuse's cold climate.

27. Preservation and renewal of historic buildings, districts and landscapes affirm the continuity and evolution of urban society.

Principle 27 outlines the importance of adapting existing urban forms as culture and society change. Buildings, urban forms and landscapes of past generations represent a contribution to city building and a link to history. Ken Greenberg in his description of the principle uses the block as an example of the old city being supported by the new (248). He states that even if the buildings on the block are replaced, the urban fabric doesn't need to change (248). "The whole is not called into question each time the parts change" (Greenberg, 248). Greenberg argues for a "basic generality, simplicity, and adaptability" in blocks, streets and buildings that allows them to accommodate societal changes (249).

This principle is applicable to Downtown East as a whole. The redesign of this portion of Syracuse matches the principle's recommendation for the renewal of historic districts. The tower-in-the-park housing typology and superblock development that was popular during the middle of the century has degraded this neighborhood. The design of Downtown East helps to restore vibrancy to this neighborhood through the methods described in the aforementioned principles.

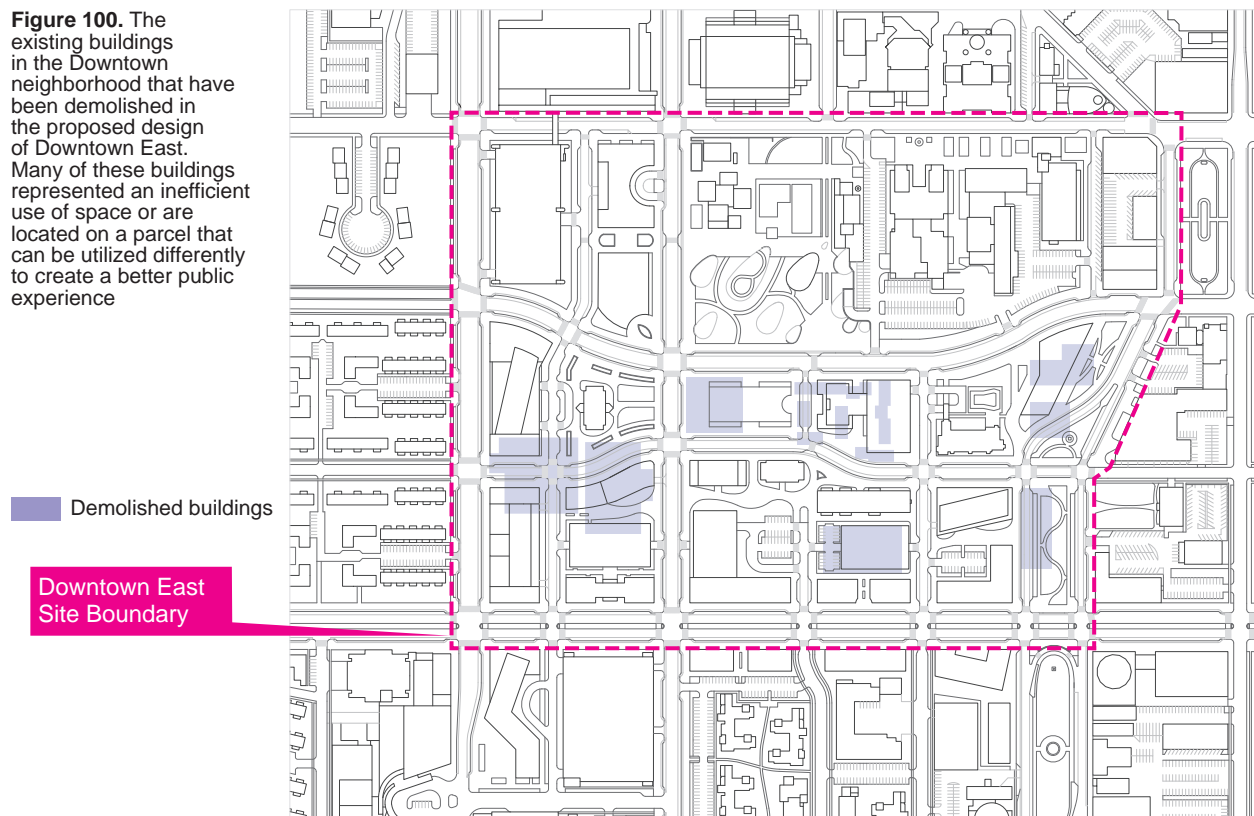
Downtown East has been crafted through the inclusion of new buildings and the selective demolition of existing buildings. All large housing towers located in the center of the site remain. Saving these towers is the most cost conscious method to include residential

offerings in Downtown East. It is cheaper and more responsible to incorporate existing development than to build new. The Geneva Tower, Harrison House Tower, Madison Town and Jefferson Tower have all been incorporated in the design of Downtown East through the reconfiguration of the ground plane around them.

Although New Urbanists advocate for the reuse of existing buildings, a number of buildings were removed to accommodate the design of Downtown East. These buildings were either an inefficient use of space or occupied a significant site needed for a greater use. In the design, the existing building at 550 Harrison St. which houses the Upstate University Specialty Services facility was demolished. This parcel was used inefficiently as the building was one story and surrounded by a great deal of surface parking. Additionally, in the design of Downtown East, this block was bisected by Unnamed St. to create a better connected network of streets. The design of Downtown East also calls for the demolition of the Upstate University Health Care Center on Harrison St.. The removal of this building will allow for public space in the center of Downtown East, a concept strongly advocated for by the New Urbanists. The University Health Care Center and the University Special Services Facility have been relocated to new buildings on Almond Blvd.

To the north of the Health Center on Townsend St. lies the townhouse component of Madison Tower. These residences are two stories and have been demolished because of their inefficient use of space. Their site was subsequently used to link together fragments of S. McBride St. and to create the Central Plaza. In the name of public space and street expansion, 600 Genesee St., an office building, was demolished as well. This building was replaced with the Forman Park expansion as well as institutional and retail/office buildings. Two additional

Figure 100. The existing buildings in the Downtown neighborhood that have been demolished in the proposed design of Downtown East. Many of these buildings represented an inefficient use of space or are located on a parcel that can be utilized differently to create a better public experience



buildings along E. Genesee St. were demolished. 550 E. Genesee St. is a professional building that rents to doctors and Upstate Medical University. This building has been demolished because of its inefficient use of space at only two stories and has been replaced by the Forman Park extension and a more distinctive commercial building. The same commercial building replaced the drive up bank at 500 E. Genesee St. because the bank is an inefficient use of a crucial corner property at a significant intersection. Occupants of both the bank and professional building will have the opportunity to find new locations along Genesee St. or elsewhere in Downtown East.

Summary of Results

The evaluation of Downtown East results in the discovery that only a portion of the New Urbanist principles have been fully addressed. Of the 27 principles, 12 were fully addressed, 10 were considered partially addressed and five were considered not applicable (N/A). Principles that were unable to be addressed because they were beyond the control of the designer were considered not applicable. All of the principles within the designers control were at least partially addressed. The largest concentration of fully addressed principles occurred in the urban design scale (neighborhood, district and corridor). Six out of nine urban design scale principles were fully addressed, two were partially addressed and one was considered not applicable. The regional scale (region, metropolis, city and town) section contained the fewest number of fully addressed principles (two) and the largest number of not applicable principles (four). The parcel scale (block, street and parcel) had more partially addressed principles than the other two scales (5) and the second largest number of fully addressed principles (4). Principles within the parcel scale were all at least partially addressed.

Prin.#	Addressed	Prin.#	Addressed	Prin.#	Addressed
Region, metropolis, city and town scale		Neighborhood, district and corridor scale		Block ,street and building scale	
1	N/A	10	Partially	19	Partially
2	N/A	11	Fully	20	Fully
3	N/A	12	Fully	21	Partially
4	Fully	13	Partially	22	Fully
5	Fully	14	Fully	23	Partially
6	Partially	15	Fully	24	Fully
7	Partially	16	Fully	25	Partially
8	Partially	17	N/A	26	Partially
9	N/A	18	Fully	27	Fully

Table 1. The summary of results. This table tabulates the degree the design of Downtown East addressed each principle of New Urbanism. This information is expanded in appendix 2.

Chapter 6: Discussion

The New Urbanists created a diverse set of guidelines with the ultimate goal of creating good community. Those guidelines create national and global problems. Climate change, public health, education, transportation, energy use, and poverty are some issues that New Urbanists discuss in their *Charter of the New Urbanism* (Arrington, 87; Duany, 11; Farr, 203; Poticha, 73-77; Norris, 158-159; Schimmenti, 239-243). New Urbanists have built generality into their recommendations as a way to address these issues on a national scale. Andres Duany in his opening essay "20 Years of Urbanism" in the *Charter of the New Urbanism* describes New Urbanism's techniques as "open-ended" while Shelly R. Poticha describes the principles as "flexible" (Duany, 10; Poticha xv). Generality, "open-endedness" or "flexibility" all allow the principles of New Urbanism to remain part of the conversation no matter where a project is located. It seems plausible that following the principles of New Urbanism as they are described in the *Charter*, would produce a similar result regardless of geographic location. However, in the opinion of this author, a crucial element of successful design involves adapting specific prescriptions to the unique design challenges of specific locations. With this in mind, an important question arises. Does an urban design project which is influenced by the New Urbanist framework result in good community as defined by the New Urbanist principles? The design of Downtown East attempts to answer this question in two ways. The current conditions and contextual relationships of the site test the applicability of the New Urbanist recommendations to specific and localized design challenges. Simultaneously, the RFP defines the scope of the Downtown East project as one similar to a typical urban design project. This tests the ability of the New Urbanist framework to operate within the constraints of a typical urban design project in an urban infill situation. An in depth discussion of the applicability of the framework occurs in the section titled "Answering question one".

All projects regardless of location or design challenges, have at their center a designer and design process. This may seem like an obvious point. However, if the New Urbanist recommendations are to result in built work, then the designer is positioned between the New Urbanist framework and the eventual built work. It then becomes important to ask the following question. What is the relationship between the New Urbanist design framework and the design process? An examination of the design process used to create Downtown East is necessary to determine the relationship between New Urbanism and the design process.

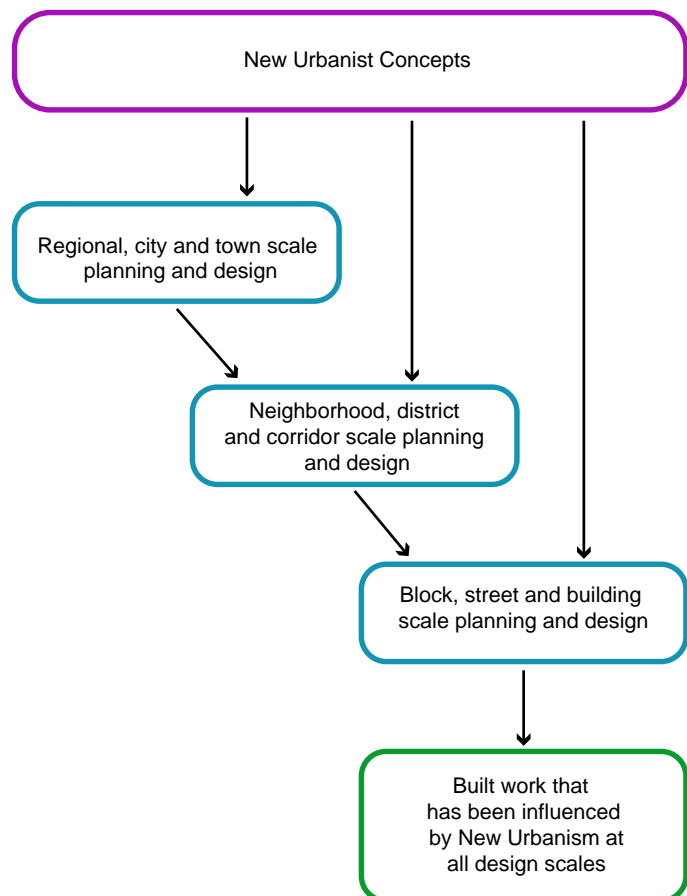
Answering question one: Does an urban design project which is influenced by the New Urbanist framework result in good community as defined by the New Urbanist principles?

The principles of New Urbanism are organized into three scales: the region, metropolis, city and town (regional scale); the neighborhood, district and corridor (urban design scale) and the block, street and building (parcel scale) (CNU, vii-xi). The larger concepts of New Urbanism can be seen as a common thread that is repeated in all three scales. However, a project such as the design of Downtown East does not have the authority to influence decisions at all three scales. As a result, the larger concepts of New Urbanism are only partially addressed. This is an example of a limitation which interferes with the full realization of good community as defined by the New Urbanists. For instance, mobility is a concept that New Urbanists advocate for in

all three scales. However, in the design of Downtown East, mobility is addressed primarily in the neighborhood, district and corridor scale as the project has no authority over regional scale decisions and only limited authority over the block, street and building scale. As a result, Downtown East is only partially able to address mobility as defined by the New Urbanist principles. This exemplifies a misalignment between the goals of New Urbanism, the design of the New Urbanist principles and the methods used to strategically design and redesign urban areas.

The piecemeal redesign of urban areas typifies urban infill development which is a practice supported by the New Urbanists (Grimshaw, 47; Morris, 57-61). However, the three scale approach of New Urbanism is not well suited to guide the piecemeal methods of urban infill development. New Urbanist principles were originally conceived to serve "New Sub-urban" developments as exemplified by the design of Kentlands, MD, Seaside, FL and Celebration, FL (Calthorpe, 253-254). Greenfield development involves the design and development of undeveloped (typically agricultural) land. In the opinion of this author, designers have a much greater chance to address the New Urbanist principles in greenfield development. However, urban infill situations are much more complex. Preexisting conditions abound, limiting the freedom of designers as they attempt to link new projects with existing conditions. In the case of New Urbanist inspired urban infill projects, such as Downtown East, the lack of designer freedom compromised the designer's ability to apply the New Urbanist principles in a comprehensive manner.

Figure 101. New Urbanist concepts influence projects at varying scales to ultimately influence built work. In *The Charter of the New Urbanism* the New Urbanist principles are organized by scale into three distinct sections. The first nine principles address the region, city and town, the next nine principles address the neighborhood, district and corridor and the final nine principles address the block street and building. The New Urbanists seek to directly influence projects at each of these three scales. However, a single project often operates at only one scale. For instance, through the design of Downtown East, New Urbanism had the most influence over the neighborhood, district and corridor scale because of the scale and scope limitations of Downtown East.



The existing conditions of urban infill situations complicate design efforts as a designer attempts to use New Urbanism recommendations. Circumstances may arise during the design process in which the designer is caught between the New Urbanist framework and the reality of existing conditions. New Urbanism has no shortage of suggestions for how to treat any particular situation. However, New Urbanists strongly recommend that designers respect the local conditions (CNU, 221; Duany, 12). This presents a dilemma for the designer as he attempts to respect local conditions or deviate from the New Urbanist principles. The decisions belong to the designer. For instance, in the design of Downtown East, buildings had to be demolished to accommodate a central public space and a connected street network, two features that are significant in New Urbanist recommendations (Kulash, 117; Plater-Zyberk, 109). In this case, one of the implications of designing with New Urbanist recommendations was the demolition of existing buildings. To complicate this matter New Urbanists discuss the importance of respecting existing conditions in principles 5, 6, 20, and 24 (CNU, vii-xi). This presents a dilemma in which satisfying one of the New Urbanist principles means sacrificing another principle.

Housing provides another example. Principle 13 advocates for a "broad range of housing types and price levels" (CNU, 125). However, in urban infill situations housing types must match the demands of the existing neighborhood. In the case of Downtown East this means housing types are controlled by the demographics of those working in surrounding employment hubs such as Upstate Medical University and area Hospitals. Accordingly, the professionals working at these institutions are likely to occupy one bedroom apartments with limited demand for two and three bedroom apartments (Downtown Committee of Syracuse). As a result, other types of housing options such as single family homes, live-ins and townhomes were left out of Downtown East. The existing conditions of the Downtown East neighborhood encouraged the design of Downtown East to address principle 13 in a limited way.

Through the design of Downtown East it has become apparent that New Urbanist principles cannot be fully addressed in a typical urban design project because of project scale. Incompletely addressing the principles of New Urbanism will reduce the impact of the design framework's concepts. Consequently, the design of Downtown East illustrates that a typical urban design project cannot meet the comprehensive New Urbanist definition of good community if the 27 principles are only partially fulfilled. The design of Downtown East lacks the authority to consider scales larger or smaller than the neighborhood, street, and block. Regional strategies, site scale landscape/urban design and the final articulation of architectural elements are beyond the scope of this project. The lack of regional authority is a critical shortcoming. Peter Calthorpe in the afterword of the *Charter of the New Urbanism* emphasizes regionalism as a key component to the success of New Urbanism's larger sustainability goals (254-255). This limitation in scope has led Downtown East to fall short of the New Urbanist definition of good community. However even partial adherence to the 27 principles can result in an improved community. A summarized definition adopted from the principles of New Urbanism follows.

Communities range in size from major metropolises to small hamlets. Regardless of scale, good communities share common traits such as: neighborhoods, districts and corridors that form identifiable areas and are organized in a compact and pedestrian friendly manner. A diverse selection of housing types and prices support many different income levels, ages and races while encouraging social interaction among diverse groups. The daily needs of residents are available within a walkable distance and accessible via streets that support pedestrian and bicycle traffic as well as cars. The streets can quickly connect to transit systems whose stations are surrounded by walkable mixed use development, reducing dependence on the car. Parks and schools as well as places of community, civic, cultural and institutional activity should be well distributed within communities and within a short walking distance of neighborhoods. The siting and design of new civic buildings should be distinct while historic buildings and landscape should be preserved to foster cultural identity.

A good community and its region are dependent upon one another for success. All communities, no matter the size should contribute to the well-being of the region. To this end communities should encourage governmental cooperation regarding public policy, physical planning, economic strategies and potential tax sharing. The focus of this effort should be on creating regional policies and infrastructure that promote the region as a connected economic unit while respecting finite resources and natural boundaries. Transportation and recreation networks as well as policies regarding affordable housing, education, environmental stewardship, job opportunities, growth boundaries and farmland protection should be derived from regional collaboration. Regional development policies should also encourage the siting of new communities in or adjacent to previously developed areas as much as possible and always reflect historic patterns, precedents and boundaries.

Individual architectural and landscape design projects play a crucial role in creating good communities. All built work in the community should define streets and public spaces as safe, comfortable and interesting shared places for the pedestrian. Local climate, topography and building practice should direct individual projects such that they seamlessly link to their surroundings. While inhabiting these projects, users should always have a sense of place, time and weather.

The design of Downtown East illustrates the typical scope of an urban infill project in Syracuse. The 27 principles of New Urbanism can become fully applicable if Downtown East is seen as the urban design scale project that lies between a regional plan and the many design plans for individual developments. A three scaled planning approach is common for metropolitan areas. In the case of Syracuse, a settlement plan for Onondaga County was prepared in 2001 by Duany Plater-Zyberk & Company and Environment Design and Research (1). That document operates primarily at the regional scale and could satisfy the regional scale principles of New Urbanism. If Downtown East serves as the neighborhood scale document, then the design of individual developments within Downtown East could serve to satisfy the parcel scale principles of New Urbanism. In a three project approach, it is possible to address all three scales of New Urbanism. However, it is unreasonable to expect the full breadth of the 27 principles of New

Urbanism to be fully realized in a single project. The utilization of New Urbanist principles is most successful when applied through a number of projects that span a number of scales.

Although Downtown East was not able to satisfy the New Urbanist definition of good community in the strictest sense, the proposed Downtown East neighborhood offers many improvements. Downtown East contributes to a design discussion centered on the removal of Interstate 81 and the development that could follow. Downtown East can serve as a guiding initial document for public and private investment in an area that can grow to include a greater portion of the Downtown and University Hill neighborhoods. Eventually, Downtown East may extend from Erie Blvd. south to Adams St. and from State St. east to S. Crouse Ave. The design of the Downtown East neighborhood responds to development pressures in the immediate area. Institutions currently concentrated in the University Hill neighborhood are a driving force in the development of Downtown East. Downtown East is envisioned as a coherent, mixed use neighborhood capable of providing residents with employment, recreation and housing all within walking distance of their homes. The street layout and street design focus on pedestrian accessibility while maintaining vehicular accommodation and connectivity. These features as well as land use and building scale allow for Downtown East's integration into the existing urban fabric. This project has created an adaptable neighborhood design that responds to local development trends in a way that can help to revitalize the City of Syracuse. While the design of Downtown East did not fully utilize all 27 New Urbanist principles, a portion of the principles were either fully addressed or partially addressed. Downtown East can be considered a New Urbanist inspired design and the New Urbanism framework can be credited with positively influencing the City of Syracuse.

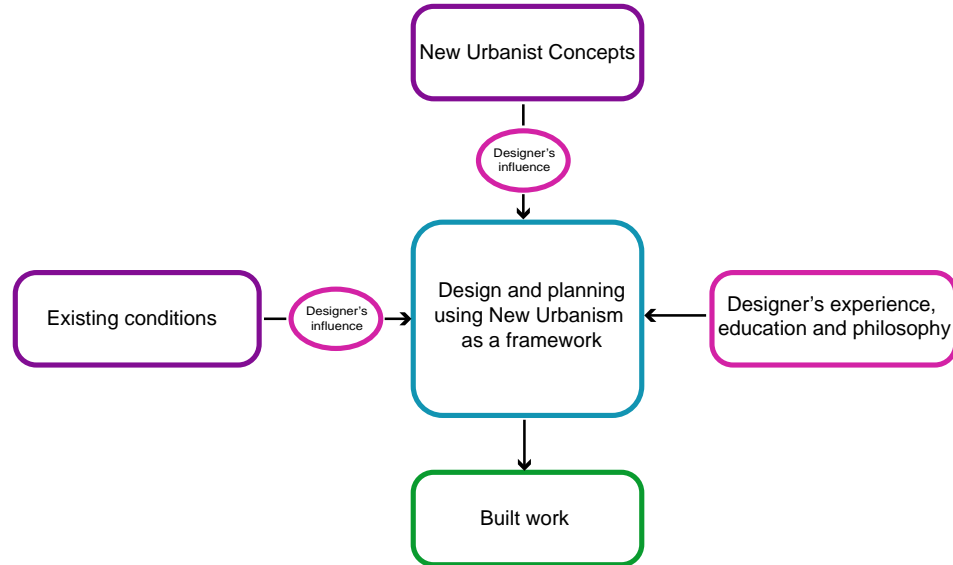
Answering question two: What is the relationship between the New Urbanist design framework and the design process?

The design of Downtown East provides an opportunity to investigate the intimate relationship between the New Urbanism framework and the designer's unique design process. Due to the individuality of each designer's process, the discussion that follows will be in reference to the author's (the designer's) distinct process.

A designer is the common thread in all design projects. This concept underscores the notion that the design of human habitat is a wholly human task. The prescriptions and formulas of the New Urbanists may form significant guidelines but they are secondary to the designer's competencies and talents during the process. The principles of New Urbanism are written in a generalized fashion as to allow for their applicability across the greatest diversity of challenges and locations. However, a generalized approach will not completely address the unique design challenges of a specific location. This is the role of a designer.

While attempting to adhere to New Urbanist principles, the designer's role becomes that of bridging the gap between the principles and the requirements of the site and location. During the design process the designer's decisions are informed by the interaction of the principles with other sources of information. During the design of Downtown East, the designer's task was to integrate New Urbanist principles with both external sources of information such as site conditions, contextual relationships and RFP requirements and with internal sources of information such as the designer's education, experiences, and evolving design philosophy.

Figure 102. The variables that influence the design and planning of a New Urbanist project. The designer's influence often stands between all variables and the project.



The designer had to actively balance the needs of the site and context with the principles of New Urbanism. An effort was made to include New Urbanist principles in every design decision, however, sacrifices were necessary to accommodate the conditions of the site.

In determining the relationship between New Urbanism and the specific design of Downtown East, it is important to understand where New Urbanism entered and exited the design process. During the design of Downtown East New Urbanism entered the design process on practically every level during the initial stages of the design. As the design process progressed, New Urbanist concepts were supplemented with additional resources. In the initial portion of the design, the New Urbanist influence had detrimental effects on the design process. As the designer was working through individual design challenges the continuous presence of New Urbanist influences had a negative effect on creativity. The act of designing Downtown East with the 27 principles of New Urbanism created a situation in which the designer was overwhelmed with requirements of the principles. The designer's process became frequently interrupted by the need to attend to all the principles simultaneously. The principles often contradicted one another or the requirements the site. This resulted in a conflict between the designer's creative process and the structured nature of the New Urbanist principles. Early on in the process the designer's attention to the details of the New Urbanist principles interfered with the designer's ability to innovate. The design process resumed a more fluid nature when the designer began to conceptualize the principles allowing him to see the big picture. At this point, the designer could address the larger concepts of New Urbanism while addressing the details of the site. This greatly increased creativity and fluidity in the design process.

Some Thoughts on the New Urbanist Framework

The process of designing Downtown East has allowed for a unique opportunity to evaluate and discuss the New Urbanist design framework. Answering the two research questions and reflecting on the designer's personal process has resulted in a greater appreciation of the New Urbanism framework. The New Urbanists have successfully packaged many disparate ideas into one comprehensive model which addresses the design and development practices across the country albeit in a generalized fashion. Shelly Poticha

suggests that the *Charter* offers "both a vision and a means for accomplishment" (Poticha, xiii). The value of New Urbanism includes the framework's ability to illustrate the value of assembling many individual design and development decisions into one movement. The New Urbanist systemic design philosophy is an approach that may become increasingly valuable as the world becomes an increasingly connected place. The packaging and presentation of the New Urbanist principles becomes a powerful tool for decision makers and ironically a potentially distracting guide for designers.

As discussed in question one, the three scale approach of New Urbanism leaves many principles unaddressed in a typical urban infill design project. In its current arrangement, New Urbanist principles become fully applicable over a series of projects that span many scales. The entity that administers all of these projects, such as a county government or regional planning organization is in the best position to advocate for New Urbanist principles through RFPs or similar directives. The *Charter's* language and organization are strengths which allow the *Charter* to be easily understood by the lay person. The text becomes a document that mayors, government officials and decision makers can use as a framework to inform their decisions and garner support for projects.

However, the language and organization of the *Charter of the New Urbanism* may be seen as too structured to successfully support the design process. The answer to question two suggests that New Urbanism may be more valuable to designers if the principles are recast as broad concepts. The 27 specific principles run the risk of interrupting the fluidity of a productive design process. Once the New Urbanist concepts become second nature to the designer's philosophy the designer's process remains unencumbered. New Urbanist principles might be more useful to designers if the principles could be constructed in a way that gives the designer a greater amount of discretion without deviating from New Urbanist concepts.

An additional limitation of New Urbanism lies in the organization and packaging of the concepts of New Urbanism. The concepts have been organized into 27 specific recommendations. Taken individually, the principles appear inherently good and easily implemented. However, if the principles are viewed collectively, they become formulaic and more challenging to implement as well as potentially detrimental to the design process. Yet the complexity of the New Urbanist principles echoes the complex realities of development.

Finally, while the New Urbanist framework may be imperfect, it does present a forum for deliberation regarding the design of human settlements and the role of urban design. This can be seen in the debate between the New Urbanists and the Landscape Urbanists as to the best way to respond to the environmental crisis (Duany and Talen, xii). Although these discussions do not immediately influence built work, they are necessary to refine existing urban frameworks that will inform future design solutions.

The Limitations of the Study

As with all experiments, an honest and thorough examination reveals limitations. During the design, review and discussion of Downtown East, limitations have become apparent. The goal of this thesis was to create a design according to New Urbanist principles and then evaluate the design to determine if the design resulted in good community. An evaluation such as this is best completed if the test variable is allowed to change while others variables

are held constant. However, the very nature of design requires the use of additional sources of information to create the best possible design, thus making it impossible to isolate the principles of New Urbanism during the design of Downtown East. New Urbanist principles were supplemented with information from the designer's education and experiences as well as ideas inspired by the conditions of the site.

Another reality of this project is its grounding in the temporal scale. This thesis project and the design of Downtown East have occurred at a specific point in time. This suggests that the project is not a final static representation but a single point in a continuum. For instance, the design of Downtown East has occurred at a specific point in the New Urbanist movement, the development of Syracuse, and the author's evolution as a designer. Consequently, the design decisions in this project must be considered as a product of their position in the temporal scale. Accordingly, the findings of this study are intrinsically linked to their position in time such that repeating the project at a different point in time may produce a different result.

The true evaluation of any design is its performance over time. For instance, the value of the design of Downtown East cannot be fully realized until after the project has been built and its effectiveness has been observed over a period of time. In other words, post occupancy analysis will provide a greater investigation into the value of a New Urbanist inspired neighborhood.

The academic nature of the thesis creates other limitations. The project was set up in such a way that the design of Downtown East was grounded in the realities of an urban design project in the City of Syracuse. However, the designer did not enter the thesis project with a practitioner's level of urban design knowledge. The designer was introduced to many urban design concepts through the lens of New Urbanism. This allowed New Urbanist theories to become a primary component of the designer's philosophy. As a result, New Urbanism became a driving force behind design decisions. A more extensive knowledge of urban design could have allowed for a greater diversity of urban design theories to guide the design of Downtown East. The solitary nature of the thesis project exacerbated this problem. A multidisciplinary team based approach, as is typical in practice, would include a more diverse knowledge base and result in a more creative work environment.

The scope of this thesis project also presented limitations. The thesis project was designed to be grounded in the realities of an urban design project in Syracuse. However, a project that addressed these realities would be beyond the scope of a masters thesis. Accordingly, some typical elements of an urban design project have been excluded. For instance, analysis of traffic systems, housing demands and retail demands were excluded from the project. Stakeholder involvement, public forums and community design charrettes, concepts important to the New Urbanists (Hurley, 168-169), have also been excluded from the scope of the thesis.

The scale of this thesis project has also forced the exclusion of a selection of New Urbanist ideas. This project examines only the 27 principles of New Urbanism in the *Charter of the New Urbanism* 2nd edition. The "Canons of Sustainable Architecture and Urbanism", also in the *Charter* (267-271), have been excluded as a way to reduce the scale of the study and to isolate the original 27 principles. Additional New Urbanist publications, especially the *Best Practices Guide*, have been used by the designer to bolster proficiency in New Urbanist practices, however, they have not been evaluated in this study.

Chapter 7: Conclusion

New Urbanism is an urban design framework with the goal of reforming sprawl and creating good community. The framework is organized into 27 principles that can serve as a directive for municipal governments and designers. However, it is important to investigate the applicability of the New Urbanist framework to both the design process and to specific design challenges. The design of Downtown East illustrates that a typical urban design project is too limited in scope to fully incorporate all of the New Urbanist principles. This suggests that the New Urbanist goal of good community cannot be achieved in a single urban design project when only a portion of the principles can be addressed. However, municipal governments and other organizations can encourage adherence to all New Urbanist principles through their administration of regional, urban design and site scale design projects.

The design of Downtown East also allowed for an investigation into the relationship between the New Urbanism framework and the design process. That investigation revealed that the 27 principles of New Urbanism stifle creativity and interrupt the free flowing nature of an effective design process. The New Urbanist principles can successfully be included in the design process if the designer adopts the broader concepts into his own design philosophy without being totally distracted by the details.

This study suggests that the New Urbanist movement may be of the greatest value to administrators and decision makers. Decision makers have the ability to shape urban areas through the administration of RFP's, codes and similar directives. Including New Urbanist principles at this level may free the designer from the complexity of working with the 27 principles simultaneously.

Reflections

Reflection is an important step to take at the end of any work. The designer has learned a great deal personally and professionally through the process of designing, reviewing and discussing the design of Downtown East. Perhaps one of the most significant revelations for this student is the discovery that one must take a leap of faith and trust the process. As the designer seeks to address design challenges, ideas build off one another as iteration after iteration slowly moves the design closer to completion. A designer must be comfortable with the non-linear nature of the design process.

Another discovery about the process involved the importance of taking time away from the act of designing. Time away from the design allows the designer to remove himself from the current design challenge and then return with fresh eyes. Time away frees the designer to envision other possibilities. For example, the final design of the sculpture park did not commence until an overnight break allowed the designer to move away from the previous afternoon's uninspired ideas for the park. It is during the time away the designer can discover and consider other precedents.

Future Research

This project utilized only one urban design framework. Additional studies could investigate other frameworks and how they could result in good community. Landscape Urbanism, Ecological Urbanism, and Biophilic Urbanism are three additional urban design

frameworks that could be the focus of studies seeking to test their applicability in diverse design challenges. A study that replicates this project using the Downtown East site and a different urbanism would be an intriguing investigation.

Studies of New Urbanism could also investigate existing New Urbanist projects in the style of a post occupancy analysis to determine functionality over the long term. New Urbanist publications, especially the *New Urbanism: Best Practices Guide* could be the center of studies set up to determine that publication's ability to guide urban design. The "Canons of Sustainable Architecture and Urban Design" could also be investigated in a similar fashion.

Appendix

Appendix 1. Matrix

This matrix was used to investigate how the principles of New Urbanism were addressed in the design of Downtown East.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
The Region: Metropolis, City and Town			
<i>1. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning and economic strategies must reflect this new reality.</i>	The region is a fundamental economic unit of the contemporary world.	N/A	Regional strategies are beyond the scope of this project.
	Governmental cooperation should support the region as a fundamental economic unit.	N/A	Regional strategies are beyond the scope of this project.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Public policy should support the region as a fundamental economic unit.	N/A	Regional strategies are beyond the scope of this project.
	Physical planning should support the region as a fundamental economic unit.	N/A	Regional strategies are beyond the scope of this project.
	Economic strategies should support the region as a fundamental economic unit.	N/A	Regional strategies are beyond the scope of this project.
<p><i>2. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks and river basins. The metropolis is made up of multiple centers that are cities, towns and villages, each with its own identifiable center and edges.</i></p>	The region should be regarded as a finite place.	N/A	Regional strategies are beyond the scope of this project.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	The region should have geographic boundaries derived from natural features.	N/A	Regional strategies are beyond the scope of this project.
	The metropolis has multiple centers that are cities, towns and villages.	N/A	Strategies concerning the metropolis are beyond the scope of this project.
	Cities, towns and villages within the metropolis should have their own centers and edges.	N/A	City-wide strategies are beyond the scope of this project.
3. The metropolis has a fragile and complex relationship with its agrarian hinterland and surrounding natural landscapes, involving environmental, economic, and cultural elements. Farmland and nature are as important to the metropolis as the garden is to the house.	Environmental, cultural and economic elements of the agrarian hinterland and natural areas should be protected.	N/A	Regional strategies are beyond the scope of this project.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
<p>4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas.</p>	<p>Development patterns should not blur or eradicate the edges of the metropolis.</p>	<p>Yes</p>	<p>The siting of Downtown East within the City of Syracuse prevents damage to the edge of the metropolis.</p>
	<p>Infill development has many benefits and should be used preferentially.</p>	<p>Yes</p>	<p>The location of Downtown East qualifies as infill development as it is within the City of Syracuse. Marginal and abandoned areas have been reclaimed in the design of Downtown East. It can be speculated that environmental resources, economic investment and social fabric have been conserved as well.</p>
<p>5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated within the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges and planned for a jobs/housing balance, not as bedroom suburbs.</p>	<p>New development contiguous to urban boundaries should be organized as neighborhoods and districts</p>	<p>Yes</p>	<p>Downtown East is within the City of Syracuse, and has been designed as a neighborhood. See principle 11 for a description of how Downtown East has been organized as a neighborhood.</p>
	<p>Development contiguous to urban boundaries should be integrated with the existing urban pattern.</p>	<p>Yes</p>	<p>Downtown East integrates with the surrounding urban textures. Institutional buildings on Almond Blvd. match those in the University Hill neighborhood. Commercial, retail and open space entities on E. Genesee St. match those to the north and west. Many of the buildings on State St. remain unchanged and continue to link with neighboring civic uses. The land uses on Adams St. link through scale and use to the adjacent neighborhoods.</p>

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	New development that is not contiguous to urban boundaries should be organized as towns and villages	N/A	Downtown East is not a non-contiguous development.
	Non-contiguous development should have its own center and edges and planned for a jobs/housing balance.	N/A	Downtown East is not a non-contiguous development.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents and boundaries.	Development and redevelopment should respect historic patterns.	Yes	Downtown East follows historic patterns through the connection and/or creation of S. McBride St., Unnamed St., Cedar St. and Almond Blvd. to reestablish a gridded street network. I-81 and its divisive effects have been removed. However, housing towers of the mid-century remain. The Central Plaza, Everson Sculpture Park and the Forman Park expansion keep with the historic pattern of centrally located public space.
	Development and redevelopment should respect historic precedents.	Yes	Historic examples have been used as precedents for the building forms shown in Downtown East. Many proposed buildings are 60-70 ft. wide, a width used in historic factories to allow in ample natural light.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Development and redevelopment should respect historic boundaries.	N/A	The preservation or establishment of historic boundaries that pertained to the City of Syracuse is outside the scope of this project.
<i>7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and avoid concentrations of poverty</i>	Affordable housing should be distributed throughout the region such that it matches job opportunities and avoids concentrations of poverty.	N/A	Regional strategies are beyond the scope of this project.
	Cities and towns should include a diversity of public and private uses to support a regional economy	Partially	City wide approaches are beyond the scope of this project. However, Downtown East does include a diversity of both public and private uses. Public uses include the Everson Sculpture Park, Central Plaza, Forman Park as well as all streets, sidewalks and passageways in Downtown East. Private uses include majority of the structures, some of which include private outdoor spaces.
	A regional economy should support people of all incomes.	N/A	Regional strategies are beyond the scope of this project.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile.	The physical organization of the region should be supported by a framework of transportation alternatives.	N/A	Regional strategies are beyond the scope of this project. However, Downtown East supports alternatives to the car, through accommodations for bus, bicycle and pedestrian transportation.
	Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region.	N/A	Regional strategies are beyond the scope of this project.
	Transit, pedestrian, and bicycle systems should work to reduce dependence on the automobile.	Yes	The bicycle, pedestrian and transit system in place for Downtown East works to reduce dependence on the automobile. These additional modes of transportation make daily goods and services more accessible to those who do not drive.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing and community institutions.	Municipalities within the region should share revenue and resources more cooperatively	N/A	Regional strategies are beyond the scope of this project.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Municipalities within the region should coordinate transportation, recreation, public services, housing and community institutions.	N/A	Regional strategies are beyond the scope of this project.
Neighborhood, District and Corridor			
<i>10. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.</i>	New development is formed as neighborhoods, districts and/or corridors.	Yes	Downtown East has been established as a neighborhood within the City of Syracuse.
	New development forms identifiable areas that encourage citizens to take responsibility for their evolution and maintenance.	Partially	The Downtown East neighborhood is identifiable as a mixed use neighborhood within Syracuse. Downtown East also contains identifiable features such as the Central Plaza, Everson Art Museum, Everson Sculpture Park, Forman Park/ Genesee St., Almond Blvd. and many smaller public outdoor spaces. However, it is unknown whether citizens will take responsibility for the evolution and maintenance of the neighborhood or its features.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
<p>11. <i>Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways</i></p>	<p>Neighborhoods are compact, pedestrian friendly and mixed use.</p>	<p>Yes</p>	<p>Downtown East is compact, pedestrian friendly and mixed use. Daily goods and services are within a half mile radius from all residents in Downtown East thanks to a complete sidewalk system, centrally located residential core and a strong retail component.</p>
	<p>Districts emphasize a single special use and follow the principles of neighborhood design.</p>	<p>Partially</p>	<p>Downtown East is too diverse to be considered a district. However, Downtown East includes a smaller "arts district" comprised of The Everson Art Museum, Everson Sculpture Park and the Natural History Museum. As a whole, the mixed use nature of Downtown East could warrant its designation as a "mixed use district" within the City of Syracuse.</p>
	<p>Corridors are regional connectors of neighborhoods and districts and come in a variety of forms.</p>	<p>Yes</p>	<p>Genesee St. and Almond Blvd. are major corridors through Downtown East. Almond Blvd. helps to connect Downtown East to surrounding neighborhoods while providing a vital link to highways and regional transportation systems. Genesee St. and the Forman Park extension provide an important open space element that connects the University Hill Neighborhood to the Downtown Neighborhood. These public spaces could serve as a crucial component to further development north of Downtown East.</p>

Principle	Elements of the principle	Was the element achieved?	Why or why not?
<p>12. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips and conserve energy.</p>	<p>Many activities of daily living should occur within walking distance.</p>	<p>Yes</p>	<p>The presence of retail, commercial, institutional, and civic land uses will provide residents with daily needs. The half mile radius of Downtown East and the neighborhood's sidewalk system will ensure that daily needs are within walking distance of the residential core.</p>
	<p>An interconnected network of streets should encourage walking and reduce dependence on the automobile.</p>	<p>Yes</p>	<p>Fragmented streets have been connected and extended to create a well-connected network of streets within Downtown East. S. McBride St., Madison St. and Cedar St. have been extended while Unnamed St. has been made anew. These extensions and additions create better connectivity and smaller block sizes.</p>
<p>13. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.</p>	<p>The neighborhood should contain a broad number of housing types and price levels</p>	<p>Partially</p>	<p>Downtown East includes the largest range of housing types that will fit with the aesthetic of the neighborhood and the anticipated preferences of the resident. Residential towers include low income market rate and luxury offerings in studio, one, two and three bedrooms options. Options for rental or ownership are available. Single family homes, town homes and live ins have been excluded.</p>
	<p>People of diverse income, age and race will be brought into daily interaction by diverse housing such that personal and civic bonds are strengthened.</p>	<p>Yes</p>	<p>It is anticipated that Downtown East will provide housing for many of the near-by institutions and will adopt their level of diversity by default. Residents in low income housing options and families will add to the age and economic diversity of the neighborhood. The mixed use nature of Downtown East can help to bring diverse groups of people together. However, it cannot be guaranteed that this will strengthen personal or civic bonds.</p>

Principle	Elements of the principle	Was the element achieved?	Why or why not?
14. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.	Transit corridors should help to organize metropolitan structure.	Yes	Downtown East contains Almond Blvd., the north-south replacement for Interstate 81. Development in both the University Hill and Downtown neighborhoods will benefit greatly from the replacement of I-81 with Almond Blvd. The neighborhoods will enjoy additional connectivity, better organizational, and significant economic investment.
	Transit corridors should help to revitalize urban centers.	Yes	Downtown East is an extension of Downtown Syracuse and it is only made possible through the removal of 1-81 and its replacement with Almond Blvd. The development energy necessary to create Downtown East will rely on the renewed interest in the area along the Almond Blvd. corridor.
	Highway corridors should not displace investment from existing centers.	Yes	The removal of 1-81 and the construction of Almond Blvd. does not displace investment from the center of Syracuse. Instead, these actions encourage investment through the expansion of nearby institutions and the creation of a mixed use neighborhood.
15. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.	Appropriate building densities and uses should be within walking distance of transit stops.	Yes	Downtown East is well positioned to serve and be served by Syracuse's existing bus service. The center of Downtown East is approximately six blocks from the bus hub allowing the easy addition of bus stops in Downtown East along existing routes. Commercial, retail, residential, institutional and civic land uses will all be less than four blocks from a proposed bus stop.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
<p>16. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not just isolated in remote, single use complexes. Schools should be sized and located to enable children to walk or bicycle to them.</p>	<p>Civic, institutional and commercial activity should be included in neighborhoods.</p>	<p>Yes</p>	<p>The mixed use nature of Downtown East includes many different land uses. Civic land use exist along State St. while institutional uses occupy Almond Blvd. Genesee St. Adams St. and S. McBride St. house retail and commercial spaces. Residential buildings are found primarily in the center of the neighborhood.</p>
	<p>Schools should be sized and located such that children can walk or bicycle to them.</p>	<p>Yes</p>	<p>Downtown East does not contain a new school within its boundaries. However, to address this principle the design of Downtown East seeks to reopen the Syracuse Central High School Building on the Corner of S. Warren St. and E. Adams St. as a K-8 school. This school will be within walking distance of Downtown East and surrounding neighborhoods.</p>
<p>17. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.</p>	<p>Graphic urban design codes should be used to guide the evolution of neighborhoods districts and corridors.</p>	<p>N/A</p>	<p>The design of Downtown East does not have the authority to write new codes or adjust existing codes.</p>
<p>18. A range of parks from tot lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.</p>	<p>Neighborhoods should include a diversity of parks.</p>	<p>Yes</p>	<p>The Central Plaza, Everson Sculpture Park, Foreman Park and various pocket parks and pedestrian passage ways create a great number of spaces for public use. These spaces are diverse in size and will accommodate a range of uses.</p>

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Conservation areas and open lands should be used to define and connect different neighborhoods and districts.	Yes	The extension of Foreman Park provides open space that will define the northern edge of Downtown East while connecting it to the neighborhood to the north.
Block, Street and Building			
19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.	Architecture defines streets and public spaces as places of shared use.	Partially	Shared streets and public spaces are encouraged by build to line requirements, building scale and building placement. These elements create comfortable spaces that people will occupy. The articulation of architectural details such as material choice and final design is beyond the scope of this project.
	Landscape design defines streets and public spaces as places of shared use.	Yes	The park system in Downtown East creates open spaces that are accessible to all. The dimensions, design and features of the Everson Art Park, Central Plaza and Forman Park are inclusive. The streetscape features such as trees, planters and gathering spaces further encourage shared use.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
20. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.	Architecture projects should be seamlessly linked to their surroundings.	Yes	Institutional buildings on Almond Blvd. match those in the University Hill neighborhood. Commercial and retail entities on E. Genesee St. match those to the north and west. Many of the buildings on State St. remain unchanged and continue to link with neighboring civic uses. The land uses on Adams St. link through scale and use to the adjacent neighborhoods.
21. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments but not at the expense of accessibility and openness.	The design of streets and buildings reinforces safe environments.	Partially	The design of streets and buildings in Downtown East reinforces safe environments through the inclusion of wide sidewalks, street trees, windows that face the street, pedestrians entrances/exits and long sight distances. Blank walls, garage doors and service entrances are kept off high volume pedestrian thoroughfares. Site scale design is beyond the scope of this project.
	Streets and buildings should remain accessible and open.	Yes	Long sight distances, vistas and many entrances and exits encourage openness. The exclusion of walls, gates and fences allow public spaces to remain accessible.
22. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.	Development adequately accommodates automobiles.	Yes	The design of Downtown East adequately accommodates automobiles through its connected street network and parking system. Connections are numerous both within Downtown East and to adjacent neighborhoods. On-street parking and parking garages are strategically located to supply parking near many destinations, especially residential buildings.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Development respects the pedestrian.	Yes	The design of Downtown East respects the pedestrian through its street design, sidewalk network, safety, public space and compactness. Daily goods and services are obtainable within walking distance for all neighborhood residents. Safe and secure streets and public spaces encourage walking and cycling.
	Development respects the form of public space.	Yes	The design of Downtown East includes a great deal of public space. The Everson Sculpture Park, The central Plaza, Forman Park and numerous smaller public spaces create a diversity of public spaces.
23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.	Streets and squares are safe comfortable and interesting.	Partially	The streets and squares of Downtown East are made safe and comfortable through their accessibility and scale as well as through the inclusion of sidewalks, trees, and windows. All of these features contribute to "natural surveillance". Site design considerations are beyond the scope of this project.
	Streets and squares encourage walking.	Yes	Streets and squares in Downtown East encourage walking through the inclusion of an extensive sidewalk system, compact design and safety. Build to line requirements and appropriate building heights are used to create comfortable street and square dimensions.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Streets and squares enable neighbors to know each other and protect their communities.	Partially	Streets and squares in Downtown East have been design to be safe and walkable. It is likely that that the public space of Downtown East will bring residents into daily interaction. However, it is unknown whether these design decisions will foster relationships between residents or encourage them to protect their community.
24. Architecture and landscape design should grow from local climate, topography, history, and building practice.	Architecture should grow from local climate, topography, history and building practice.	Yes	The architecture in Downtown East grows from local, climate, topography, history and building practice through dimension, location and aspect. Select buildings are oriented in a way that takes advantage of southern exposure. Building dimensions stay true to narrow historic buildings that had a width of 60 to 70 feet.
	Landscape design should grow from local climate, topography, history and building practice.	Yes	The landscape design of Downtown East takes into consideration the local conditions. The Central Plaza follows the historic trend of placing public space in the center of a neighborhood. This was historically exemplified in the Firefighters Memorial Park in Syracuse.
25. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.	Civic buildings and public gathering places are sited in important locations.	Yes	The Central Plaza, Everson Sculpture Park, Everson Art Museum and the proposed Natural History Museum create civic space in the center of Downtown East. Upstate University residence halls are given significant location in Downtown East.

Principle	Elements of the principle	Was the element achieved?	Why or why not?
	Civic buildings and public gathering places should be designed with distinctive forms.	Partially	The final articulation of architecture is beyond the scope of this project. However, the gathering spaces within Downtown East such as the Central Plaza, Everson Sculpture Park and the Forman Park extension have been designed with distinctive forms.
26. All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.	Buildings provide their inhabitants with a clear sense of location, weather and time	Partially	Many buildings in Downtown East are designed to be 60 to 70 feet wide. This dimension will allow building inhabitants to remain near windows. Proximity to windows allows inhabitants to remain aware of time, location and weather. The final articulation of architecture in Downtown East is beyond the scope of this project.
	Architecture should consider natural methods of heating and cooling.	Partially	Many buildings in Downtown East have been designed to be 60-70 feet wide. This dimension will allow for passive solar heating as well as natural illumination and ventilation. The final articulation of architecture in Downtown East is beyond the scope of this project.
27. Preservation and renewal of historic buildings, districts and landscapes affirm the continuity and evolution of urban society.	Historic buildings, districts and landscapes should be preserved and renewed.	Yes	Downtown East both demolishes and preserves existing buildings. Significant buildings remain, while those that are an inefficient use of space have been demolished. Downtown East encourages the renovation and reopening of The Syracuse Central High School Building as a K-8 school.

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Education

SUNY College of Environmental Science and Forestry. Syracuse, NY.
Bachelors of Landscape Architecture / Master of Science in Landscape Architecture. 2018
Minors in Urban Environmental Science and Urban Forestry
Sigma Lambda Alpha, National Landscape Architecture Honor Society

Relevant Coursework

Masters Thesis: *New Urbanism as an Urban Design Framework: A Critical Analysis.* 2018
This study used the principles of New Urbanism to guide an urban design project in the City of Syracuse as a way to investigate the successes and failures of New Urbanism as an urban design framework as well as a way to discover the relationship between the New Urbanist framework and the design process.

Independent Study: *Three Gardens, Twelve Months, One Journey.* 2015. This study uses written descriptions and photographs to explore the seasonality of three New York State gardens through their color, texture, organization, and density.

Academic Experience

Teaching Assistant. Dendrology I. SUNY ESF. 2015. Responsibilities included teaching the identification of tree species native to the northeast as well as the creation and administration of weekly identification quizzes.

Professional Experience

Owner of Nick Bell Design + Landscape. 2005-present. This company provides landscape design, installation and maintenance services in Brockport, NY. Responsibilities as the owner and operator of the company include the hiring and managing of personnel, the procurement of work and organization of a work schedule, the oversight of client relations and company reputation, the preparation of planting plans and landscape designs, maintaining accounts receivable/payable and employee payroll, the management of insurance policies and tax liabilities and guiding the company through years of steady growth.

Skills

Adobe Illustrator, Indesign, Photoshop, AutoCAD, hand sketching, plant identification.

Activities and Interests

Teaching, gardening, woodworking, backpacking.