



FROM SANCTUARY TO HOME IN THE  
POST-INTERSTATE CITY

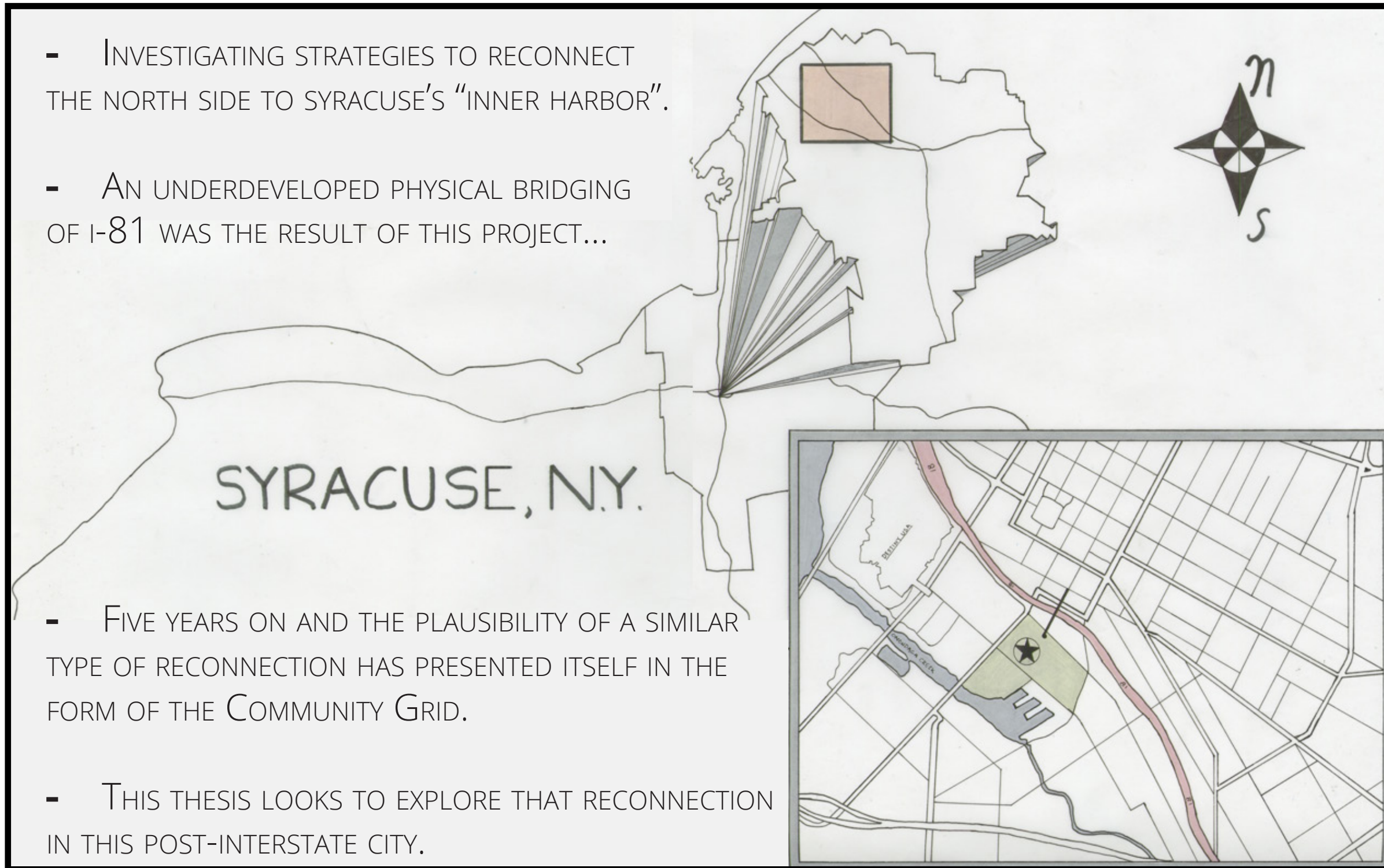
MORGAN B. SAWYER  
MASTERS OF ARCHITECTURE THESIS PRESENTATION  
4/16/21

- INVESTIGATING STRATEGIES TO RECONNECT THE NORTH SIDE TO SYRACUSE'S "INNER HARBOR".

- AN UNDERDEVELOPED PHYSICAL BRIDGING OF I-81 WAS THE RESULT OF THIS PROJECT...

- FIVE YEARS ON AND THE PLAUSIBILITY OF A SIMILAR TYPE OF RECONNECTION HAS PRESENTED ITSELF IN THE FORM OF THE COMMUNITY GRID.

- THIS THESIS LOOKS TO EXPLORE THAT RECONNECTION IN THIS POST-INTERSTATE CITY.



In 2019, after years of deliberation and feasibility studies, the NYS DOT announced the **Community Grid Option** as the alternative to the aging Interstate-81 viaduct running through the heart of Syracuse, NY.



Current view looking North at I-81 & Almond Street below it.



Render looking at the same point with the Community Grid Option shown, where Almond Street has been widened to a Business Loop Boulevard (Syracuse.com)

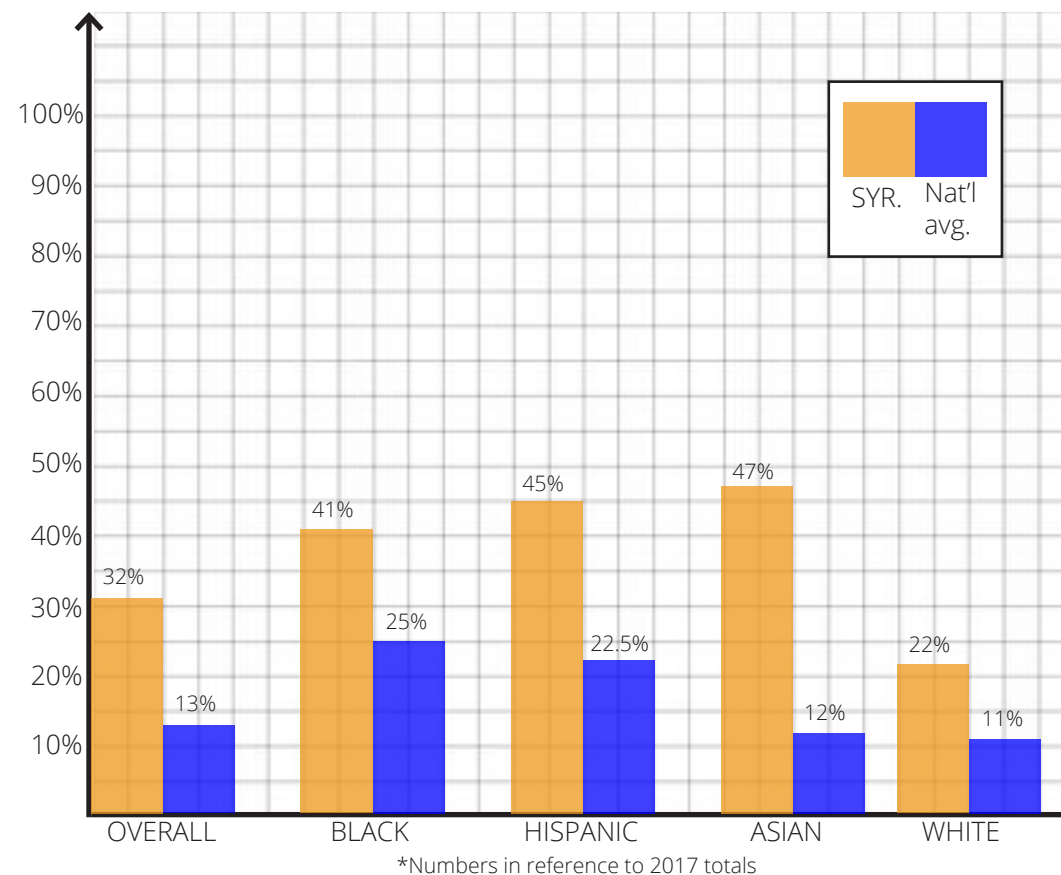
## EXISTING POVERTY

Displaced Populations depend on the service of charity organizations as well as specific social services designed to help them integrate/assimilate/settle in their new environment. This challenging task is compounded by the infrastructural and financially impoverished areas into which they are resettled.

Widespread poverty exists within the city already and the influx of thousands of new residents across the last decade has put an even larger strain on the needs of some neighborhoods.

Right: Based on the Welfare Statistics from 2017 I made this graph to demonstrate the severe levels of poverty throughout the city in relation to 2017's national average

## POVERTY RATES BY RACE IN SYRACUSE VS. NATIONAL AVERAGE



## Population of Syracuse:

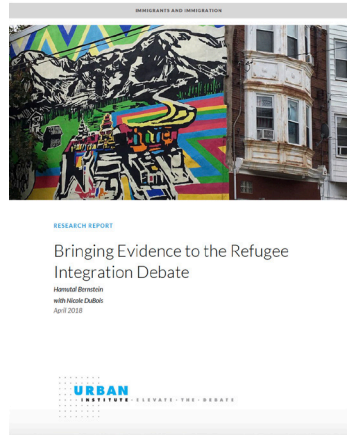
City: 143,400  
Metropolitan Area: 660,000

Undocumented Immigrants: .4% Of entire pop. Or ~2,450

Foreign Born population: as of 2014 ~41,000

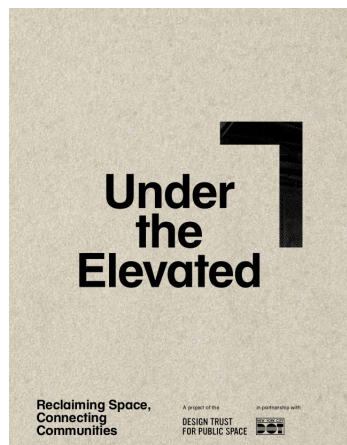
- From 2000-2014 this number grew 28,000 - 41,000
- Between just 2009-2014, 5,658 of these ~13,000 new arrivals were of refugee status
- Some reports put that number as 9,500 refugees between 2007-2016
- Total numbers of refugees differ but 2014 totals suggest somewhere around 11,000, with that number steadily growing.





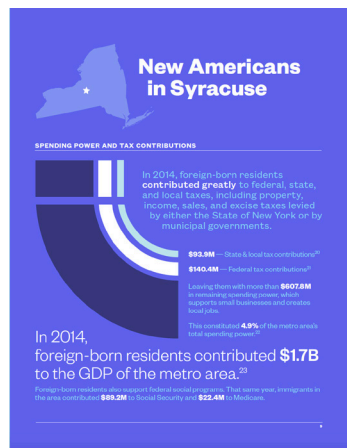
## BRINGING EVIDENCE TO THE REFUGEE INTEGRATION DEBATE By: Hammatal Bernstein (for The Urban Institute)

This article and many others like it represent a portion of my research which strove to better grasp the realities of the refugee resettlement experience from a transnational level down to an individual level. One of the most salient points on this is that there is no one "Refugee Experience" however that there are different demands in the process of relocating and supporting a refugee compared to other planned migrations.



## UNDER THE ELEVATED By: The Design Trust for Public Space & the NYDOT

A fascinating book which explores a variety of design schemes for improving the hundreds of acres of land in NYC covered by raised public transit infrastructure. Through careful documentation of the various types of spaces under the elevateds and paying close attention to the environment in which the "el space" was located, the authors theorized, tested and designed a variety of methods focused on improving the human experience through pathing and beautification and addressing sustainability through the reintroduction of biodiversity and water runoff management.



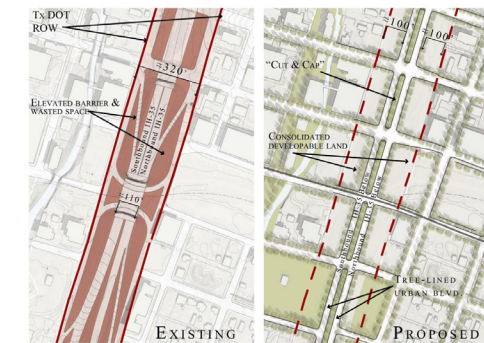
## NEW AMERICAN ECONOMY

This document and a few other resources of a similar nature were fundamental in understanding the 'numbers' side of things. This document concerned itself with the impact of refugees on population numbers, as well as their role in the economy and education. Other documents I accessed were more concerned with understanding poverty within Syracuse and were critical to supporting many of the claims I make about the extent and severity of poverty based on my own observations.



## PARK EAST CORRIDOR- MILWAUKEE, WI

Initially constructed to connect the city to the waterfront freeway (which was never constructed), the Park East Corridor came to an abrupt stop after crossing the Milwaukee river. With low traffic volume and unused land underneath, the City decided to remove the remainder of the spur and redevelop the previously covered land into 3 new and distinct districts servicing office functions, entertainment and mixed use residential & retail areas. The project has been lauded as a great success and up until the COVID-19 related issues, reclaimed land was slated to host the 2020 Democratic National Convention



## I-35 REPLACEMENT- AUSTIN, TX

Carrying more than 200,000 vehicles daily and, as of 2013 was considered one of Texas's most congested freeways, the I-35 project is still only in planning phases but shares many of the physical ambitions of the Syracuse I-81 project, namely reconnecting a divided city. The plan proposed by 'Reconnect Austin' considered the excavation and burial of the current highway path and then rerouting through traffic under the city allowing for a more human scale and contiguous city grid at street level. The size of this project is more than double that of Syracuse's but provides a good point of scale and comparison.



## CHEONGGYECHEONG- SEOUL, KR

This project focused more on reclaiming the once bustling city center of Seoul, South Korea. The project, which began in 2003, has been massively successful in reviving the corridor through which one of Seoul's many freeways cut through. Fears of gentrification with the introduction of this new urban green-way were repudiated by arguments for the benefit of reintroducing street culture and small business revival through more accessible pedestrian areas. The project, opened in 2005 has been an acclaimed international model of success for urban reclamation and renewal.



## The English Language:

The single most fundamental aspect of resettlement is learning the Language. A sufficient mastery of English allows for better employment & educational opportunities. English helps people better understand the breadth of services offered to them by both the City and the Federal Government.



English Classes at North side CYO (Syracuse.com)

## Childcare:

An already difficult situation is often exacerbated by the need to care for young children. Large families will struggle to survive on the wages of a single earner. Paying for childcare is almost out of the question. This difficult conundrum isn't reserved to refugee populations, however, resettled family's tend to be larger than the average American nuclear family.



Children waiting for Parents to finish class. (Syracuse.com)

## Accessibility & Recreation

New families' means of transportation are often limited to walking, biking, or maybe a car (which is needed for work). This requires extensive walking to and from destinations, or dependence on public transit. Access to green-space is limited throughout some areas of the city. These social spaces also foster interaction and aid in the assimilation process



Pick-up soccer match (Syracuse.com)

## Designing for the Human

Reintroducing the Human Program & Scale to spaces defined by disproportionate infrastructure.



## Designing the Site

Develop the site in a way that contributes to the social and practical objectives through a coherent series of differently programmed spaces



## Designing for the Municipality

Begin to heal the scar, provide the a solution that would catalyze further investment into the city center





## HUMAN PROGRAMMING CONSIDERATIONS

- What does it take to encourage people to inhabit previously uninhabitable space?
- What kinds of spaces garner interaction between various communities & social strata?
- How is the site comfortable for occupants in reference to weather, noise & traffic
- Accessibility to the Programming:
  - Walkability defined by clear way-finding
  - Safety via increased lighting and sight-lines
  - Sheltered walkways to improve the site's year round viability as a social space
- Safety is a serious concern in this area as it borders tougher parts of the city, determining the use of space must be done with an eye towards the ability monitor social spaces.



## SITE PROGRAMMING CONSIDERATIONS

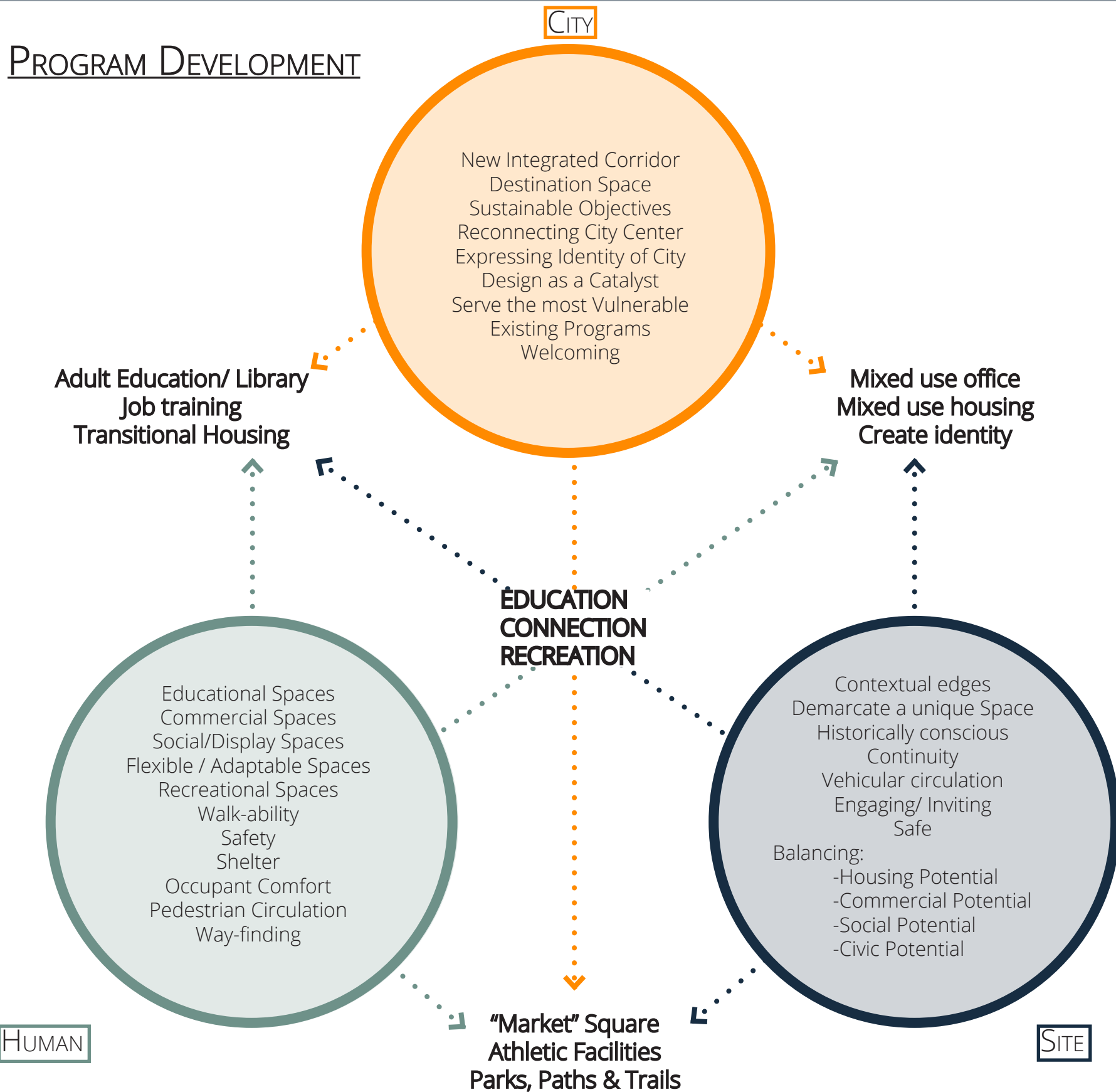
- How does the site pay homage to the City and land on which it is situated?
- How is the site identified? How does it locate itself within the immediate setting (experientially)
- Buildings/Spaces which serve specific, practical functions, ex: Educational/ Job Training Spaces
- Buildings/Spaces which serve specific social functions, ex: Gallery/ Library Space
- Buildings/ Spaces which provide limited program, ex: Plazas/ Hardscaped Environments, Circulation
- Buildings/ Spaces which provide (yr. round?) access to specified recreational facilities, ex: Fields, courts, gym, running track.



## MASTER PLAN CONSIDERATIONS

- Integrated Civic, Commercial & Residential corridor
- Establish a destination within Syracuse
- Reconnection of the City Center
- Provision of Site Specific Programming:  
EDUCATION, CONNECTION & RECREATION
- Attractive spaces for activity, leisure, commerce, entertainment, and learning
- Design as a Catalyst: how does one project encourage the investment in others?
- How can this site's development streamline/ assist (passively/actively) in the process of welcoming, integrating and supporting a mix of new and/or underprivileged populations residing in Syracuse?

## PROGRAM DEVELOPMENT



*The vision for the 690 Greenway is to maintain the immense scale of the Viaduct in an almost "monumental" manner by allowing something that has been so divisive to realize a different fate and contribute in helping repair the damage it caused. In addition, the layering pedestrian circulation will allow for more interesting built solutions with the path of the flyover driving the location of programming.*

## RE-ROUTING THRU-TRAFFIC



This map taken from Syracuse.com's coverage of the Community Grid Planning Process Shows the new N/S route around the city and outlines the raised viaduct portion with the dotted yellow line. The small black box indicates the extent of the Satellite View to the right.



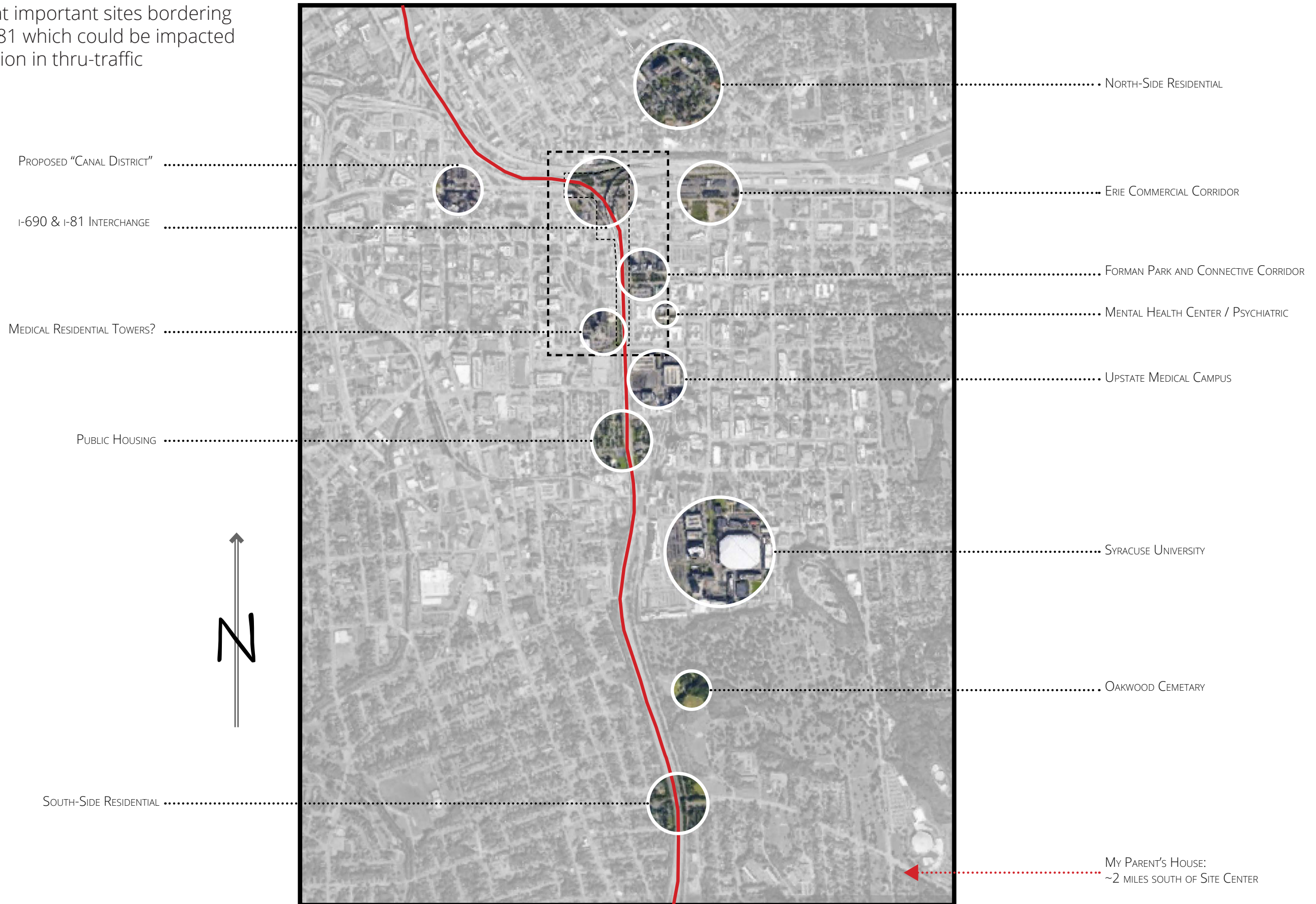
## A NEW CITY CENTER



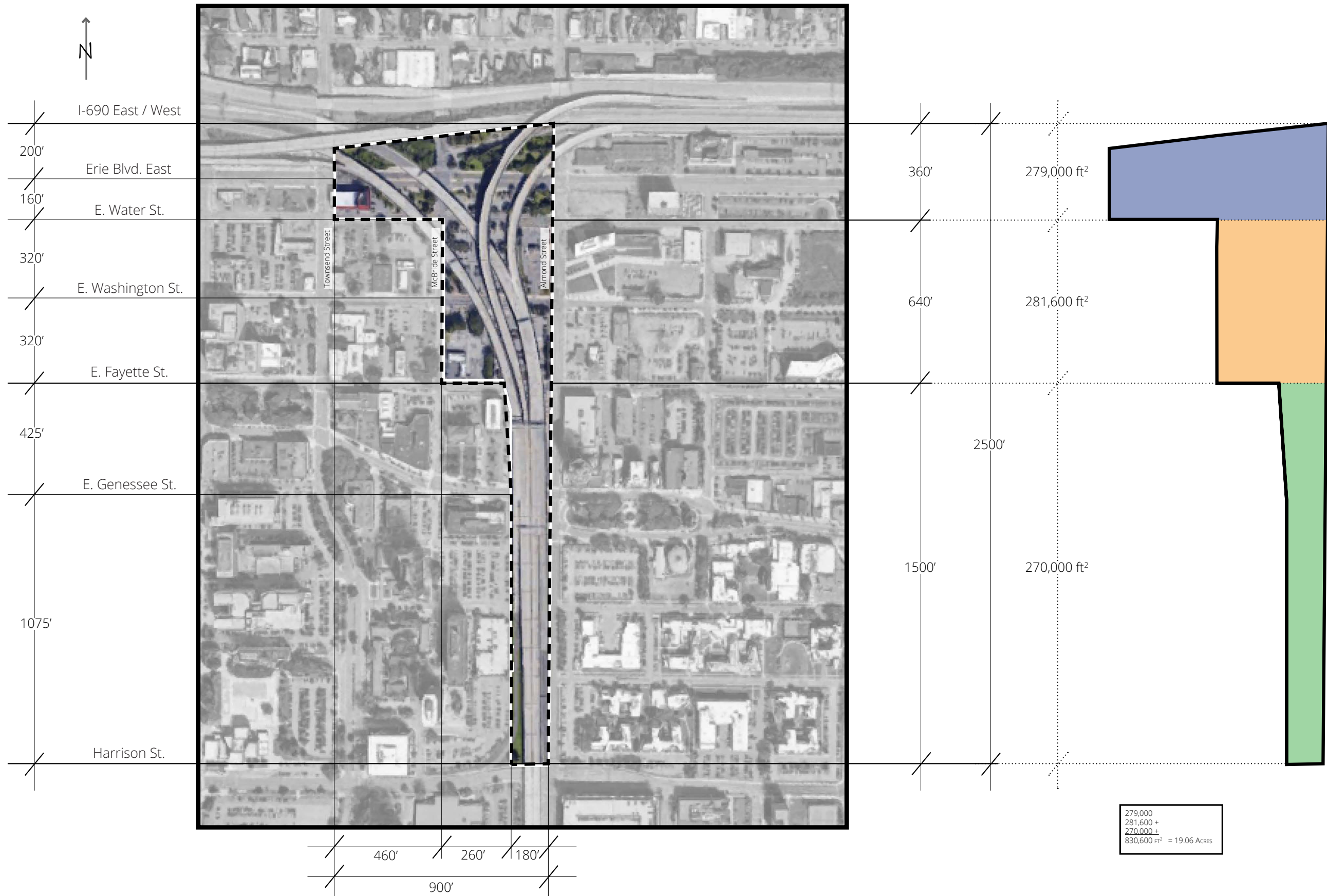


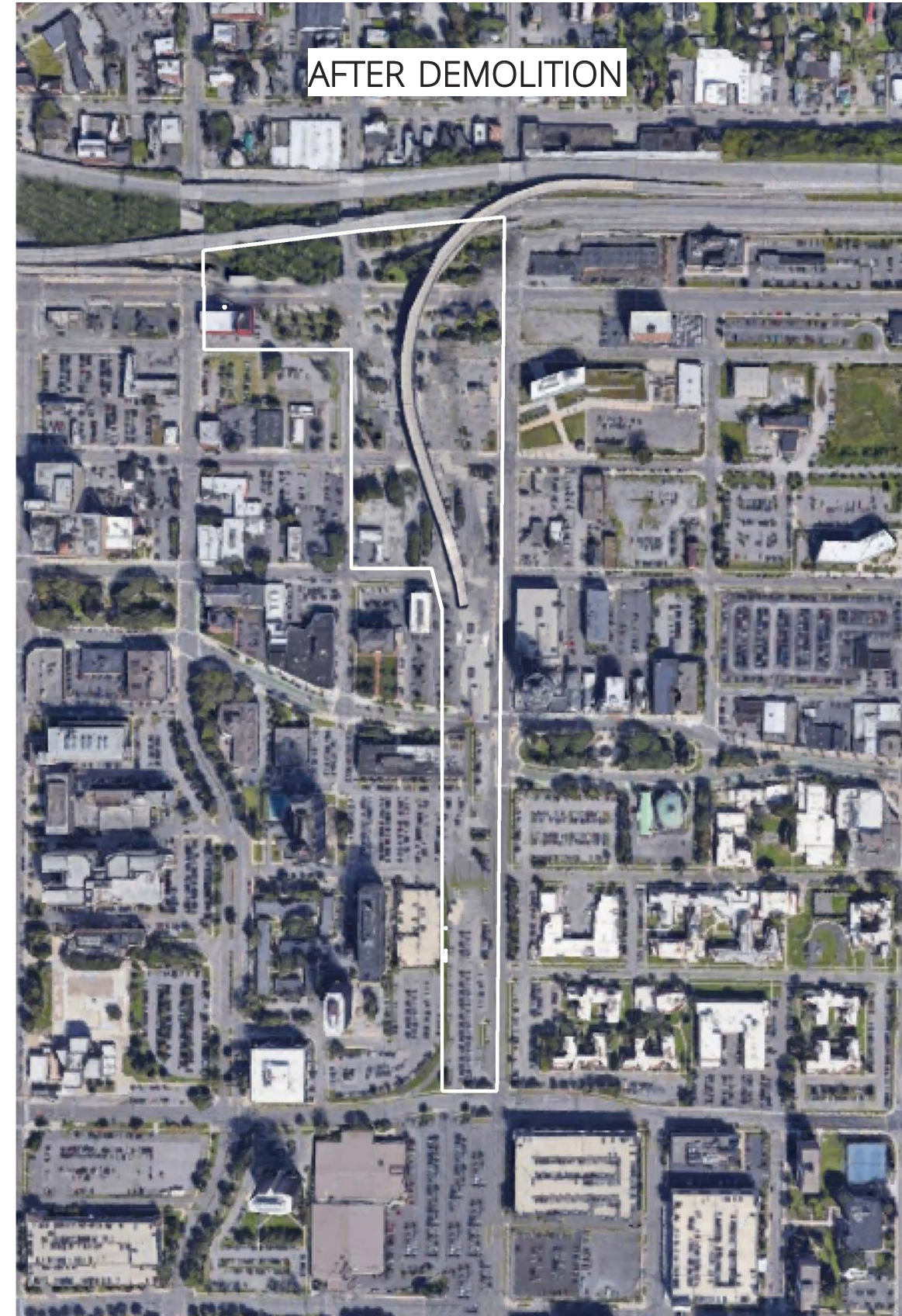
# THE LAY OF THE LAND

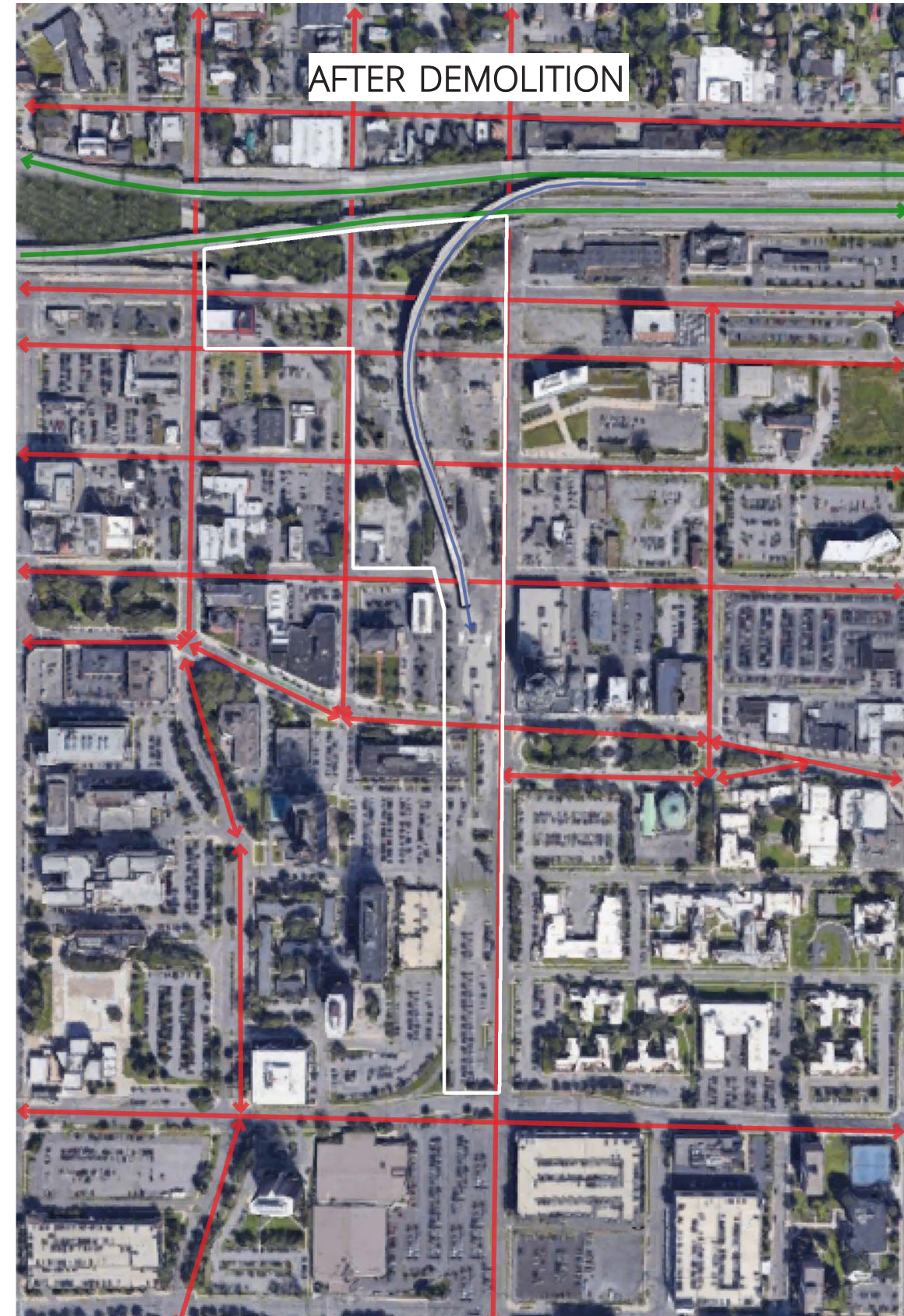
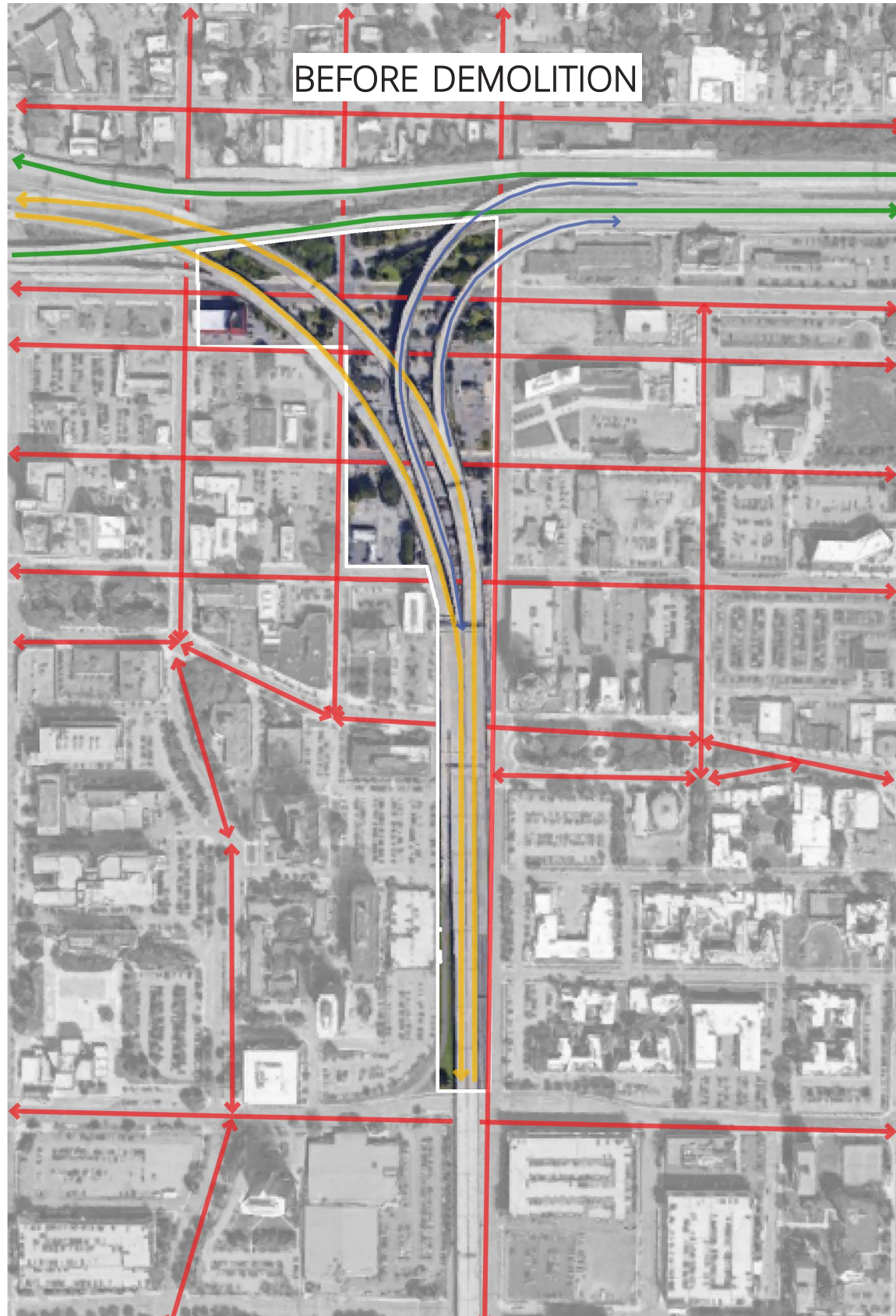
A look at important sites bordering the path of I-81 which could be impacted by the reduction in thru-traffic



# ESTABLISHING SITE BOUNDARIES









September 2020

October 2020

November 2020

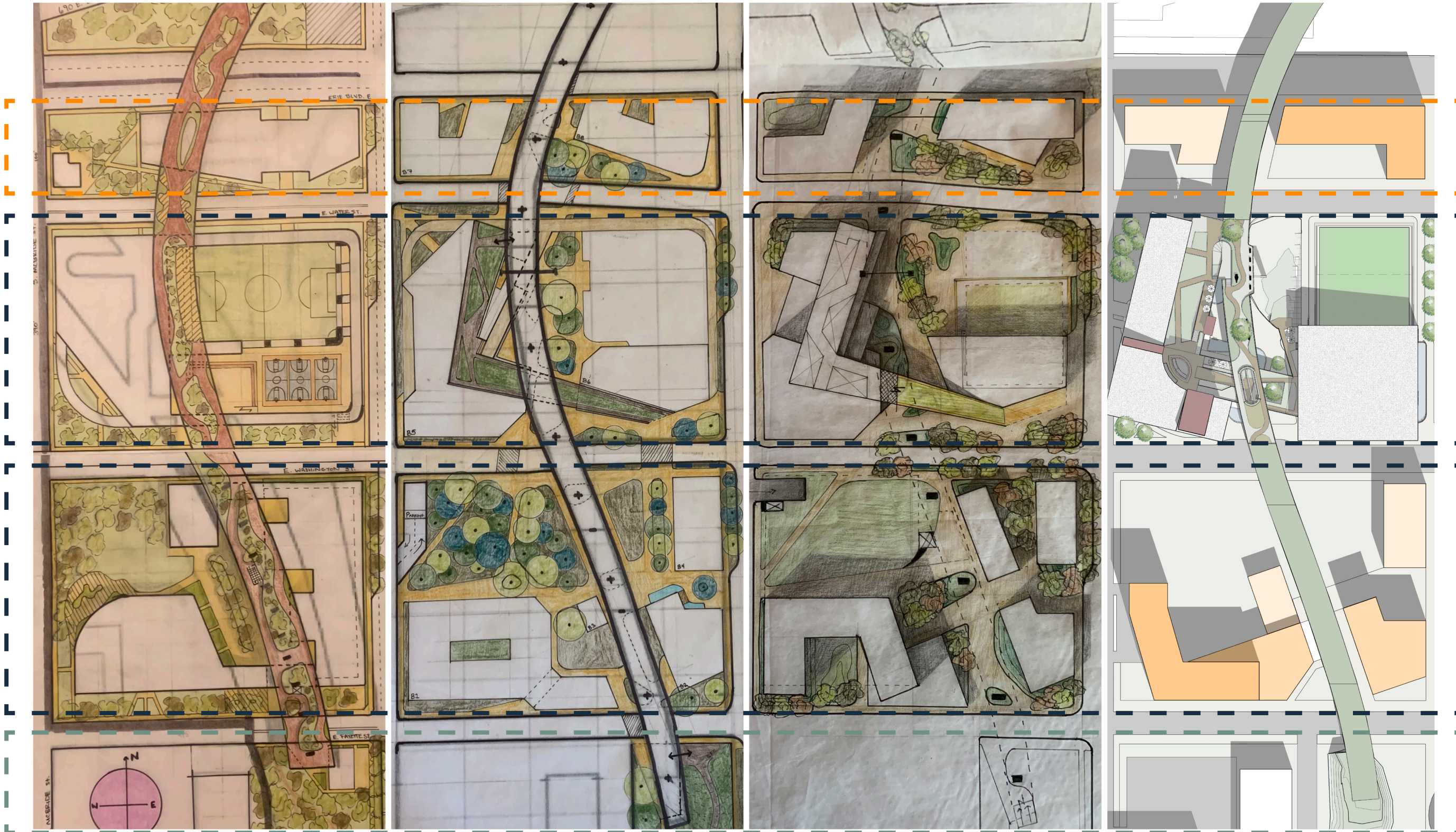
March 2021

Mixed-use Retail & Residential

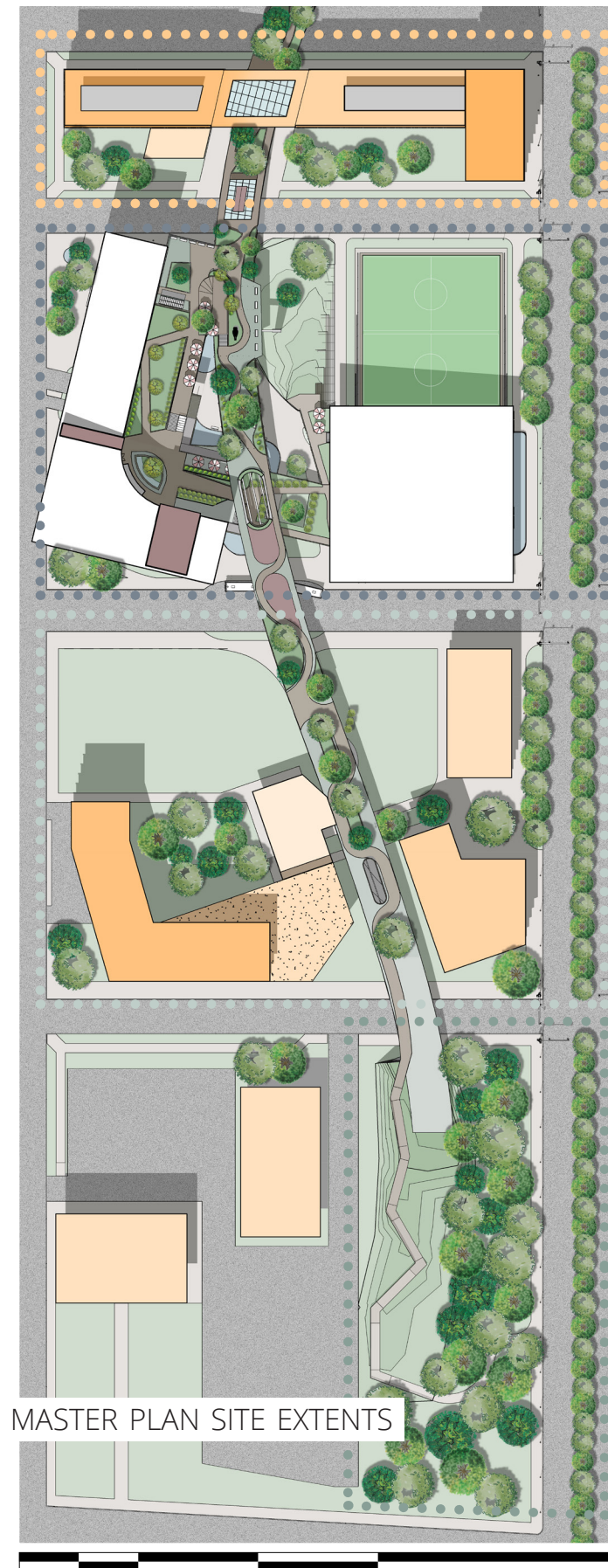
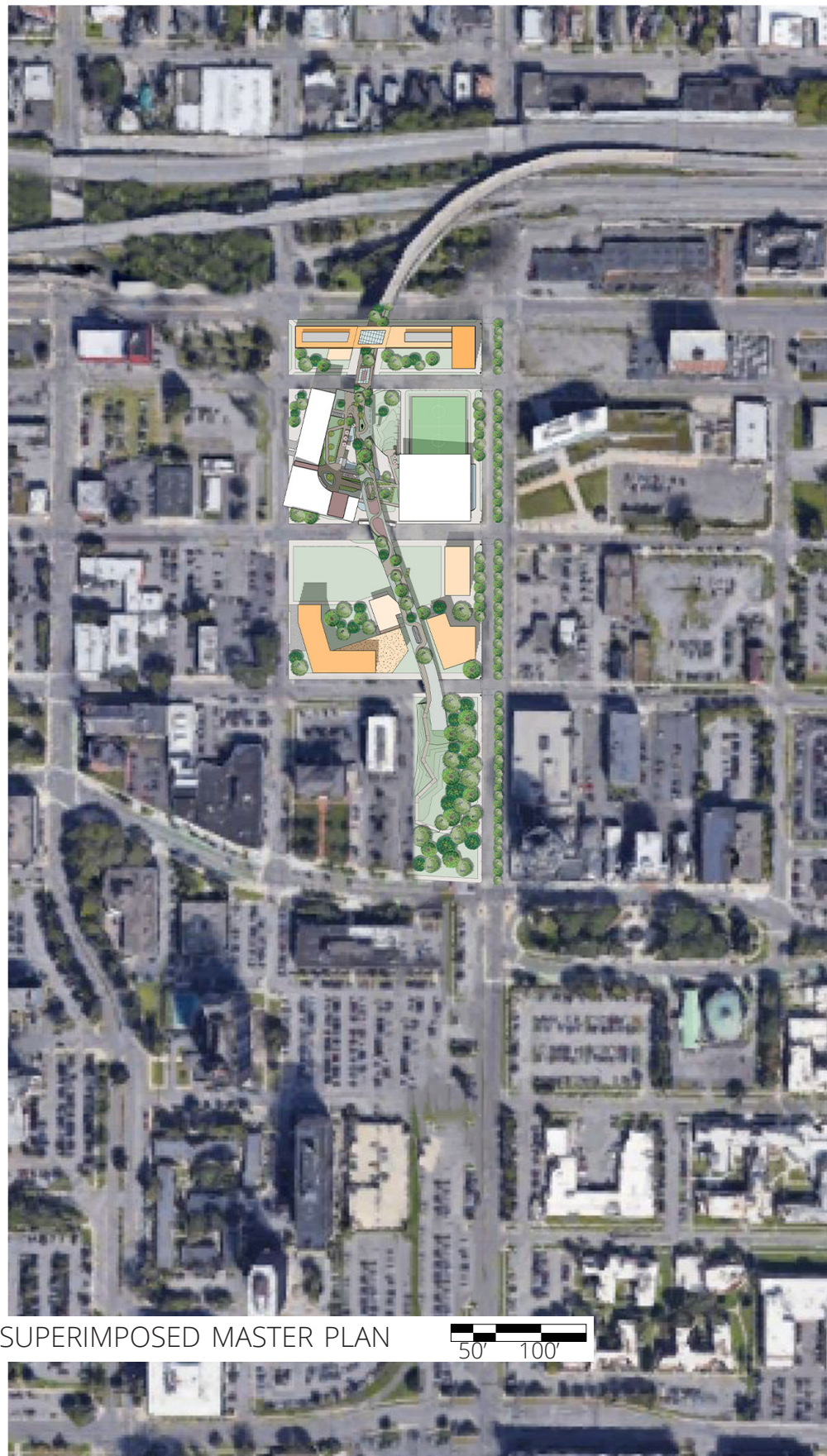
Thesis Building Site  
- Adult Education  
- Recreation Facility  
- Market place

Mixed-use Office & Residential

Terminus of linear park along Almond



# SITE EXTENTS & SITE PLAN



**Objective:** Transition from Erie Blvd. commercial corridor into a pedestrian oriented residential area

~20,000 sqft commercial & retail space  
~170,000 sqft mixed income residential

**Objective:** Translation of the Thesis's social objectives into a weave of spatial types within a unique building type

**NEW AMERICAN CENTER: (189,000 sqft)**  
~38,000 sqft New American Support Offices  
~53,000 sqft Adult Education Center / Youth Facilities  
~38,000 sqft Transitional Housing Center  
~60,000 4 season Recreation space

**Objective:** Create a threshold space extending from the Southern corridor into the site, providing a clear transition from downtown to the more peripheral sprawl

~100,000 sqft Leaseable Office space  
~35,000 sqft of Entertainment & Retail space  
~65,000 sqft of mixed income housing options  
~1.5 acres of loosely programmed exterior spaces

**Objective:** Provision of a N/S pedestrian connection from the University, Medical Complex and Housing adjacencies

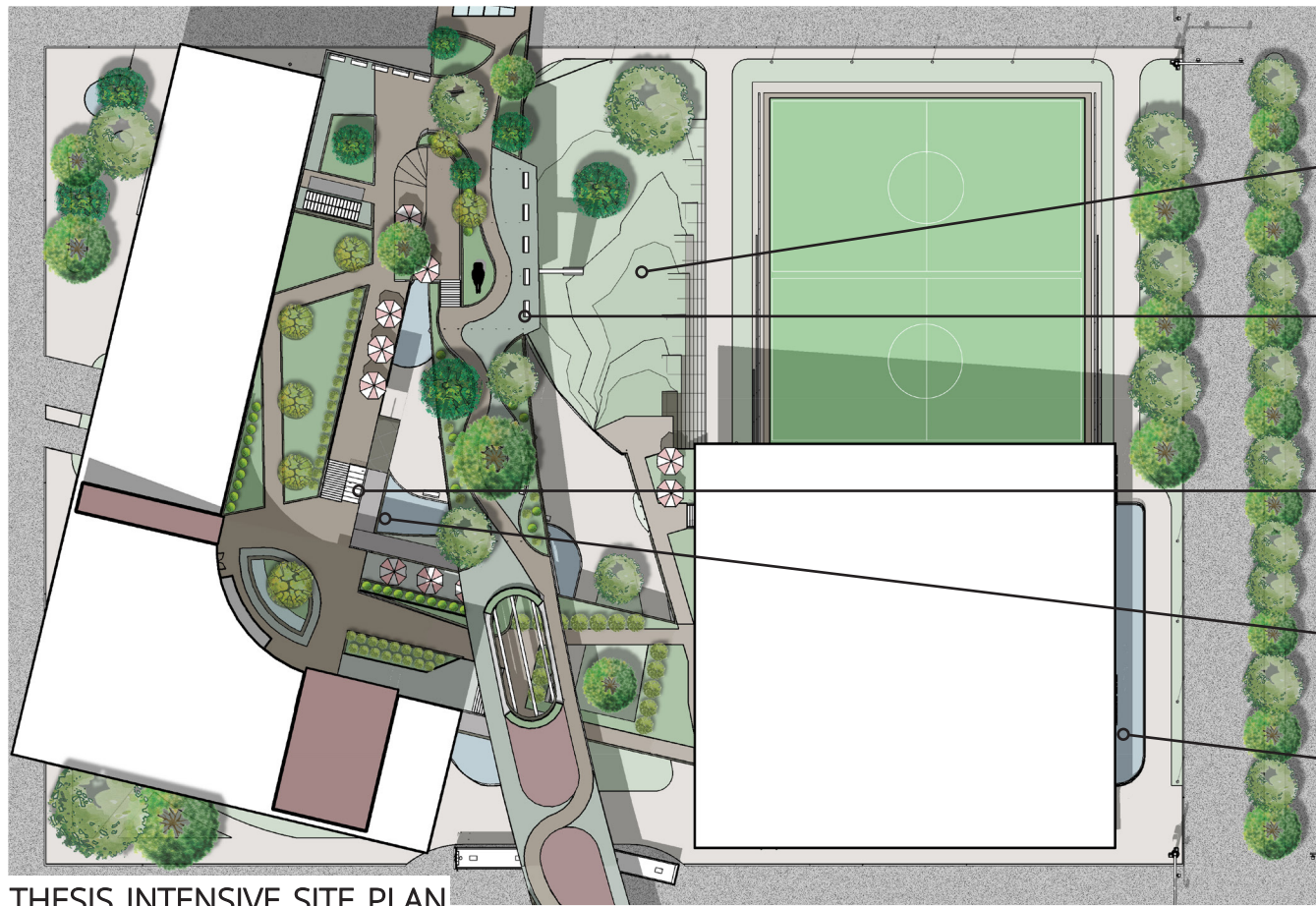
~Southern Access to the 690 Greenway  
~6.5 acres of lightly programmed park  
-Recreation courts  
-Fitness trail  
-Walking & biking path  
-Syracuse's Connective Corridor



# SITE AERIAL PERSPECTIVE

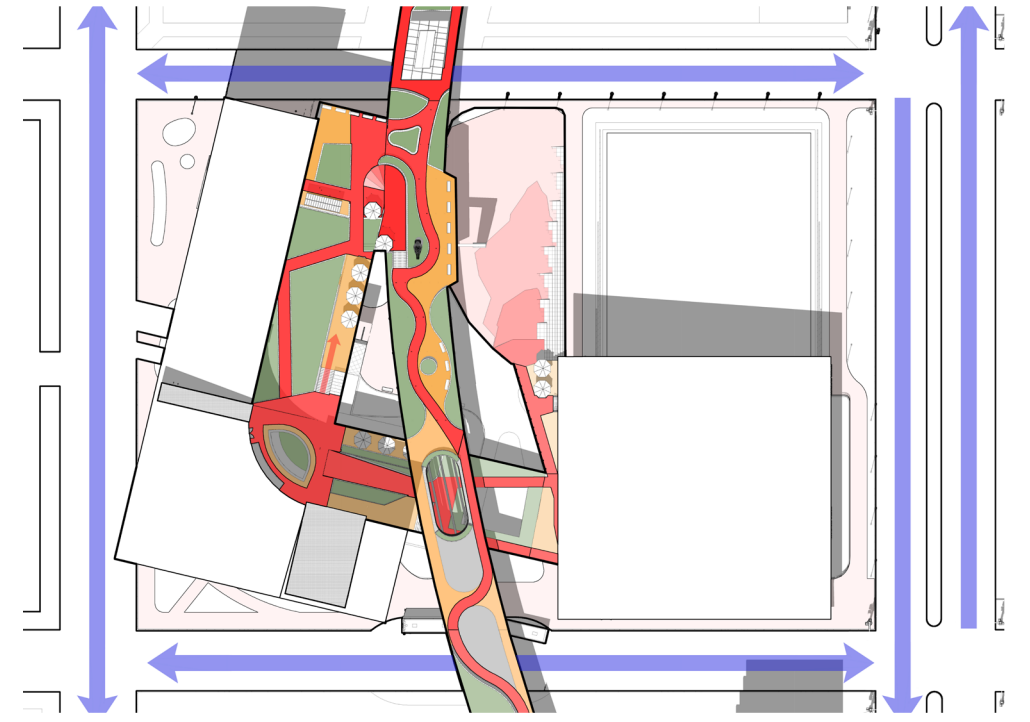
Thesis Final Review





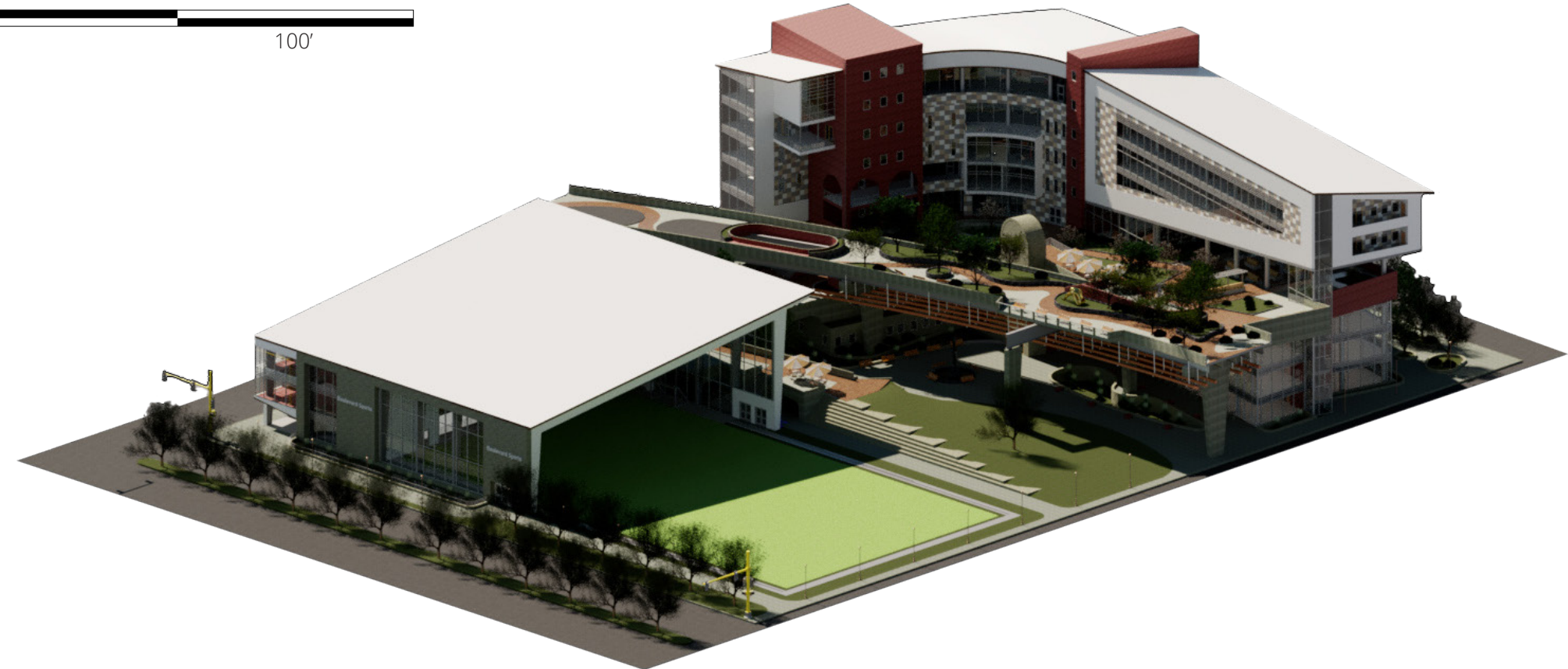
- RAMP BEGINS AS A SMALL HILL WHICH IS RETAINED BY TIERED SEATING FORM-WORK ON THE EAST EDGE
- FIELD OVERLOOK SEATING AND RAISED PLANTING BEDS & PLACES FOR ART INSTALLATION
- RAISED SITTING AREAS ALONG THE EDGES RESPOND TO PROGRAMMING BENEATH
- PUBLIC ELEVATOR FROM GROUND FLOOR TO THIRD RISE SITTING AREA
- RAINWATER RETENTION POOL ALONG BACK EDGE OF ROOF/RAMP SLOPE

THESIS INTENSIVE SITE PLAN



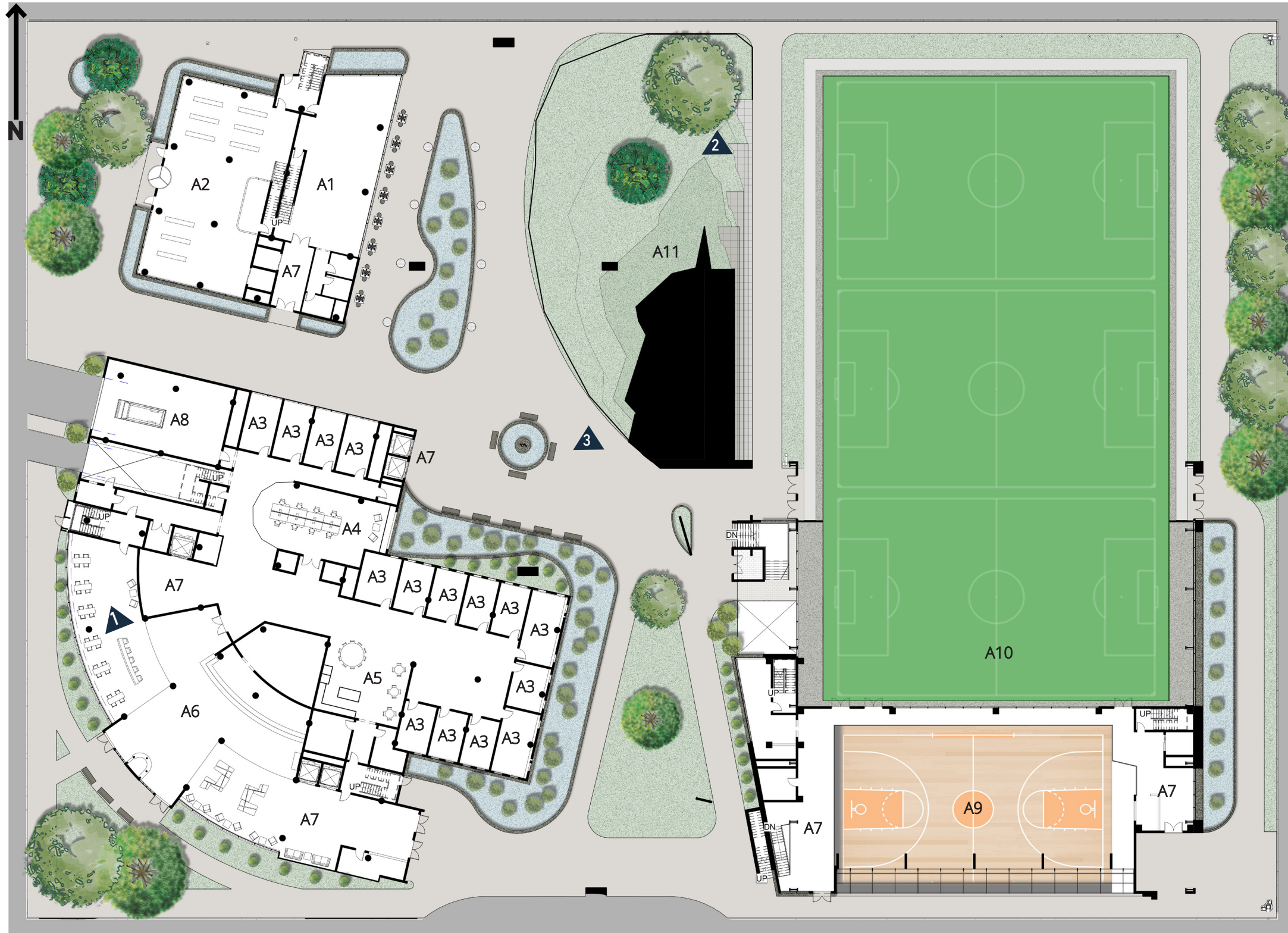
- INTENSIVE/EXTENSIVE PLANTED ROOF/RAMP SECTIONS
- PROGRAMMED SEMI-PERMEABLE ROOF/RAMP SECTIONS
- PAVED CIRCULATION PATHWAYS - DIRECT/INDIRECT

RAMP & GREENWAY CIRCULATION





# GROUND FLOOR PLAN



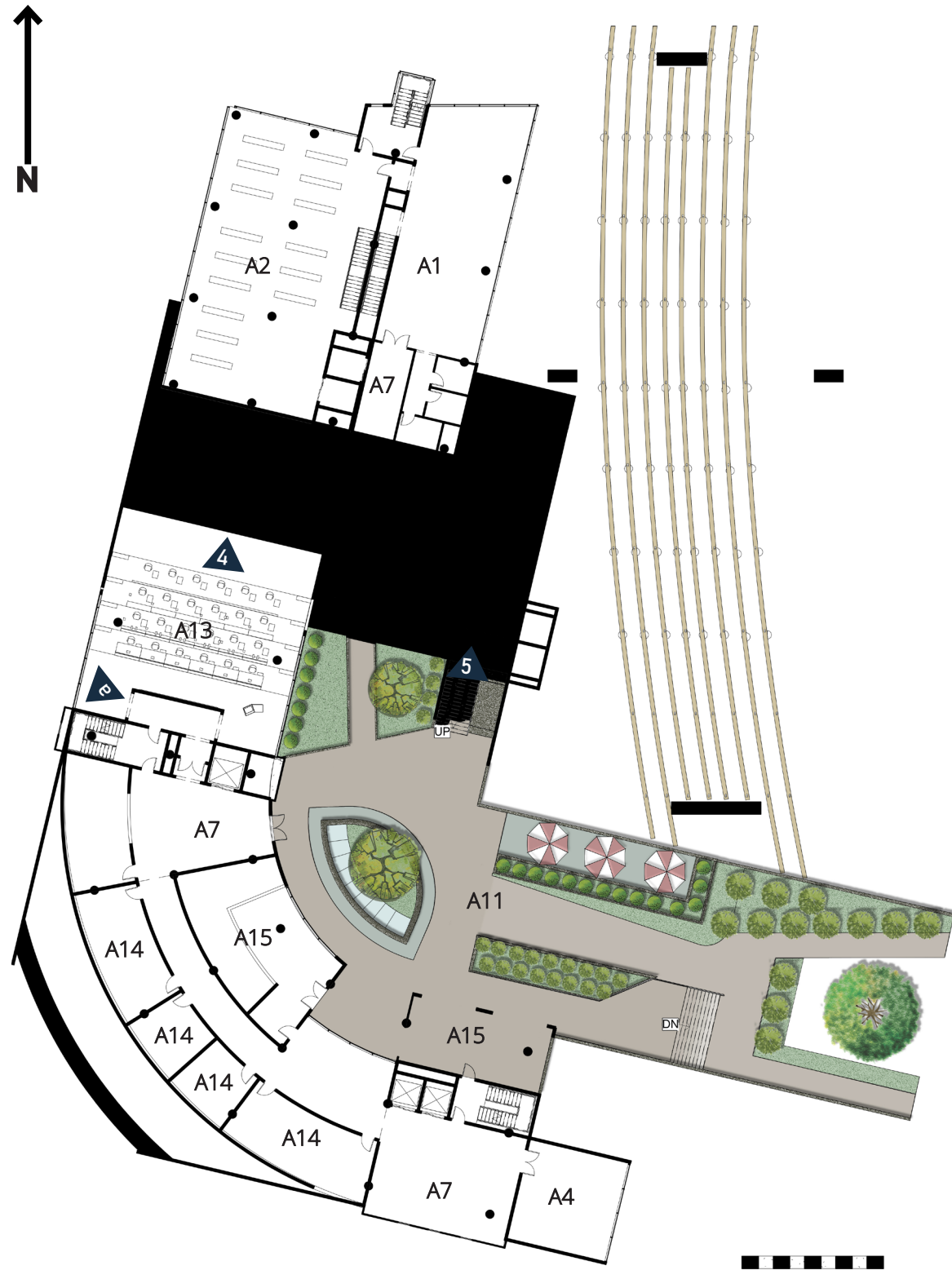
- A1- CHILDCARE CENTER LEVEL ONE
- A2- LIBRARY & RESOURCE CENTER LEVEL ONE
- A3- PRIVATE OFFICE SPACE FOR RESETTLEMENT OFFICES
- A4- MEETING ROOM
- A5- BREAK ROOM & OPEN WORK SPACE
- A6- PUBLIC LOBBY, RECEPTION & WAITING ROOM
- A7- ENTRY/ELEVATOR LOBBY
- A8- AUTOMOTIVE TRAINING FACILITY & PARKING ACCESS
- A9- SUNKEN BASKETBALL COURT
- A10- THREE-IN-ONE TURF FACILITY
- A11- GREENWAY PROMENADE RAMP ENTRANCE



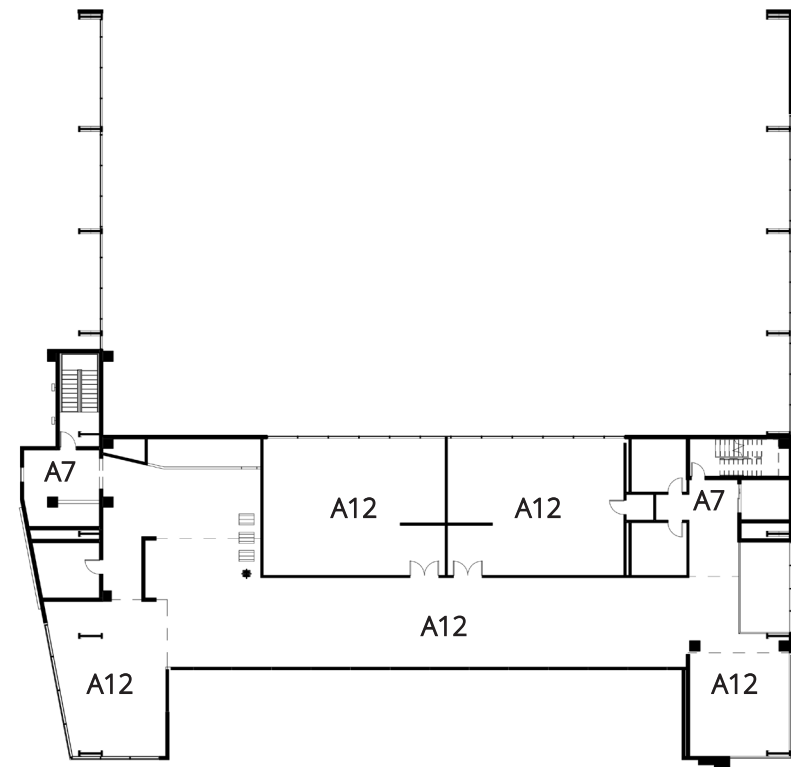
# SECOND FLOOR PLAN



# THIRD FLOOR PLAN

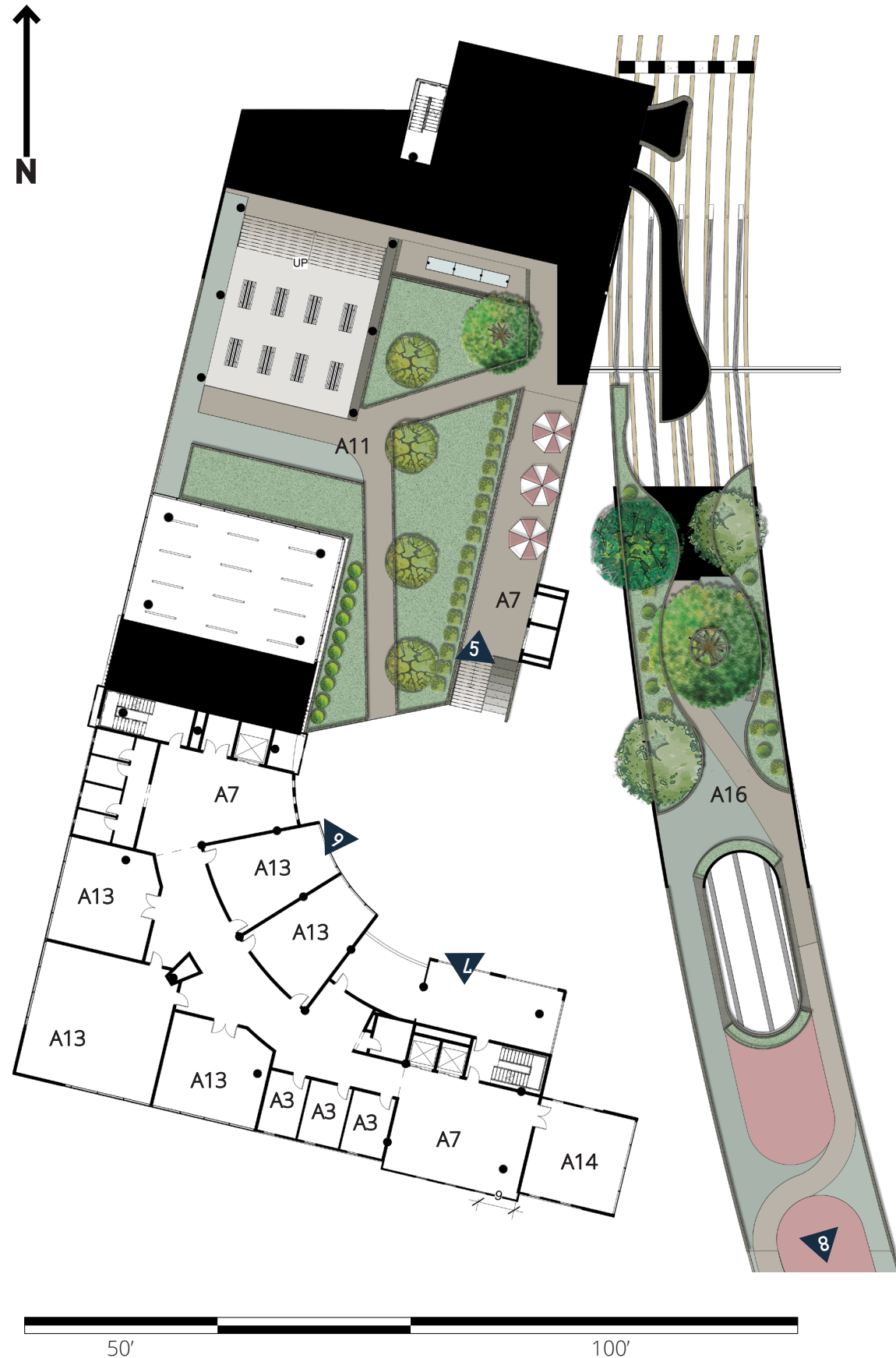


- A1- CHILDCARE CENTER LEVEL THREE
- A2- LIBRARY & RESOURCE CENTER LEVEL THREE
- A4- MEETING ROOM
- A7- ENTRY/ELEVATOR LOBBY & LOUNGE
- A11- GREENWAY PROMENADE RAMP
- A12- CARDIO & EXERCISE ROOMS
- A13- CLASSROOM / INSTRUCTIONAL SPACES
- A14- GROUP & PRIVATE WORKROOM SPACES
- A15- FOOD & BEVERAGE SERVICE & SEATING



50' 100'

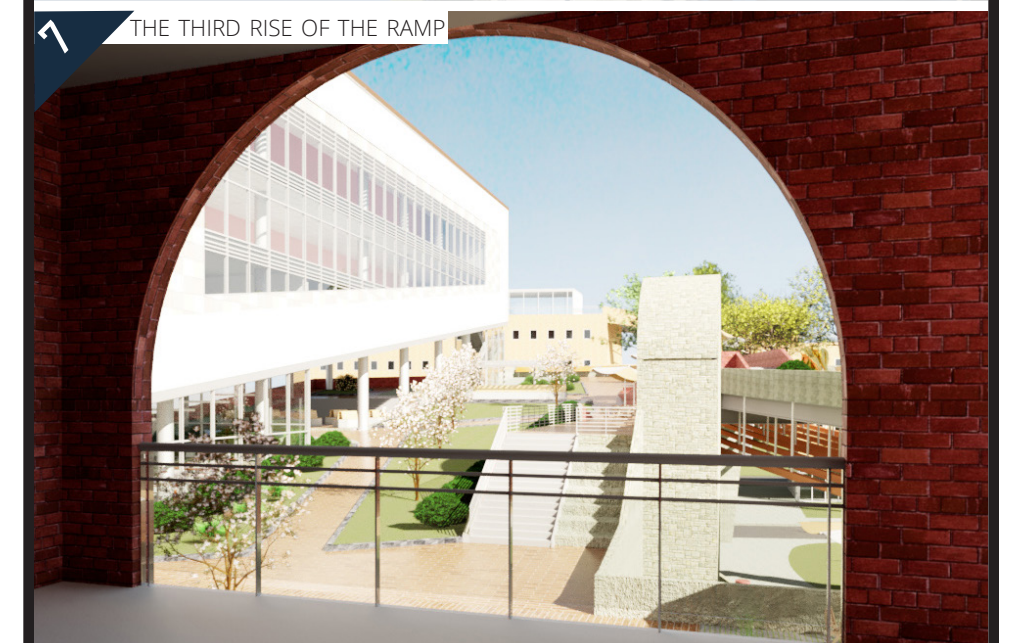
# FOURTH FLOOR PLAN



- A3- EDUCATOR OFFICE SPACE
- A7- ENTRY/ELEVATOR LOBBY & LOUNGE
- A11- GREENWAY PROMENADE RAMP
- A13- CLASSROOM / INSTRUCTIONAL SPACES
- A14- GROUP & PRIVATE WORKROOM SPACES
- A16- 690 GREENWAY PEDESTRIAN WALK



6 THE THIRD RISE OF THE RAMP & PUBLIC ELEVATOR

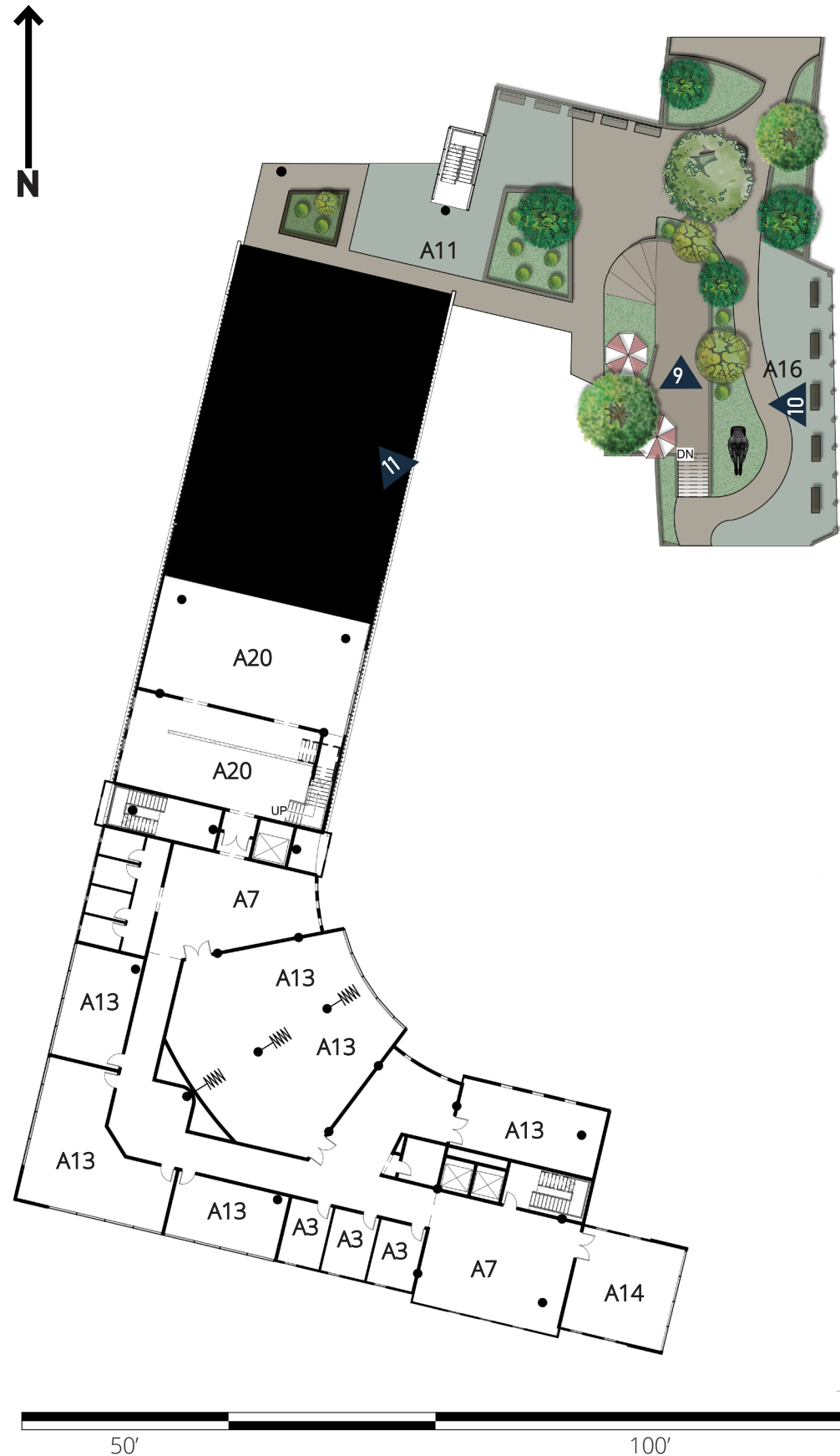


7 THE THIRD RISE OF THE RAMP



8 SOUTHERN APPROACH ALONG 690 GREENWAY

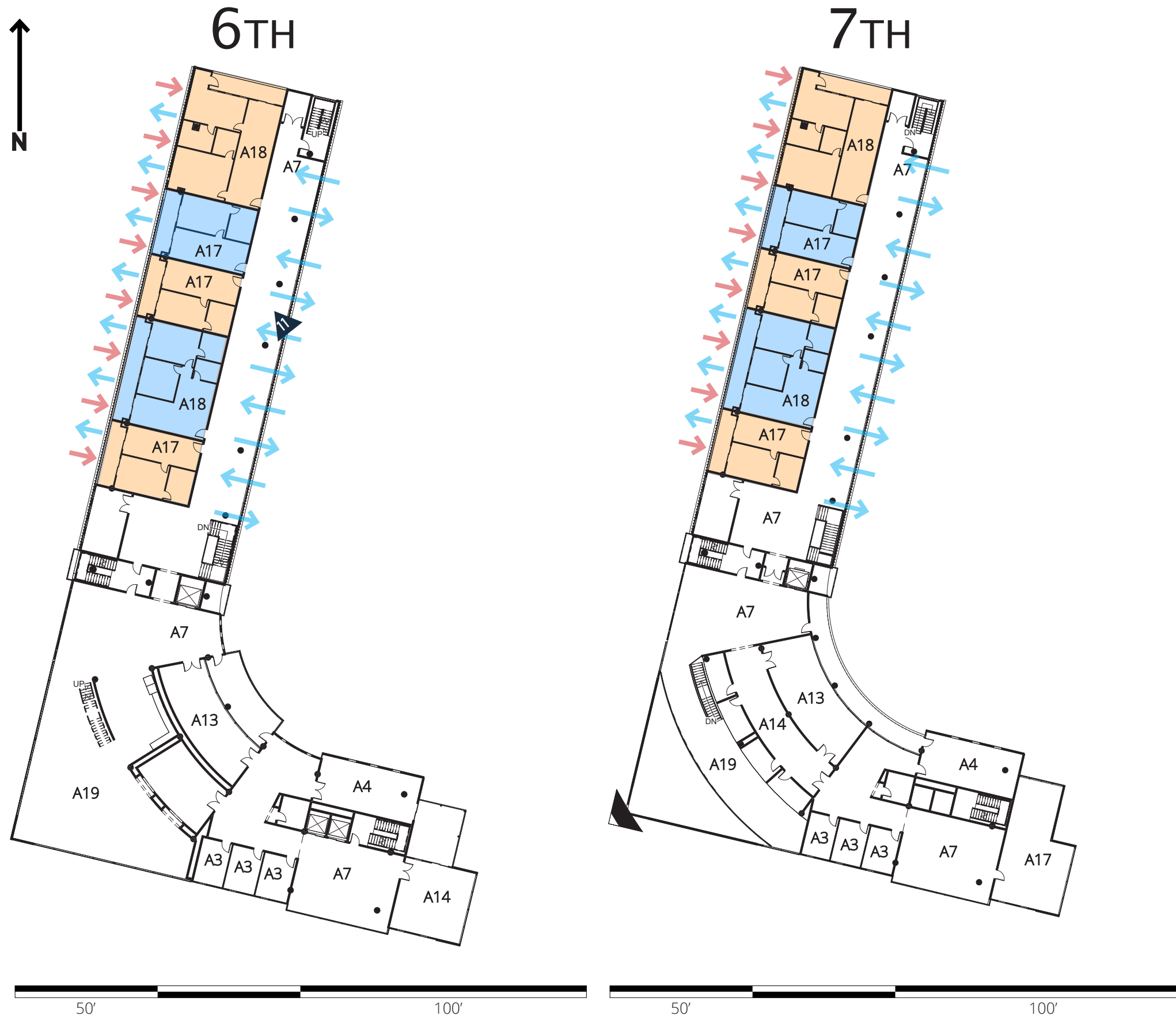
# 5TH FLOOR PLAN



- A3- EDUCATOR OFFICE SPACE
- A7- ENTRY/ELEVATOR LOBBY & LOUNGE
- A11- GREENWAY PROMENADE RAMP
- A13- CLASSROOM / INSTRUCTIONAL SPACES
- A14- GROUP & PRIVATE WORKROOM SPACES
- A16- 690 GREENWAY PEDESTRIAN WALK
- A20- TRANSITIONAL HOUSING OFFICE/RECEPTION



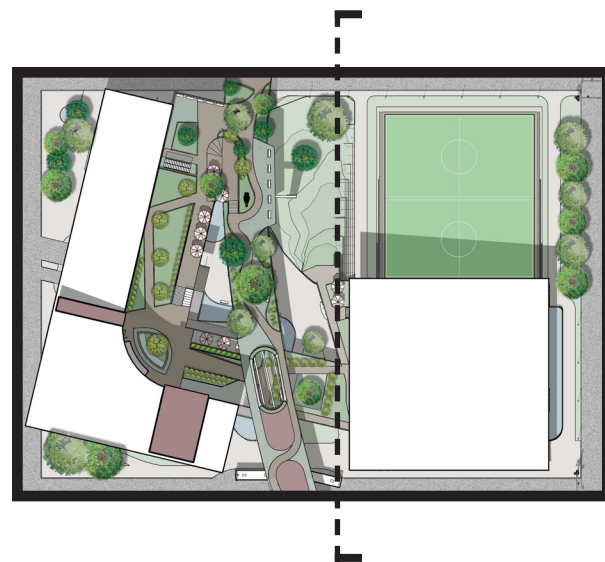
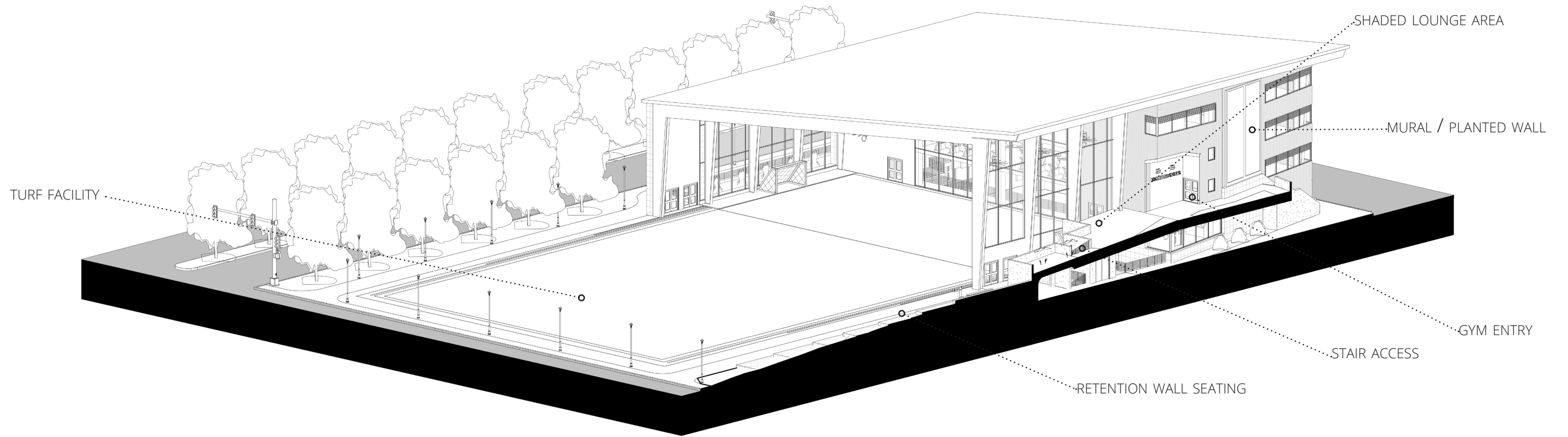
# 6TH & 7TH FLOOR PLANS



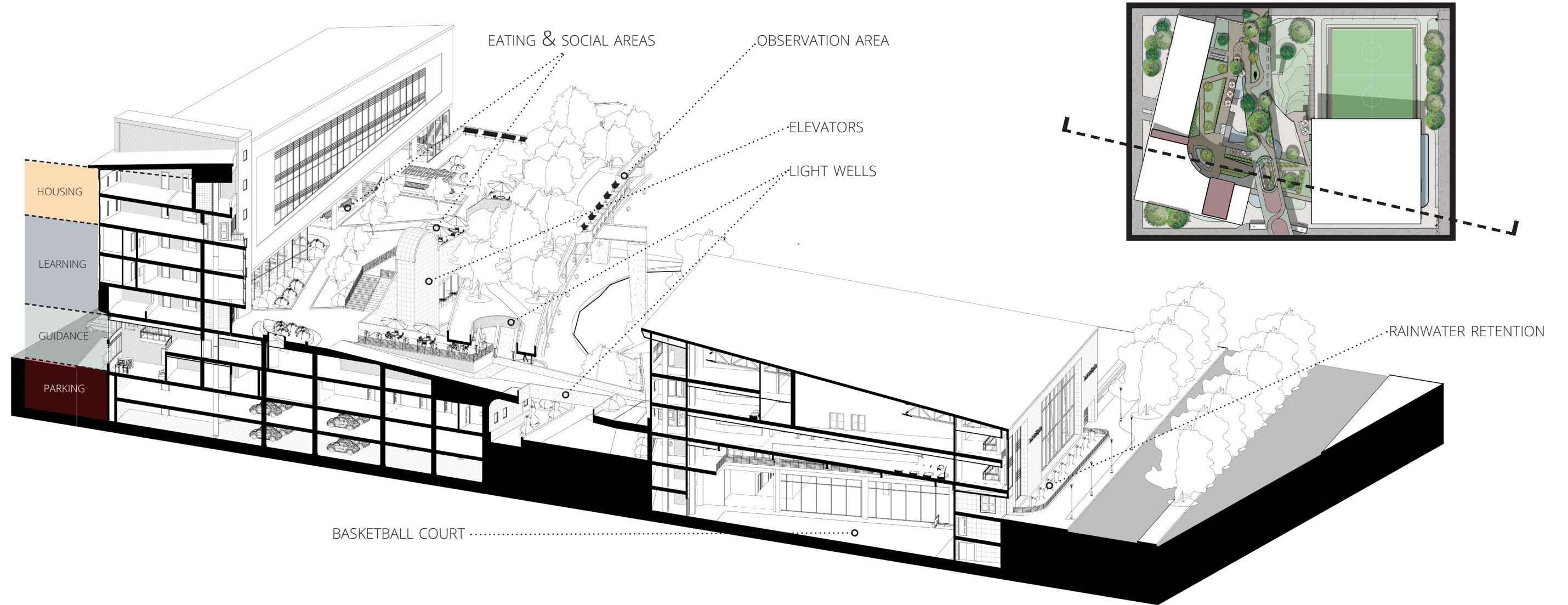
- A3- CASE MANAGER OFFICE SPACE
- A4- MEETING ROOM
- A7- ENTRY/ELEVATOR LOBBY & LOUNGE
- A13- CLASSROOM / INSTRUCTIONAL SPACES
- A14- GROUP & PRIVATE WORKROOM SPACES
- A17- ONE BEDROOM TRANSITIONAL UNIT
- A18- TWO BEDROOM TRANSITIONAL UNIT
- A19- COMMUNAL LIVING & DINING SPACES



# FIRST RISE PERSPECTIVE SECTION

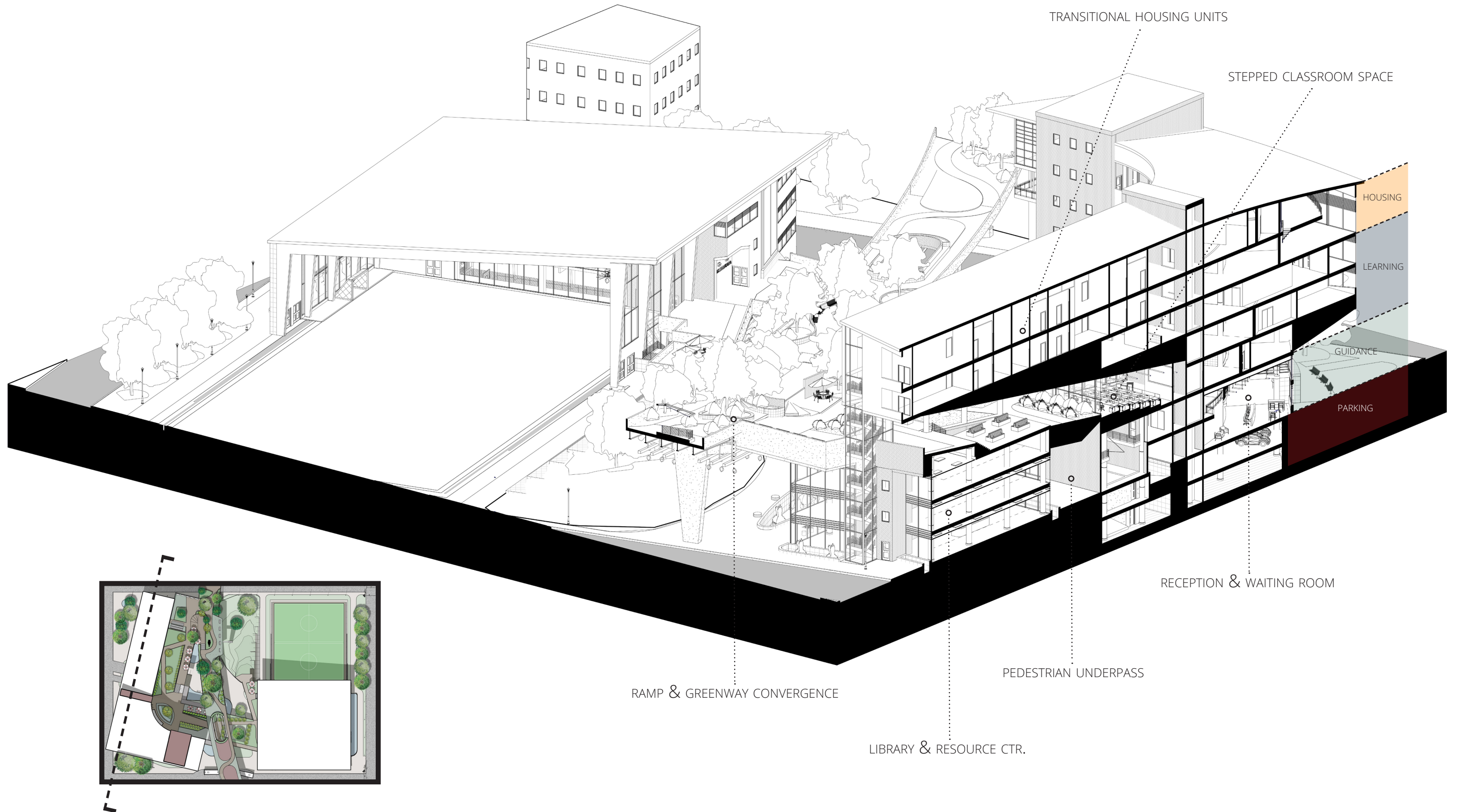


# SECOND RISE PERSPECTIVE SECTION





# THIRD RISE PERSPECTIVE SECTION







THANK YOU ALL!  
QUESTIONS...?  
COMMENTS...?

