THE WEST STREET CORRIDOR MASTER PLAN

CREATING A BALANCED RIGHT-OF-WAY

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Abstract

West Street, a highway arterial in Syracuse, New York, divides neighborhoods and is unsafe for pedestrians and cyclists. This report creates a master plan to redesign the corridor utilizing two goals: to make West Street safe for all users, and to reconnect the communities divided by the arterial. Inventory data was obtained by using archival research, contemporary transportation theories, stakeholder interviews, cataloguing physical metrics, and photographic observations. This information was synthesized using five filters to develop a set of problems and opportunities. These filters, or lenses, are Transportation, Economics, Spatial Form, Safety, and Sense of Place. Based upon this understanding, a mass / space plan and corridor treatment plan for the entire arterial was developed. Six additional conceptual areas were identified within the corridor, with detailed plans illustrating a potential redesign for two of these areas.

I. Introduction

This capstone will study the West Street Corridor (WSC) in Syracuse, NY and how the space and the surrounding communities relate to one another. This introduction will serve as an orientation to the report, outlining the problem statement, research questions and finally the goals and objectives of this study. The second section introduces the study site with both narrative and image, ending with a look at the surrounding context of the site. The third section reviews the history of West Street through narrative and maps, as well as a discussion of contemporary transportation design. The fourth section assesses the capstone's goals and discusses the methods that were used to accomplish the goals. The fifth section contains key points regarding the inventory of the study site, the analysis of this inventory and the synthesis of these factors. The sixth section presents design recommendations for West Street, with two conceptual areas studied in greater detail. Finally, the seventh section reviews the research questions posed at the beginning for this document as well as lessons learned and the next steps that could be taken with regard to West Street's development.

A. Problem Statement

The most common public space in any city is the street right-of-way. Traditionally, this has been a space of pedestrian activity and outdoor commerce, as well as a space for cyclists and cars. However, through much of the 20th Century, public policy has focused primarily on the vehicular needs for this public space, ignoring the other social and commercial uses of this space. This unbalanced vision has created corridors that divide communities and are unsafe for pedestrians, cyclists and neighborhoods activities. One such space in Syracuse is the West Street Arterial. This research will create a master plan for West Street that seeks to establish a balance between these various right-of-way uses.

B. *Research Questions*

1. How can physical design create a balance between the many uses for a street right-of-way?

2. How can physical design mitigate negative impacts of transportation projects on valued community assets?

3. How can physical design foster spaces that encourage positive interactions between people and transportation?

C. *Goals and Objectives*

1. Understand the West Street Corridor from a historical perspective.
    a. Review the physical changes that have taken place in the WSC.
    b. Research and document major transportation decisions affecting the WSC.
    c. Research and document the historic relationships in the WSC between residents and transit.
2. Identify the various physical and social patterns of neighborhoods in the WSC.
    a. Recognize local community perceptions of the corridor.
    b. Collect information about human activities along / across the corridor.
    c. Understand the physical form of the WSC.
3. Study projects (in the US) that have utilized design to mitigate transportation impacts on extant communities.
4. Design a master plan for the WSC that mitigates negative impacts and fosters positive interactions.
    a. Propose design elements that potentially modify road alignments, scale and enclosure.
    b. Recommend various land-uses to address community needs.
    c. Identify various conceptual areas within the study area

D. Methods

The section contains specific information about the manner in which the goals and objectives of this capstone project were completed. Initially, the four goals will be reviewed, followed by a list of the supplemental methods explaining in detail how each goal will be met. Following this, a flow chart will be included to diagrammatically indicate the relationship of the four goals, as well as present a visual model for the evolution of this project.

Goal One
To understand the West Street Corridor from a historical perspective the following methods will be used:

1. Collect historic photographs and compare the historic and current conditions to highlight changes in character, scale and enclosure.
2. Gather maps of West Street that document the physical evolution and changing patterns of the corridor.
3. Create a timeline of changes in government transportation policies / decisions and relate it to the physical form.

Goal Two
To identify the various factors that comprise the WSC, the following methods will be used:

1. Inventory current community perceptions through interviews with local community leaders.
2. Obtain DOT traffic conditions and safety statistics for West Street.
3. Document the existing land uses in the WSC.
4. Catalogue the metrics and materials of West Street.

Goal Three
To study projects (in the US) that have utilized design to mitigate transportation impacts on extant communities, the following methods will be used:

1. Review literature to obtain selected case studies.
2. Meet with Department of Transportation officials to review identified precedents that relate to Syracuse.

Goal Four
To design a master plan for the WSC that mitigates negative impacts and fosters positive interactions, the following methods will be used:

1. Incorporate information gained about how the community uses the WSC to create the design of a new movement corridor.
2. Apply community needs and desires to specify land use patterns.
3. Provide a set of design recommendations for conceptual areas.

E. Project Flow Chart

The project flow chart demonstrates how past and present conditions of West Street will be considered in parallel and synthesized to provide an analysis of the problems, and opportunities of the WSC. Through an understanding of these concerns other case studies will be chosen. The case studies, information gained through the analysis, and the physical characteristics will be compiled to form the master plan.

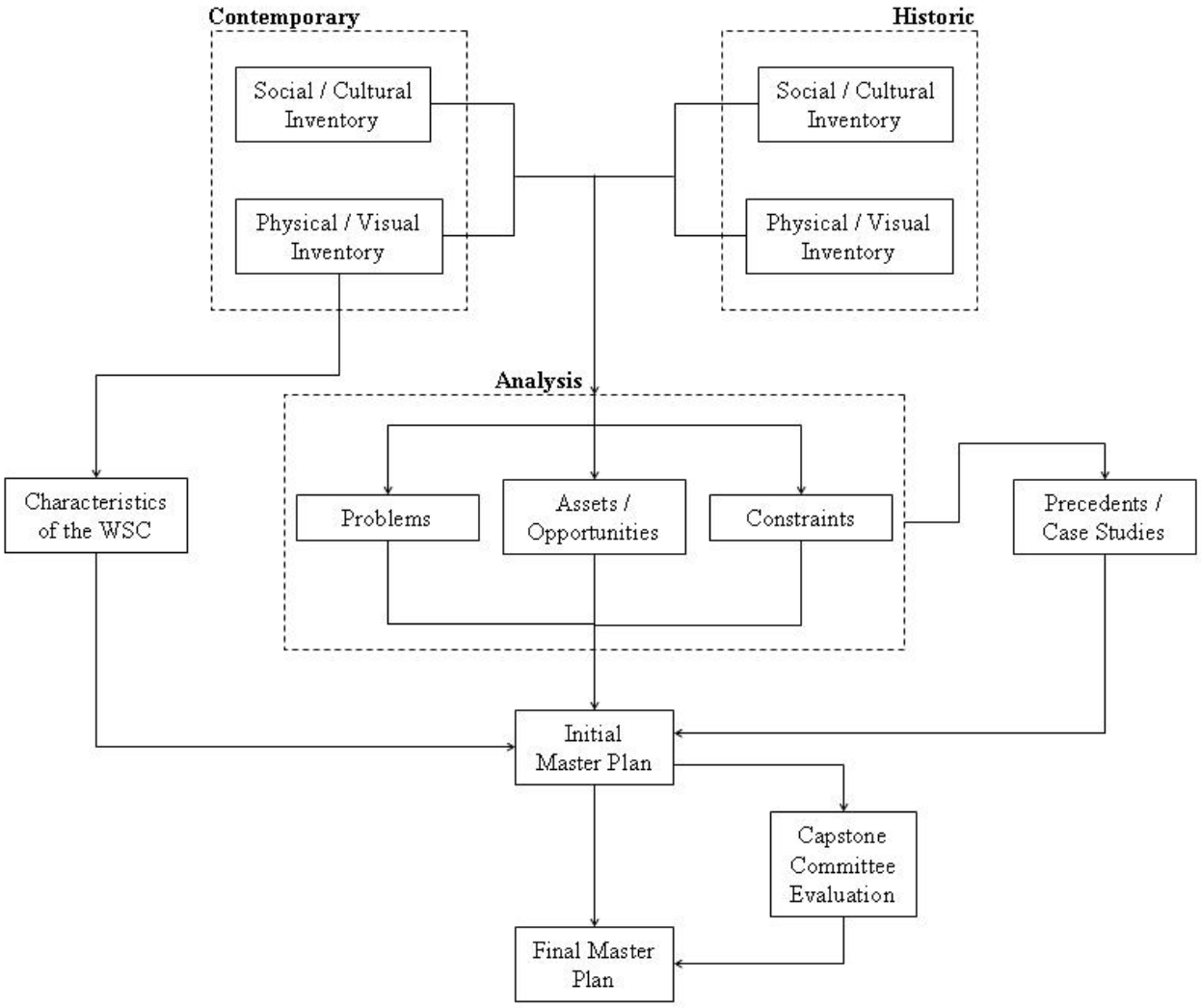


Figure 1.1: Project Flow Chart.
Source: Author, 2005.

II. Study Site

This section reviews the physical space of the study site. The first section focuses on a brief introduction to the City of Syracuse and the local climatological factors. This will be followed by locating and defining the actual boundaries of the West Street Corridor. The specific number of lanes and their interaction with the surround urban grid will then be discussed. Finally, this study will look at the areas just outside the West Street Corridor, specifically the local neighborhoods and the nearby highway corridors.

A. The Syracuse Region

The City of Syracuse is a mid-sized city in Central New York. Currently it contains roughly 140,000 people in it.[1] Like many other cities in the region, Syracuse is suffering from a loss of population. Earlier in the 20th Century, Syracuse's population was nearly three times as large.[2] This has left some areas of the city with disinvestment and abandonment, which will be addressed more fully in the Literature Review.

B. The West Street Corridor

The actual West Street Corridor located just west of Downtown Syracuse, and is considered the westernmost edge of Downtown (Figure 2.1). While the corridor is largely defined by the length and breadth of West Street, the surrounding blocks will be considered part of this corridor for this study. The streets of Leavenworth Avenue, Barker Street and Niagara Street roughly comprise the western boundary of this study site. These streets are on average two blocks west of West Street, incorporating some of the neighborhood context into the study site. The opposite edge of the West Street Corridor extends a similar area to the east. Here, Franklin Street and Granger Street denote the eastern boundaries (Figure 2.2).

West Street itself begins at West Onondaga Street and extends north to Route 690, the highway for which West Street acts as an arterial. Running north / south, West Street intersects three heavily used city streets: West Fayette Street, Erie Boulevard West, and West Genesee Street. These intersecting streets roughly define West Street's three main physical

[1] United States Department of Commerce. "*American Fact Finder*." 2006.
[2] Ibid.

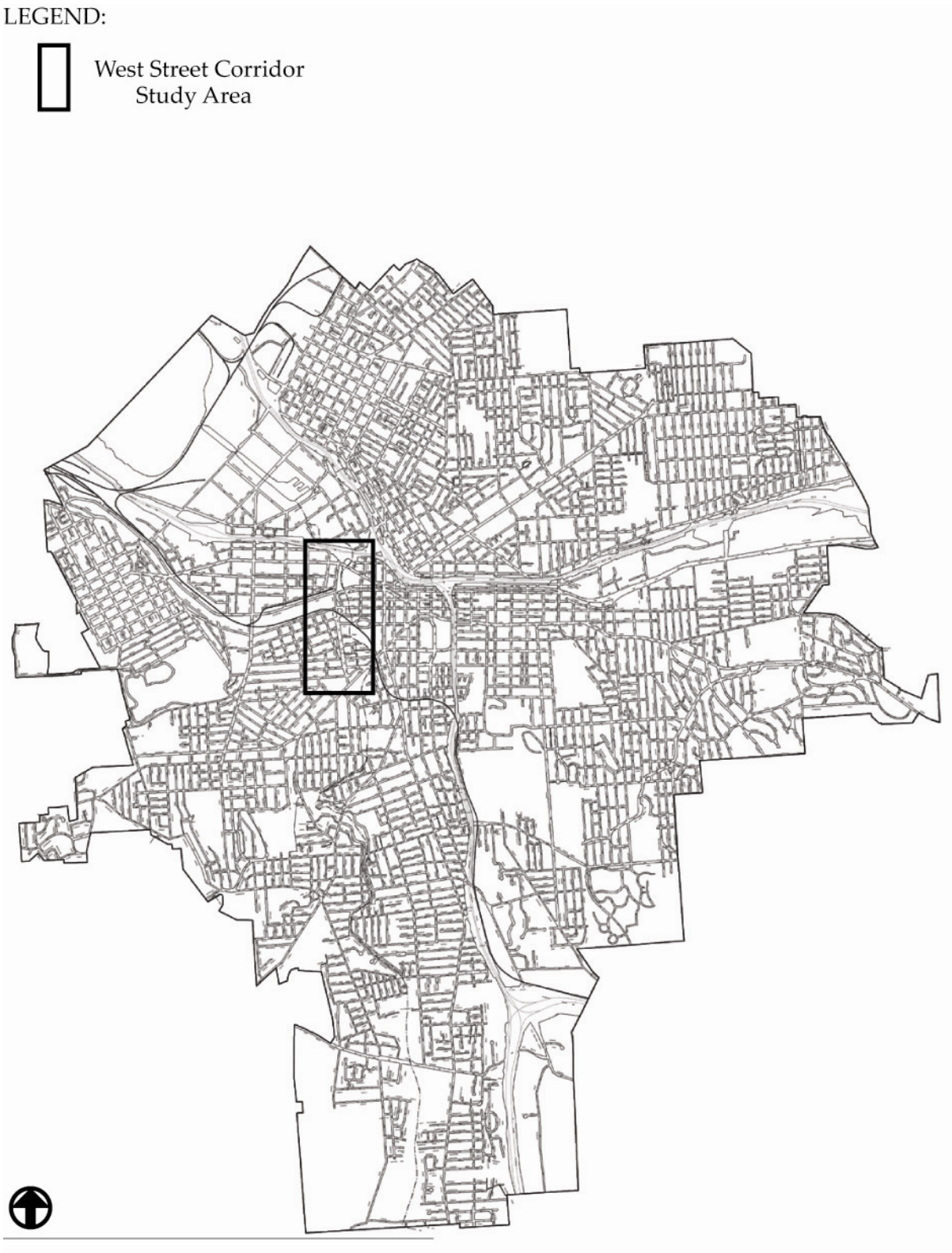


Figure 2.2: The Study Site.
Source: Author, 2006.

Figure 2.2: The Study Site.
Source: Author, 2006.

zones: north, central and south (Figure 2.2). Each of these zones contains different issues and a different character. The northern zone and part of the central zone have 43,700 average daily trips (ADT), mostly associated with traffic moving onto and off of Route 690.[3] The southern zone and part of the central zone have an average of 17,000 ADT.[4] For a point of comparison, most highways have over 60,000 ADT, busy urban streets typically have from 10,000 to 20,000 ADT, and typical neighborhood street carries around 1,000 ADT.[5]

The northern zone of West Street consists of the highway off-ramps from Route 690 south to the Erie Boulevard partial cloverleaf exits (Figure 2.3). This area has six lanes of traffic, three in each direction, with added turning lanes for the on and off ramps. Traffic flows are separated by a ten-foot wide concrete island with low metal guide rails on either side. A one lane service road with a parking lane exists along the western edge of this zone, along with the previously mentioned on and off ramps. Throughout this zone, West Street is either above or below the surround grades and does not intersect with its crossing streets, something highly atypical of an urban street.

Figure 2.3: The Northern Zone. Image taken from Erie Boulevard West looking north. Source: Author, 2005.

At the other end of the corridor, the southern zone of West Street extends from West Onondaga Street to Jefferson Street, just south of Fayette Street (Figure 2.4). Six lanes of moving traffic, three in each direction, mainly articulate West Street in this zone. The lanes are divided by a sixteen foot wide grass median with sporadically planted rose bushes. Just east of these six lanes is a two-lane service road. This service road is separated from the main flow of traffic by a raised concrete "sidewalk." This sidewalk is clearly not designed

[3] New York State Department of Transportation. *Region Three Traffic Counts.*
[4] Ibid.
[5] *FHWA Functional Classification Reference Manual*, 1989.

for walking, however it is labeled as such in the Department of Transportation engineering drawings. The service road also contains room for a bus lane as well as parking along the eastern edge. Most of the western edge of West Street in this zone is defined by a chain link fence. This poorly maintained fence collects trash and also allows weeds to grow in and through it. Between the fence and the through traffic is a five foot grass strip. The engineering drawings for this section call for a sidewalk to be in place here, but none exists.

Figure 2.4: The Southern Zone. Image taken at Tully Street looking south. The service road is located on far right.
Source: Author, 2005.

The central zone of West Street acts as a transition between the other two zones (Figure 2.5). It starts at the railroad viaduct just south of West Fayette Street, where the north and south flows of traffic split and West Street begins to act as two separate one-way roads. Since West Street has split, it no longer contains the expansive character of the southern area. The northern edge of this zone exists where these two branches of West Street reconnect at Water Street, just south of Erie Boulevard West. Water Street is the northernmost at-grade intersection, making this the location where West Street is connected with the urban grid. The split nature of West Street in this area has created a partial urban block surrounded by the fast moving traffic. This partial block is intersected by West Fayette Street where the highest accident rates occur along the corridor. During 1999 to 2002 there were over three accidents reported every month, though none were fatal.[6]

[6] New York State Department of Transportation. *Safety Information Management System: Summary Report By Segment And/Or Intersection.*

Figure 2.5: The Central Zone. Image taken at Erie Boulevard West looking south.
Source: Author, 2005.

C. The West Street Context

In order to fully understand the West Street Corridor, the surrounding neighborhoods and roadways will be taken into account. The identified neighborhoods with a direct relationship to West Street are the Armory Square Neighborhood, the Greater Park Avenue Neighborhood and the Near Westside Communities and the West Onondaga Street Historic Area (Figure 2.6). Three additional "neighborhoods" are adjacent to the corridor: the National Grid complex, the Hanford Pharmaceutical complex and the Rescue Mission campus. The National Grid and Hanford Pharmaceutical complexes have a large number of employees, but, except for regular office hours, they spend little time in the West Street Corridor. The Rescue Mission area has a population of homeless people who are supported by the services provided by the Rescue Mission. Unfortunately, aside from the Rescue Mission, much of this area is without a residential population.

Lastly, the corridors surrounding the study site will be taken into consideration (Figure 2.7). Most of these surrounding corridors focus on vehicular movement, however some are more pedestrian oriented. The streets that will be considered in this study are Interstate 81, Route 690, Geddes Street, West Genesee Street, Erie Boulevard West, West Fayette Street, West Onondaga Street, Clinton Street, Salina Street and Adams Street. These are mainly high traffic streets that would potentially be impacted by alterations in the character of West Street. One other future pedestrian / recreational corridor will be addressed as well: the City of Syracuse's Onondaga Creekwalk. The Creekwalk is planned to become a linear system of human movement and may impact how West Street functions in the future.

Figure 2.6: Neighborhoods Along West Street. Source: Author, 2006.

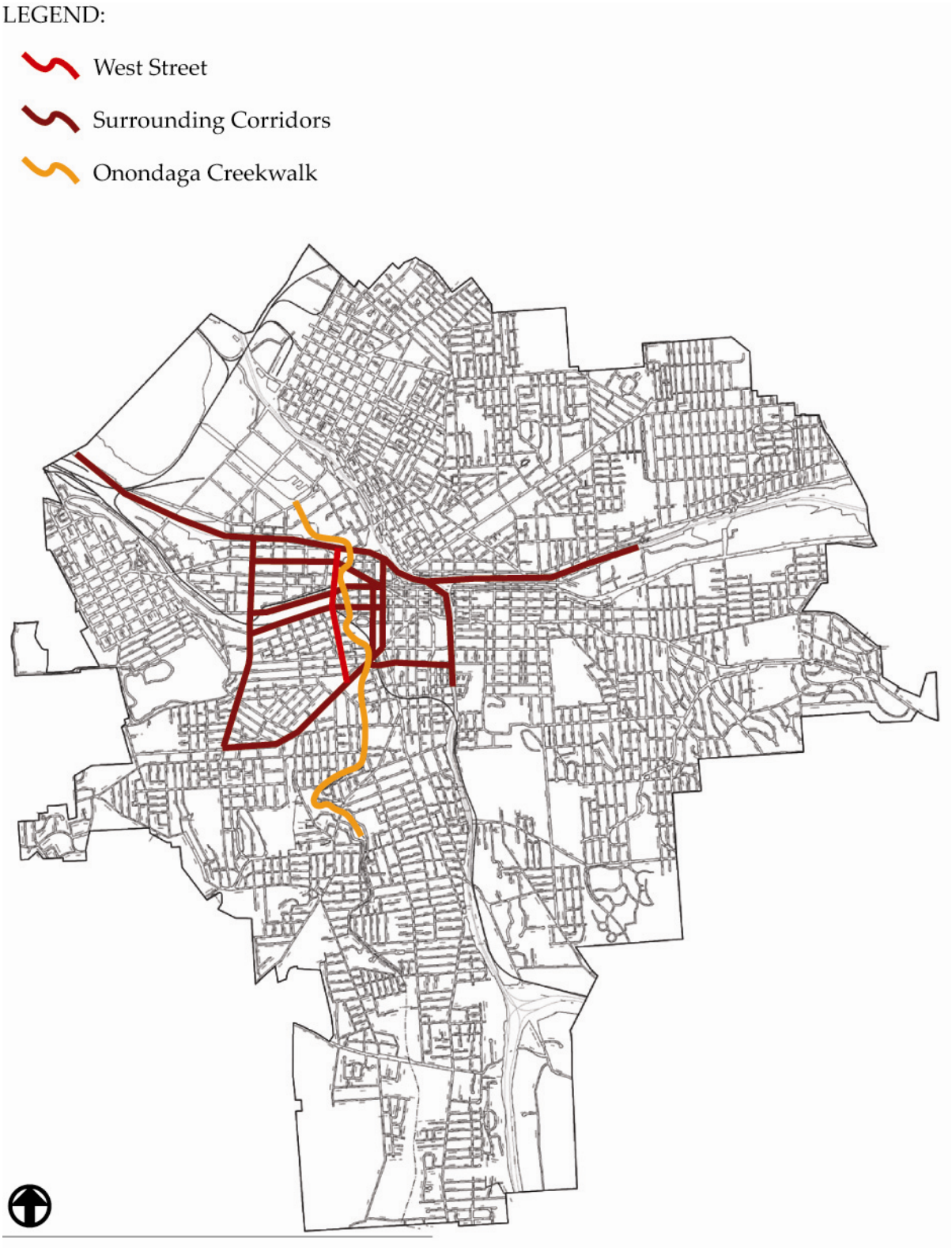


Figure 2.7: Corridors Surrounding West Street.
Source: Author, 2006.

III. Literature Review

This literature review is divided into two main sections. The first section relates to the first goal of this capstone: understand the West Street Corridor from historic perspective. The second section will review a variety of contemporary transit theories and right-of-way design methods. By combining a look into of past uses and forms of the study site with contemporary designs for similar sites, a thorough understanding of the corridors context will be attained. This understanding, when further combined with a thorough site inventory and analysis, will inform design options for the West Street Corridor.

The historic section of this literature will look at West Street though six distinct time periods. The first time period will focus on the earliest years of West Street's existence and will end just after the introduction of the Erie Canal and major railroad lines through Syracuse, roughly a time span from 1750 to 1834. The second time period looks at the West Street Corridor from 1835 to 1892, when industry and residences were established in the area. From 1893 to 1911 the industry around West Street expanded further, and the density of the corridor increased with mixed-use structures. The period of 1912 to 1953 covers the time of West Street's economic collapse and abandonment. During the fifth time period, between 1954 and 1970, many of the buildings along West Street were razed and the West Street Arterial was constructed in their place. The final time period, 1971 to the present, shows the continued deterioration of the corridor and the unfulfilled promise of investment from the arterial construction.

Each section of the six time periods of West Street will be examined in parallel. First, each will be reviewed though four lenses: Economics, Transportation, Spatial Form and Policy. Economics relates the residential, commercial and industrial developments along the corridor, as well as notable businesses. Transportation covers the way in which people moved through the study site during a period of time, and what methods of transport were common. Spatial Form looks at the spatial configuration of the right-of-way / roadway system, the block patterns and the density and character of structures along the corridor. Finally, Policy will enumerate any germane political regulations and acts, as well as how they affected the West Street corridor. A second method used to convey the historic information was to represent each of the six time periods graphically. Each of these graphic

representations contains historic photographs relating to each period, a mass / space plan of the West Street Corridor, and a timeline.

The second section of this literature review will look at contemporary transportation design. While there are many ways of looking at transportation design, this report focuses on four areas: traffic calming, road dieting, context sensitive solutions, and transit-oriented development. Each of these four methods builds upon one another, with the exception being transit-oriented development. Traffic calming will look at designs that have been proven to slow the speed of automotive traffic, as well as which interventions would be appropriate here in Syracuse. The section on road dieting reviews at some of the basic tenets of orthodox highway design, and examines some of the feedback loops at play in contemporary highway design. Context sensitive solutions incorporate many of the traffic calming and road dieting methods, but include concepts of public participation as a way of ensuring a design is sympathetic to the needs of the community. Finally, the transit-oriented development section removes the focus from right-of-way design and instead reviews how urban infill can promote compatible, mixed-uses and highlights a building's relation to the street.

A. History of the West Street Corridor

To gain a deep insight into the nature of a location, one must know its history. This axiom was the basis for the extensive review of West Street's nearly two hundred years of history. Throughout this history, the West Street Corridor was impacted by many forms of transportation, from trade routes and canals to rails and eventually automobiles.[7] Though much of the evidence of West Street's history has been lost, traces of the past remain and can inform the corridor's future.

1750 to 1834

This earliest time period covers the initial settlement of the area by Europeans. West Street, while not one of the first roads, was a very early addition to the settlement. It was bisected by the Erie Canal, one of the main economic generators during this period. Located just outside the housing of the earliest settlements, it was primarily used for the transport of local exports, as well as loading and unloading goods from the canal (Figure 3.1, Page 27).

[7] Hardin, 1993.

West Street developed between two preexisting pathways: the Genesee Turnpike, later to become West Genesee Street, and Onondaga Street, which would become West Onondaga Street.[8] Near Water Street, the Erie Canal bisected West Street when the canal was completed in 1823.[9] The Erie Canal, being the main form of transportation during this period, was soon surrounded by a zone of supporting activity. Horse drawn wagons would traverse the dirt corridor, loading and unloading at the docks of the canal. Onondaga Creek and the Mill Pond were located just to the east of West Street and also provided some local water navigation, though it is presumed this declined as the stream corridor became degraded.[10]

Like most of early Syracuse, the main economic reason for West Street was the transport of salt. West Street was located south of the springs where salt brine was extracted and west of the new settlement in the Walton Tract (the future Downtown to Syracuse). Located between the two, West Street made an ideal location for early salt production. Salt sheds constituted much of the economic activity along West Street, though a few mills existed near Water Street in the central portion of West Street. Worker houses sprung up just north of the mills, between Water Street and the Genesee Turnpike.

During this period, the West Street Corridor had little to no spatial enclosure. Low, long salt sheds dominated the viewsheds to the west and in some places to the east. The sporadic houses and few mill structures were also quite small and spread apart. Large trees may have graced the corridor during its earliest times, but many trees were removed to fuel the fires of the salt boiler houses. The watercourses of the Erie Canal and Onondaga Creek contributed to the low horizontal nature of West Street. Additionally, the corridor's character was quite industrial. The transfer of freight to and from the Erie Canal, as well as the salt production, was a large contributor to this character.

The two main policy decisions in the years up to 1834 were opening up Onondaga County for development and the location of the Erie Canal. Without the surveying and purchasing of the Walton Tract, Syracuse would have a very different spatial character; in fact the city might never have been called Syracuse! Syracuse would likely have been called Salina, which was a village established prior to the Walton Tract settlement. The presence of the Erie Canal in Syracuse allowed the settlement to grow faster than Salina, because the canal's presence made salt to become an economically viable export product. For a time the location of the Erie Canal was considered to pass north of Syracuse through a less costly

[8] Historic Oakwood Cemetery Preservation Association. "*Early History of Syracuse*."
[9] Kurlansky, 2003.
[10] Historic Oakwood Cemetery Preservation Association. "*Early History of Syracuse*."

route. However, the potential value of the salt commodity convinced policymakers to locate the canal in Syracuse.

1835 to 1892

Syracuse grew from a small village settlement to a prominent city during this second time period. Rail lines complemented the Erie Canal. Industries beyond salt manufacture were established along West Street, which was quickly becoming a hub of economic activity. The street evolved from a dirt trail to a vibrant corridor (Figure 3.2, Page 28).

The years of the Erie Canal's dominance were short lived along West Street. While the canal remained an important economic resource and cultural symbol of the city, railroads become the main mover of freight. The New York Central Railroad was quickly established across West Street. The NY Central Line built its main passenger terminal just east of West Street at Franklin Street and West Fayette Street. Its freight transfer station was just west of West Street. The blocks between Water Street and West Fayette Street were laden with rail tracks crossing West Street. Just to the south at Walton Street, a second rail line crossed West Street. Originally named the Oswego and Syracuse Railroad, this line became the Delaware, Lackawanna and Western Railroad (DL&W) in 1848. The DL&W ran north to south and complemented the east-west nature of the Central Line. The interchange between these two major lines took in rail yards just to the west of West Street. A third rail line crossed the northern end of West Street, between Belden Avenue and Onondaga Creek. This was a northern branch of the New York Central Line.

These many rail lines, while catalytic for Syracuse's growth, began to affect the daily movement of residents along and around West Street. The heavy east-west flow along the Central line often prohibited movement between the north and south. At its peak, one hundred car long trains would halt pedestrians and wagon movement as the trains rolled through across West Street at an onerous fifteen mile per hour.[11]

While disruptive for local movement, this rail structure was the catalyst for much of Syracuse's economic growth during this period. Goods from across New York State would be transferred in Syracuse because they could then be shipped anywhere. Industries requiring heavy import items needed to be located near transportation lines to reduce transportation costs. Two such items are metals used for manufacture and fresh water utilized in brewing. West Street provided a perfect location for such industries because it

[11] *Railroads in the Streets of Syracuse*, 1979.

supported the confluence of two major rail lines, as well as the Erie Canal.[12] Salt production was not located along West Street toward the end of this period, as other industrial sectors would pay more for land close to the Downtown.

While an industrial core was developed near the rails and canal, the rest of the corridor became more residential in nature. Small worker houses continued to surround the industrial area, but at the northern and southern ends of West Street, large mansions were built. Syracuse's first Major, Harvey Baldwin, lived in one of these mansions, which was formerly located at the intersection of West Street and West Onondaga Street.[13]

The character of West Street during this period was dramatically altered by the transportation and economic developments. The rail yards at the center of the corridor created a large horizontal space that was punctuated by rolling trains and edged by large industrial buildings. The industrial buildings extended one block north of the Erie Canal to Tracy Street, and two blocks south of the rail yards to Otisco Street. On average, these structures were four stories high with interior courtyards. With these buildings extending right to the edge of the sidewalk, West Street was a highly enclosed urban space. The remainder of the corridor was defined by the smaller two-story worker homes, which were spaced close to one another.[14] These homes also extended close to the sidewalk, though they contained a small front yard space. The only exceptions to this high density of small houses were the few mansions at either end of West Street. These mansions were ornate houses, sometimes three stories tall with ample front, side and rear yard space. Small sheds, stables and "Granny flats" dotting both the large and small residential lots increased density as well.

During this time period, the main policies involved in West Street's development were the decisions regarding the creation of railroad corporations, as well as the oversight of their mergers and acquisitions. Syracuse also incorporated into a City during this time and began to grow geographically by annexing land and surrounding communities.

1983 to 1911

This brief period includes some of the most vibrant years of the West Street corridor history. Congestion problems were growing, as early automobiles came to utilize the urban roadway, but this problem was still minimal and did not hinder the economic activity of the

[12] Sanborn Maps, 1892.
[13] Hardin, 1993 and Folder: Block 332A, Onondaga Historical Association Museum.
[14] Folder: Blocks 66 and 70-75, Onondaga Historical Association Museum.

corridor. In fact, this time covers the economic heights of the area, with large factories expanding their facilities and labor forces. High-density mixed-use structures lined most of the corridor and large numbers of pedestrians traveled to and from work. During this time periods, West Street had become a truly urban corridor (Figure 3.3, Page 29).

Transportation systems at this time were beginning to fluctuate. Once a mainstay of Syracuse, the eighty-year-old Erie Canal was fast approaching the end of its lifespan. In 1907, the canal's aqueduct over Onondaga Creek near West Street collapsed, wrecking buildings and draining the canal for miles. Problems such as this, combined with the fact that freight could only be moved during the warmer months, made rail a more attractive economic option. The Erie Canal also acted as a barrier, contributing to the congestion of north-south movement in Syracuse. Residents began to call for its removal, even though trains were a larger factor in the local congestion. As the canal declined, more lines were laid across West Street, which exacerbated delays to local traffic. Early automobiles on West Street, such as those produced at Syracuse's Franklin Motor Cars, only contributed to the north-south movement problems.

Syracuse was growing dramatically. The City population quadrupled between 1880 and 1930 from roughly 50,000 people to 200,000 people.[15] The single family worker houses in the southern portion began to be replaced by industry expanding from the north, as well as being replaced with higher density, multi-story mixed-use buildings containing apartments as well as grocers, restaurants, and other neighborhood amenities. One such building replacement happened in 1911 when Harvey Baldwin's mansion was demolished and replaced with the Leonard Apartments, two four story apartment buildings which remain today at West Street and West Onondaga Street.

The growing population and density was in response to a growing industrial sector. Some of the industries that were located along West Street during this period were the Syracuse Chilled Plow Company (later bought by John Deere), the Syracuse Brass Foundry, Fleischman & Sons Furniture Warehouse and the Sweet Manufacturing Wire Mill. The Greenway Brewery and Bartel's Brewery were located along West Street north of these other industries, between Park Avenue and Washington Street. These industries were continuous with the smaller-scale manufacturing and convenience businesses of Armory Square.

The economic and population growth of Syracuse brought significant levels of density to West Street. As previously indicated, the two-story worker houses along the southern end were replaced with mixed-use structures along both sides of the street, with

[15] Preservation Association of Central New York. "*Syracuse Abandoned.*"

single family homes remaining in the surrounding blocks. Some of the largest and the smallest industrial structures found along West Street today were built during this period. In the south, the industrial buildings fit more closely with the mixed-use texture of the neighborhood to the south, some only one story high. However, the north end contained two of the largest structures, the Syracuse Cold Storage and the Bartel's Brewery buildings, six and five stories respectively. Of these two brick buildings, only the Cold Storage building remains, though this structure is in disrepair.

Most of the developments between 1893 and 1911 happened through the expansion of the economy, without assistance or impetus from policy decisions. The growth in congestion and industry, as well as the increase in density, were all natural extensions of previous developments. This period encompassed some of the most vibrant years in the corridor's history.

1912 to 1953

Contrasting the prosperity of the previous period, this time period along West Street encompassed the area's loss of vitality. Obsolete transportation infrastructure was altered, which had direct impacts that reverberated through all sectors of the local economy. The changing economy brought about a change in the character of the way West Street operated as well. Many of these changes were brought about by local transportation decisions, however, nation housing policies were also affecting the West Street area during this time (Figure 3.4, Page 30).

In 1923 the Erie Canal was filled in though Syracuse and replaced with an automotive boulevard to address the growing need for a major east-west route through Downtown. However, this change did not address the heart of the congestion issue. Seven years later, with traffic still incredibly problematic for the city, the Syracuse Common Council voted in 1930 to remove the trains from city streets. They decided that the train beds should be raised above the roads, as opposed to being buried. Construction on the New York Central Line was completed in 1936. Lines were removed from Washington Street and placed in an elevated bed located near West Belden Avenue, where the northern spur of the Central Line had run.[16] The construction for the Delaware, Lackawanna and Western Line took longer as it was not raised until 1943, where it remained in the same location.[17]

[16] *2003 Central New York Rail Corridor Inventory*, 2003.
[17] Ibid.

When the New York Central Rail line was removed from Washington Street it severed another one of the transportation connections in the rail yards next to West Street, which by this time was a much more important industrial connection than the Erie Canal. The removal of the Erie Canal and the rail lines did achieve some congestion relief and traffic was able to move about the city more freely. Unfortunately, the congestion problem was not eliminated. Early traffic signaling systems did not respond well to varied traffic flows, and the new automotive drivers would often block intersection with their cars. Congestion continued to be an issue along West Street and Downtown Syracuse.

While the removal of the Erie Canal and the rail lines from street level assisted local movement patterns, it began to severely isolate the rail yards west of West Street. By the end of this period, only the DL&W Line connected to these yards, which severely limited the movement of imports and exports. This isolation caused economic problems for the local industries, which was only exacerbated by the Great Depression. Industries either left or failed along the West Street Corridor. The effect this had on the local population was drastic. Many people along West Street worked in the factories and when they closed, they became unemployed. The unemployed workers could not support the neighborhood retail businesses and they too left the area. Influenced by biased home-lending practices, even residents began to leave the area, for they had little employment opportunities in the urban core. Often these people moved to the suburbs for hope of a better quality of life. The migration to the suburbs had unforeseen affects, however. While financially secure residents were able to relocate, poor residents could not afford to move out of the city. With only poor residents remaining, many of West Street's communities had to contend with residential vacancy and poverty. Soon adult bookstores and other businesses turned the corridor into a red light district, and the area was avoided by the few remaining residents.[18] And so with the gradual removal of each economic generator (industries, retailers, and residents) West Street was left in a state of economic neglect.

While little of the spatial form was altered, the character of West Street changed considerably. The large warehouses and factories, ones bustling with activity, were slowly boarded up. Houses were abandoned, and the once vibrant street life became a shadow of its former self. The industrial area, which once acted as a unifying factor, now became a divider. When the rail yards lost their economic vibrancy, they became large, empty spaces inhospitable to pedestrians. The same held true with regard to the large empty industrial buildings surrounding the yards. Without an economic pull, the northern and southern areas of West Street became isolated from one another by the large vacant industrial space.

[18] Maio, Anna. 2006.

This division was intensified by the raising of the DL&W Bridge. It created a visual barrier across West and Walton Streets, thereby increasing the sense of isolation in areas south.

This period also contains a variety of new policies. Two of the earlier policy changes involved the removal of the Erie Canal and the raising of the rail beds. As previously mentioned, these actions had dramatic impacts on both the economy and character of the area. With the onset of the Great Depression and New Deal, many national policies and agencies were created. One set of these policies affected West Street the most: The National Housing Acts of 1934, 1939 and 1949 (Appendix A). These acts were intended to provide home ownership for all citizens of America. Unfortunately, these acts encouraged residents of West Street to leave the area, thus exacerbating the area's decline. By the 1950s most of the nation was back in a state of economic health, but inner city areas such as West Street remained trapped in poverty and decline.

1954 to 1970

This fifth time period, while relatively short in duration, encompasses perhaps the most turbulent time for West Street. Radical changes in policy brought about fundamental changes to the transportation system of West Street and the spatial character of the corridor. Unfortunately, the economic situation remained largely the same (Figure 3.5, Page 31).

With most of America's inner cities facing serious problems, the federal government enacted a series of sweeping policies to address the urban condition. The Housing Act of 1954 initiates a new phase of federal involvement with housing: "slum clearance" and urban renewal. The act advocated the razing of derelict structures and the continued creation of public housing for those unable to own a home. A few years later, the federal government passed the Federal-Aid Highway Act of 1956 (Appendix A). This act was the first federal transportation policy to provide a blueprint and funding for highway growth across the country. A later version of this policy designated West Street as a highway arterial to connect with the not-yet-built Route 690. Though no direct documentation was found, it is assumed West Street's designation as an arterial was due to two reasons: its location near Downtown Syracuse, and the ability of the arterial project to double as an act of razing abandoned and underutilized properties.[19]

[19] United States Department of Commerce. "*B.D. Tallamy Reports on Highway Program During First Year*." 1957.

During this time period, West Street changed from an underutilized neighborhood street to a high speed highway arterial. Construction began in the spring of 1961 and opened mid-July of 1964. The street, which was formerly two lanes of traffic with parking on each side, became an arterial with six travel lanes, a two-lane service road and one parking lane. Movement along the corridor was nearly frictionless as cars and trucks did not encounter many intersections or traffic lights. In fact, West Street went from having fifteen crossing streets to only having seven crossing streets. While this was advantageous to north-south travel, the arterial actually prevented east-west movement. Lateral streets, such as West Belden Avenue, Park Avenue, Walton Street, Otisco Street, Tully Street, and Fabius Street were blocked off from the main roadway so as not to impede traffic. Water Street and West Washington Street did continue to intersect though they were only able to connect with the northbound traffic. Only West Genesee Street, Erie Boulevard West, West Fayette Street, Gifford Street, Seymour Street, Shonnard Street and West Onondaga Street continued across the arterial.

Pedestrians were especially cut off from these roadway alterations. The street widened from under fifty feet wide to over one hundred and twenty, causing quite a long journey across for a pedestrian. Sidewalks, while included in the plans for the arterial, were not always constructed and the ones built were problematic. The western edge of the West Street arterial, from Gifford Street to Marcellus Street never received the sidewalk that the engineering plans proposed. This left a four-block long stretch with no pedestrian amenities on the west side. Crosswalks were also an infrequent occurrence along the new arterial. Only seven crosswalks were included along the entire 1.8 mile length of the corridor, averaging one crosswalk every quarter of a mile.

This alteration to West Street was intended to improve the economy of the area by making it easier for suburban residents to travel into Syracuse. Unfortunately, the reverse was true. The West Street Arterial in fact encouraged more of the remaining residents to leave the area because access was just as easy (if not easier) by car from the suburbs. The remaining residents were left with aging homes that were too expensive to maintain. The Syracuse Public Housing Authority, funding by federal monies, attempted to assist by creating public housing just to the west of West Street. This intervention was met with mixed success though because it only caused a further concentration of people below the poverty line.[20] The few remaining business owners along the corridor were struggling with the arterial structure as well and protested that people were simply speeding by their

[20] Jackson, Kenneth T. 1987.

business. Additionally, pedestrian traffic had dropped and there was little street activity to generate spontaneous purchases.

This arterial intervention erased much of the corridor's previous spatial form and character. One hundred and thirty buildings were demolished along both sides of West Street to make room for the new lanes.[21] These included both derelict Victorian homes as well as large abandoned factories. One treasure lost during this destruction was the Bartel's Brewery Building at Erie Boulevard West and West Street, which was replaced with a cloverleaf ramp and a large grass lawn area. The block patterns were also altered to accommodate the arterial. West Street's loop near West Fayette Street created a pair of blocks surrounded by high speed traffic. The truncation of streets in the southern portion changed the character from an urban street to a highway. A similar change in character occurred in the north where West Street was alternatively raised and lowered between cross streets and where the partial cloverleaf pattern was implemented.

The urban character of the area was additionally reduced with the public housing intervention west of West Street. The public housing buildings, while roughly similar to the surrounding character, were placed in a superblock orientation, closing Niagara Street for two blocks and decreasing connectivity in the area further.

In all, this was a period of large scale alterations to West Street, mostly due to local and state actions taken in response to federal policy decisions. Unfortunately for West Street, these policies, though intended for urban revitalization, were not sympathetic to the nature of urban form and character. These interventions just perpetuated the issues already present along West Street.

1971 to Present

To date, West Street has remained unchanged since the 1960s. Some efforts have been made to improve east-west circulation and revitalize surrounding communities but there have been little secondary effects from these actions. The character of this corridor has actually become less urban over this period, with more buildings being torn down. National housing and transportation policies have been revised to change the invasive nature of their programs. However, change has been slow to manifest on West Street (Figure 3.6, Page 32).

[21] The Post-Standard, August 1961.

One primary transportation change that has occurred during this time was the opening up of Fabius Street to emergency traffic. Since the arterial intervention, a fire station has been placed at the corners of Fabius Street and South West Street. In the 1990s, this department responded to a fire in the nearby Westside community but was unable to arrive in a timely manner. The trucks had to travel south before traveling north because there was no access through Fabius Street, one of the streets truncated by the arterial redesign. The fire department protested after this and the right-of-way was reopened. Unfortunately, this connection is only for emergency vehicles but it is a step taken in the right direction, and illustrates the degree to which the arterial structure isolates the surrounding areas.

Economically, West Street has stabilized. Everything that was going to leave the corridor for the suburbs has left, and nationally a new awareness is in place that advocates the regeneration of urban spaces. Though some of the largest industrial structures remain empty, small businesses have moved into the remaining older structures. Currently a few art galleries, a small theater, a couple of bars, a restaurant, a pharmacy, a convenience store and a grocer have all moved to West Street. These businesses provide jobs for residents of the surrounding community and create destination spaces along the corridor.

While many of the surrounding neighborhoods continue to struggle with issues of poverty and vacancy, one neighborhood along the corridor has become beacon of hope for the area and for Syracuse. In Armory Square, entrepreneurs have taken a collection of abandoned industrial buildings and turned then into a mixed-use district containing chic boutiques, bars, clubs, apartments and condominium spaces. The economic effects of this area are starting to spill across West Street with the opening of the Redhouse and Delevan Galleries but such economic effects could be further enhanced with circulation changes.

While some economic changes have improved the corridor, the spatial character and form along West Street has only degraded since the arterial was put in place. The economic repercussions caused many more buildings to be demolished over the years. While some new buildings have been put in, they either are set far back from the street, have little physical relation to the street, or are not amendable to pedestrian traffic. The economic benefits of these new structures are very beneficial, though their spatial characteristics leave much to be desired.

A few federal and state policies have created programs which improved West Street during recent years. Chief among these programs are the Empire State Zones and Empowerment Zones. Coming from the state and federal levels respectively, these

programs provide tax relief to businesses that offer jobs to local residents. These zones are ubiquitous along West Street and provide incentives for business owners to remain or even move into the area. Another policy enacted in the late 1970s was the Federal Income Tax Credit for rehabilitating historic buildings. This tax credit provided an incentive for developers to rehabilitate historic buildings, and was the impetus for the changes in Armory Square. Another program affecting West Street has been the Community Development Block Grants, which has made funding available to local not-for-profit agencies dedicated to improving the quality of the neighborhood. One final policy of note is the Syracuse Neighborhood Initiative, which recently directed federal money into assisting the Greater Park Avenue Neighborhood west of West Street.

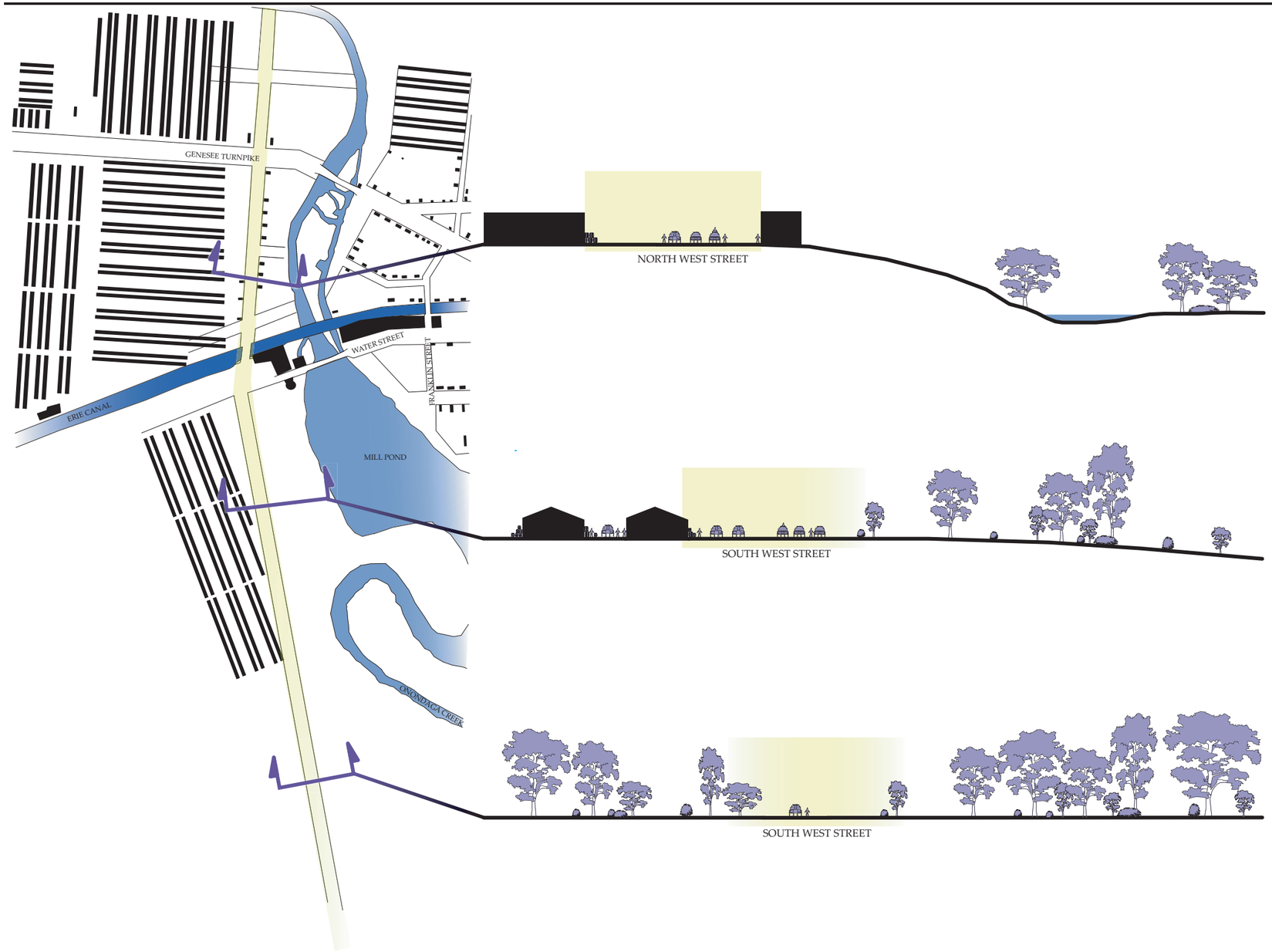
While no one action has made radical changes during this period, incremental gains in the quality of life along the West Street Corridor has improved. Though the roads remain mostly truncated, economic vitality is gradually returning to the corridor. Federal and state policies have also subtly urged reinvestment in the area and strengthened the nearby sense of community. By virtue of its location, the West Street Corridor could be very well positioned to become a neighborhood mixed-use center once again, though it will not be likely to happen if West Street retains its present spatial form.

Thus by looking at West Street's history, one gains a fuller understanding of the rise and decline of this place. The placement of arterial structure along West Street was quite intentional and that the decline of the area was due to larger economic and policy factors. However, West Street had retained its potential as a neighborhood space throughout the recent changes. The factors of transportation, economy, spatial form and policy all indicate that West Street can regain the prominence it once had as a neighborhood corridor. The corridor only needs to be reconfigured.

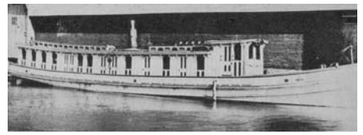
The tale of West Street's beginings is similar to the City of Syracuse. Salt production and geographic location were both the cause of West Street's early growth. These factors also started West Street as an industrial corridor.

West Street began as an industrial corridor for the production of salt. As salt production grew, large areas of flat land were needed to lay out the boiler houses and solar beds. The area west of West Street contained some of the earliest large scale salt production. These salt houses defined the spatial character of this street to the west and set in motion its presence as an industrial corridor. The area east of West Street was bounded by the swamps of Onondaga Creek and the Mill Pond. Some of Syracuse's first mills were located here to acces the water power.

West Street was bounded to the north by Onondaga Creek, with the Genesee Turnpike intersection holding nearby prominence. Early on West Street did not have a southern edge. However, the corridor eventually extended to, and was bounded by, West Onondaga Street.



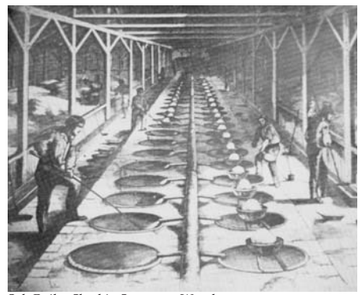
Map Source: "Map of Syracuse 1834" Onondaga Historical Association Museum, Archives Division Folder: Syracuse Maps. Syracuse, NY.
Notes: Drawn with AutoCAD, Photoshop and Illustrator



Example of an Erie Canal Barge: John Greenway's Yacht.
Source: Will H. Olmstead Collection. Onondaga Historical Association Museum, Archives Division. Industries Folder: Breweries. Syraucse, NY.

Wheel Barrows of Salt in Syracuse, 18__
Source: "Erie Canal Museum: Photos from the Collection" Erie Canal Museum. Syracuse, NY. 1989.

Syracuse Salt Sheds and Solar Evaporation, 18__
Source: "Erie Canal Museum: Photos from the Collection" Erie Canal Museum. Syracuse, NY. 1989.



Salt Boiler Shed in Syracuse, Woodcut.
Source: Schramm, Henry W. and William F. Roseboom "Syracuse: from Salt to Satellite" Windsor Publications Inc. Woodlawn Hills, CA 1979.

Commercial salt production begins along Onondaga Lake. — 1790

Walton Tract, the future site of Downtown Syracuse, surveyed by James Geddes. — 1800

1810

Water level of Onondaga Lake and Creek lowered to facilitate construction of Erie Canal. — 1820

Erie Canal completed. — 1820

West Street appears as "Apple Street" on maps. — 1830

0′ 200′ 600′
NORTH

THE WEST STREET CORRIDOR MASTER PLAN:
CREATING A BALANCED RIGHT OF WAY

FEBRUARY 14, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

WEST STREET CORRIDOR: 1834

FIGURE 3.1

In the late 1800s, West Street's industrial corridor grew from the presence of railroads. The area of West Street from Tracy Street south to Otisco Street contained much of this industrial presence. Buildings here took up entire blocks with open spaces utilized for material storage.

West Street also functioned as a residential street. The areas bordering the industrial core held many two-story houses densely spaced together, likely working housing. Two posh residential districts were found along West Street during this time as well. Mansions lined both West Genesee Street and West Onondaga Street, as seen by the large building footprints, with spacious separation between structures.

During this period railroads had become the predominant form of freight transportation. The industrial core of West Street capitalized on this with its large railyard to the south of the canal. Here goods were exchanged between rail lines as well as the Erie Canal.

Trolleys were becoming the main form of personal transportation. Six trolley lines cross along West Street at this time, connecting neighborhoods to the west with the jobs located along the canal or in Downtown Syracuse.

Map Source: 1892 Sanborn Maps. Vol. 1 & 2. Sheets 15 - 17, 28, 37, 46, 54, 55, and 109 - 111. Onondaga Historical Association Museum, Archives Division Syracuse, NY.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

General Store in Syracuse, circa 18__.
Source: "Erie Canal Museum: Photos from the Collection" Erie Canal Museum. Syracuse, NY. 1989.

Onondaga Creek, looking south from West Genesee Street.
Source: Smith, H.P. "Syracuse and Its Surrounds" Black Dome Press Corp. Hensonville, NY. 2002.

West Jefferson Street Train Station.
Source: Smith, H.P. "Syracuse and Its Surrounds" Black Dome Press Corp. Hensonville, NY. 2002.

Trolley Lines at Gifford St and South West Street Looking West, circa 1938.
Source: Onondaga Historical Association Museum, Archives Division. Folder: Block 245. Syracuse, NY.

Syracuse and Auburn Railroad built along Washington Street which later becomes New York Central Railroad

Syracuse, Binghamton and New York Railroad (SBNYR) built as a north to south line.

SBNYR bought by the Delaware, Lackawanna and Western Rail (DLW).

New York State consolidates trolley services.

1830 1840 1850 1860 1870 1880 1890

0′ 200′ 600′
NORTH

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WEST STREET CORRIDOR: 1892

FIGURE 3.2

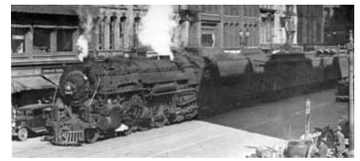
During the early part of the Twentieth Century, Syracuse's industrial structure had changed from being reliant on salt to other industries. West Street flourished in this industrial climate. Railroad and trolley lines kept expanding. Industrial and residential structures grew in size and density as well.

While the expansion of railroads was a sign of a successful city, they created problems for Syracuse residents. Trains ran through Syracuse at a slow 15 mph and blocked north-south traffic many times a day. The entire central zone of West Street had tracks crossing the street multiple times in a given block.

In the northern portion of West Street, industrial structures from the Franklin Square area began expanding along West Belden Avenue. The mansions along West Genesee Street had become more dense, with smaller (though still sizeable) lots.

The residential buildings in the southern part of West Street began to be replaced with multistory buildings during these years. These larger buildings housed apartments as well as many small businesses. During these years, West Street was becoming known as a local shopping area for nearby residents.

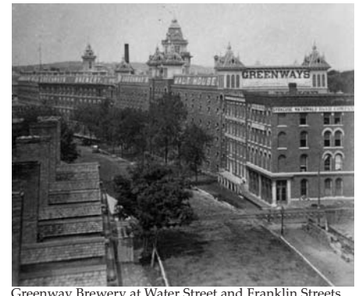
Map Source: 1911 Sanborn Maps. Vol. 2 & 3. Sheets 151, 153, 155, 157, 172, 178, 182, 188, 301, 302, 304, 309 and 313. Onondaga Historical Association Museum, Archives Division. Syracuse, NY.
Notes: Drawn with AutoCAD, Photoshop and Illustrator



Empire State Express at Washington Street, 19__.
Source: Onondaga Historical Association Museum, Archives Division. Transportation Folder: Trains Syracuse, NY.

Looking Southwest at West Fayette Street and South West Street, circa 1938.
Source: Onondaga Historical Association Museum, Archives Division. Ward Two Folder: Photography Syracuse, NY.

Looking North at South West Street and Walton Street, circa 1938.
Source: Onondaga Historical Association Museum, Archives Division. Ward Two Folder: Photography Syracuse, NY.



Greenway Brewery at Water Street and Franklin Streets Looking West, circa 1875.
Source: Onondaga Historical Association Museum, Archives Division. Industries Folder: Breweries Syracuse, NY.

Syracuse breweries produce more 300,000 barrels a year. Bartel and Greenway Breweries located at West Street.

H. H. Franklin Manufacturing Company founded, one of the nation's first auto makers.

Cigar making 10th largest industry in Syracuse.

Syracuse the "Manufacturing Powerhouse," including candlemaking, steel processing, toolmaking and electric engineering industries.

1890 — 1900 — 1910 — 1920

0′ 200′ 600′

NORTH

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WEST STREET CORRIDOR: 1911

FIGURE 3.3

The West Street Corridor was on the decline in the 1950s. Alterations to the transit structure removed West Street was its former industrial prominence. Federal housing policies also encouraged urban residents to leave their neighborhoods and buy homes in the suburbs. As demographics shifted, businesses along West Street changed as well.

The Erie Canal was filled through Syracuse in 1925. Then in 1936 the New York Central Railroad was elevated and removed from the West Street Corridor. Soon after the Delaware, Lackawanna and Western Rail was elevated as well. The DLW remained along West Street, but the elevated bridge divided the streetscape.

The removed transit meant that West Street was no longer a central manufacturing zone. Since there was little interest in adaptive reuse of the industrial structures, the buildings began to be razed for parking lots. Car dealers starting moving into West Genesee Street and altering the character of that street. Cars were also using West Street heavily. Traffic and accidents were becoming frequent.

Finally, the businesses along West Street began to falter as people left for the suburbs. The local grocers and restaurunts began to be replaced with adult businesses. West Street was becoming seen as a "red light" district.

Map Source: 1953 Sanborn Maps. Vol. 1A & 2. Sheets 27A, 29A, 31A, 33A - 35A, 43A, 44A, 51A, 55A, 172, 178, 182, and 188. Onondaga Historical Association Museum, Archives Division. Syracuse, NY.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

Erie Canal Becomes Erie Boulevard, circa 1930.
Source: Schramm, Henry W. "Central New York: A Pictoral History." The Downing Company. Norfolk,VA. 1987.

Looking North at the Delaware, Lackawanna and Western Rail Bridge
Source: Author, 2005.

Industrial Fabric. Looking West at South West Street and Marcellus Street, circa 1950s.
Source: Onondaga Historical Association Museum, Archives Division. Block 242 Folder: Photography Syracuse, NY.

Elevating the DLW Line Through Syracuse, circa 1940.
Source: Schramm, Henry W. and William F. Roseboom "Syracuse from Salt to Satellite." Windsor Publications Inc. Woodlawn Hills, CA. 1979.

Erie Canal filled in through Syracuse and replaced with Barge Canal.

Creation of the Federal Housing Authority (FHA). Neighborhoods along West Street become redlined.

Tracks of the NYCRR removed from Washington Street and elevated.

DLW tracks placed above grade. Bridge at Walton Street built.

Slum clearance adopted as part of the FHA's powers.

1920 1930 1940 1950

0′ 200′ 600′

NORTH

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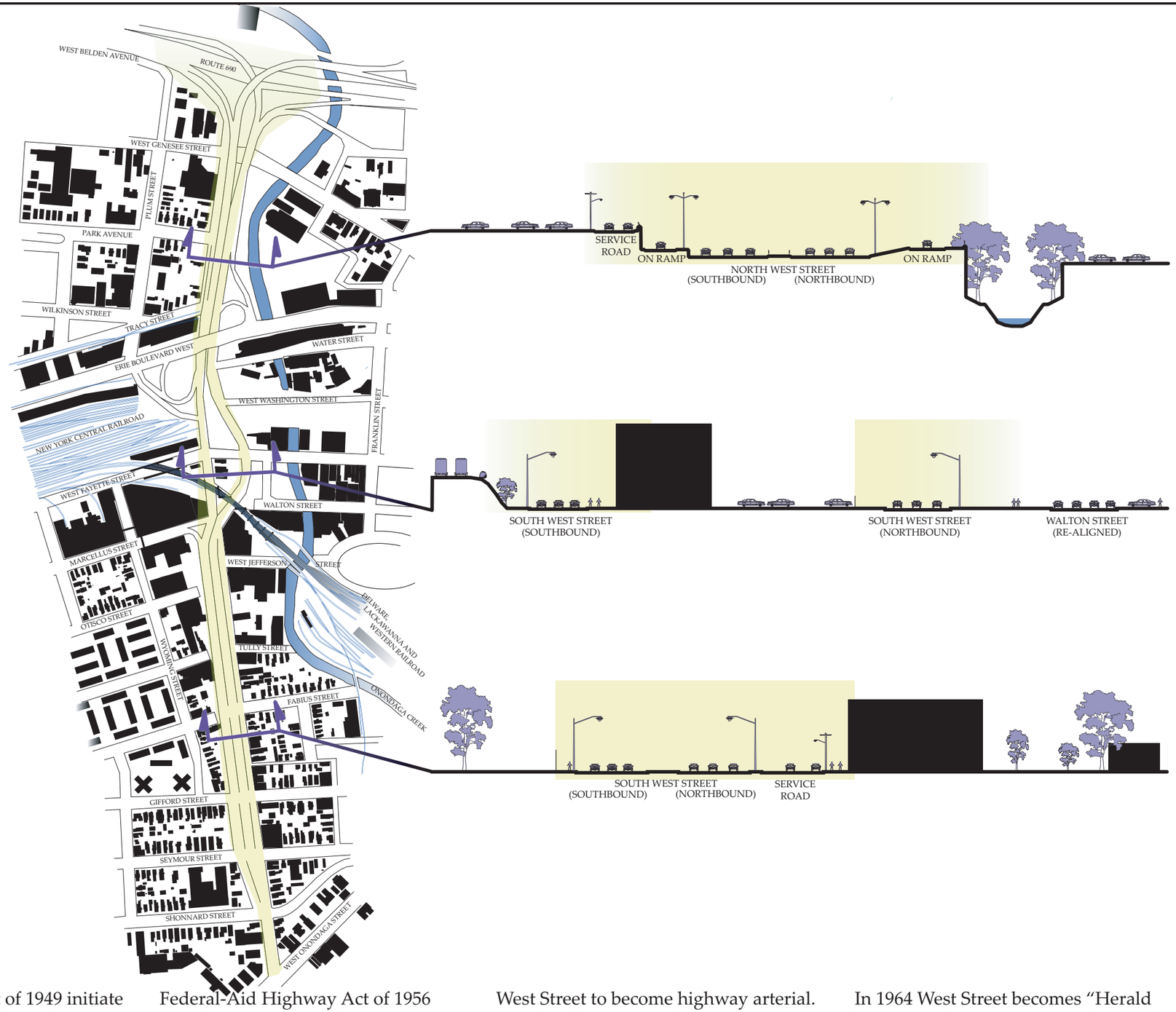
WEST STREET CORRIDOR: 1953

FIGURE 3.4

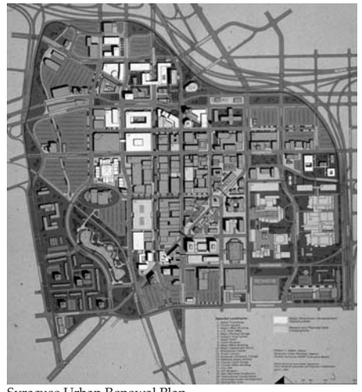
While the housing practices of this country were being revised, another group of people sought to revise the regional transit system. A highway system was concieved that would connect the continent, allowing for economic growth as well as military movement. In cities, the creation of highways doubled as acts of slum clearance. This was particularly true of West Street.

West Street was an ideal candidate to become a highway arterial. It had abandoned industrial structures in the center and a redlight district to the south, many of these structures were old and in aparent disrepair. The northern end had many of its older structures already razed. The corridor was also just outside Downtown Syracuse and could function as part of a inner-loop around the Downtown. The rest of this inner-loop would consist of Interstate 81, Route 690 and Adams Street.

Constructing West Street removed 130 structures. The northern zone was divorced from the urban fabric, while in the southern zone West Street remained at grade. Here the cross streets were simply truncated to speed travel times. However, this action cut off mobility for residents living near West Street. The central area acts as a barrier as well because the two flows of traffic split, creating a hostice pedestrian environment.

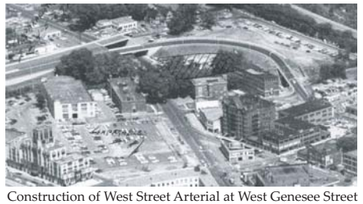


Map Source: 1953 Sanborn Maps. Vol. 1A & 2. Sheets 27A, 29A, 31A, 33A - 35A, 43A, 44A, 51A, 55A, 172, 178, 182, and 188. Onondaga Historical Association Museum, Archives Division. Syracuse, NY.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

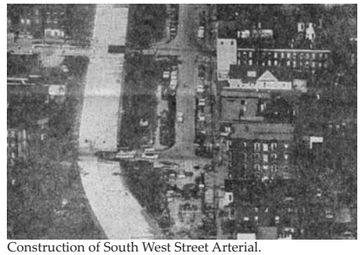


Syracuse Urban Renewal Plan
Source: George W. Curry Slide Collection. Urban Renewal Set. SUNY - College of Environmental Science and Forestry. Syracuse, NY. Accessed 2006.

Off-Ramp of West Street During Rush Hour in 1966,
Source: Syracuse Post Standard. June 6, 1966. Courtesy of Onondaga Historical Association. Transportation Folder: West Street Arterial.



Construction of West Street Arterial at West Genesee Street
Source: Onondaga Historical Association Museum, Archives Division. Folder: Block 66. Syracuse, NY



Construction of South West Street Arterial.
Source: Syracuse Herald Journal. November 30, 1962. Courtesy of Onondaga Historical Association. Transportation Folder: West Street Arterial.

Revisions to the Housing Act of 1949 initiate sweeping "urban renewal" slum clearance.

Federal-Aid Highway Act of 1956 creates the Interstate Highway System.

West Street to become highway arterial. 130 buildings razed for construction.

In 1964 West Street becomes "Herald Place Arterial" with ramps ending in air.

Route 690 finished, completing the West Street Arterial in 1969.

1950 — 1960 — 1970

0′ 200′ 600′
NORTH

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WEST STREET CORRIDOR: 1970

FIGURE 3.5

The urban renewal program ended in 1974 and the Interstate Highway system was declared complete in 1991. In the wake of these far reaching Twentieth Century policies West Street has suffered. The arterial has never had the levels of automotive flow for which it was designed. Instead it has acted as a barrier, seperating the nearby residents from the downtown.

Some redevelopment efforst have happened along the central area, with developers adaptively reusing the industrial buildings as artist gallery space or as boutique shops. Unfortunately, this development has largely been curtailed by the large scale intrustion of the West Street Arterial onto the urban fabric. The arrival of the Rescue Mission to the southern zone has helped stabilize some areas, but many vacant lots remain along the corridor.

Many pedestrians still use this corridor to cross into Downtown. Unfortunately the arterial design has created many blind spots, and speeding cars only compound the issue.

Many options exist for the future of this corridor. Other cities has healed similar divides and many cultural and historic resources remain. With proper design, the West Street corridor could go from cultural divide to a cultural gateway.

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

North West Street, Looking North from Erie Boulevard.
Source: Author, 2005.

South West Street, Looking South at DLW Rail Bridge.
Source: Author, 2005.

Cyclist Crossing South West Street, Looking North at Fabius Street Intersection.
Source: Author, 2005.

Pedestrian Path and Traffic, South West Street Looking North at Gifford Street Intersection.
Source: Author, 2005.

End of urban renewal. CDBGs and Section 8 Housing created.

The Rescuse Mission moves to Gifford Street near the West Street.

Historic rehabilitation begun in Armory Square.

Interstate Highway System declared complete, Congress adopts new legislation embracing multi-modal transit.

Transportation engineers and designers codify "Context Sensitive Solutions"

1970 1980 1990 2000

0′ 200′ 600′

NORTH

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WEST STREET CORRIDOR: 2003

FIGURE 3.6

B. Contemporary Transportation Design

With the passing of the Federal-Aid Highway Act of 1956, a set of rigid standards were created for all highways throughout the country. Intersections, lane widths, bridge design and signage all had to follow specific standards if they were to become eligible for the federal highway monies. This monolithic approach created a backlash, and thirty five years later transportation designers have a new set of philosophies from which to draw. Four of these will be investigated in this section. First, traffic calming is a design approach that creates spaces encouraging drivers to reduce speeds and smooth the flow of traffic. A second transportation design concept is road dieting, which questions some of the basic tenets of orthodox highway design. Context Sensitive Solutions is one of the most flexible design methodologies and widest in scope. It encompasses not just physical design, but also the process by which a design is achieved.[22] A final topic of discussion does not relate to the right-of-way corridor, but the land use supporting such public spaces. Transit-oriented development is a concept that advocates creating buildings according to land uses sympathetic to context of the area and to surrounding transportation. By taking these new design methodologies into consideration, a balanced right-of-way can be created.

Traffic Calming

Traffic calming is one of the most basic set of tools contemporary transportation designers use. Traffic calming is not a specific solution meant to be applied everywhere, but rather a toolbox of different design interventions. All of these designs utilize an understanding of psychology to affect the manner in which a person utilizes the space. Some of these tools may or may not be appropriate for a specific area and are meant to be used as appropriate.

The underlying assumption of traffic calming is that road design, more than anything, dictates how fast a person drives. Many State DOT roads are designed to handle higher speeds than the posted speed limit.[23] This is done for safety reasons, however drivers pick up on the subtle cues of the roadway's design and will drive faster. These drivers push the limits of the safety tolerances of a roadway and often move at speeds inappropriate for a given area. For example, if the speed limit on a residential street is 25 mph, the traffic

[22] *Context Sensitive Solutions*, 2005.
[23] Burden, 2000.

engineer would typically design this street to handle speeds of 35 mph to allow for safety margins. For motorists, the experience of the road is that it should be driven at 35 mph, and many will push this tolerance to 40 or 45 mph. This is a very dangerous condition for people living on such a residential street. Traffic calming utilizes physical designs to slow the movement of motorists and make the road safer for all users of the space.[24]

Traffic calming uses many methods is to reduce the speeds. One approach is to visually narrow the street, which can be done through the addition of street trees and street lights. These features enclose the space without altering the roadway. Another method is to physically alter the road with through bulb-outs (curb extensions), lane reduction, lane narrowing, creating mini-roundabout, and other features. Changing the textures in the road materials is another method to calm traffic.

Since traffic calming is actually a variety of approaches, the intervention can be tailored to fit the conditions of an existing roadway. Speed bumps and raised pedestrian crossways are two types of traffic calming inappropriate for West Street. Both of these raised elements in the roadway would cause severe problems for snow plows during the winter and would also deteriorate under the impacts of the snow plows. Another inappropriate traffic calming device for West Street is the miniature roundabout. This is a raised circular island at a four way intersection that regulates traffic. Instead of a signal, all drivers simply maneuver in a counter-clockwise fashion. However, this intervention creates very small turning radiuses and would hamper the movement of large trucks and emergency vehicles.[25] Pedestrian bump-outs should also be limited across West Street, though their effect on turning radii is not as severe as a roundabout.

Traffic calming illustrates how speeds can be reduced without police enforcement. By utilizing environmental psychology and site specific interventions, the road's design can encourage slower, safer speeds. These measures have been utilized throughout the country and have proven successful in improving the quality and character of a right-of-way.

Road Dieting

While traffic calming utilizes lane reduction as a technique to psychologically reduce speeds, road dieting reviews the notions of lane reduction in a different manner. Orthodox

[24] Ibid.
[25] Ibid.

traffic engineering states that roads of certain average daily trips (ADT) should contain certain specific numbers of traveling lanes. Road dieting refutes this. The main tenet of road dieting is the concept that widening roads only increases traffic. While at first it may seem counterintuitive that bigger roads only increase traffic, this has repeatedly proven to be true during the Twentieth Century.[26]

The logic of road dieting is as follows. As more lanes are added to a roadway, people alter their transportation choices. Instead of taking public transportation, individuals opt to drive on the widened, more efficient road. Developers will also choose to build further away from employment centers because of the efficiency of the expanded roadway. The independent actions of the driver and the developer put more cars on the road, which once again becomes congested.[27] This cycle is a positive feedback loop: the more lanes are added, the more cars use the road until more lanes need to be added. A road diet breaks this feedback loop by placing controls on the size of the roadway.

Road diets also double as traffic calming measures. Most road diets reduce four lane roads into a two lane road containing a central turning lane. Having only one lane of traffic prevents cars from speeding around the slower cars, letting the more prudent drivers set the road speed. Another source of accidents is switching travel lanes. With road dieting there is frequently only one lane of traffic, so lane switching is much more infrequent.

Many U.S. cities have already incorporated road diets. The prime candidates cited are four lane roadways carrying between 15,000 to 20,000 ADT.[28] These streets are then reduced to two lanes (one lane in each direction) with either turning lanes at intersections, or a continuous median turning lane. Bicycle lanes are also incorporated, as are widened sidewalks, to improve the multimodal experiences of the road. Data from Washington State to Iowa all show that automotive speeds are lowered and crashes are reduced more than twenty percent (Figure 3.7).[29]

The West Street arterial would be a prime candidate for a road diet. Across the country, roads with up to 20,000 ADT are functioning safely and accommodating their traffic loads with only three lanes. West Street south of West Fayette Street has 17,000 ADT spread over with six lanes of traffic, *plus multi-lane service roads!* By reducing the size of the road, traffic would be calming, and pedestrian crossing lengths (and crossing times) would be significantly reduced. Even the northern parts of West Street could incorporate a road

[26] Nozzi, 2002.
[27] Ibid.
[28] Burden, 1999.
[29] Stout, 2003.

diet, though not in the traditional three-lane diet model. North of West Fayette Street, the ADT increased to over 40,000 with most of these trips relating to the increased arterial nature of West Street as it approaches Route 690. In this area, and diet of four lanes could be incorporated. This reduction of lanes should be accompanied by designs that would facilitate the high levels of vehicular movement, for fear of causing excessive congestion.

By reexamining orthodox beliefs, road dieting has created safer spaces across the country. Both drivers and local residents are recorded as being very pleased with the increased safety of streets incorporating road diets. This method counteracts one of the most destructive feedback loops affecting land use patterns today and reconnects out of control roads with their neighborhoods.

ROADWAY SECTION	DATE CHANGE	ADT (BEFORE)	ADT (AFTER)	CHANGE	COLLISION REDUCTION
Greenwood Ave. N, from N 80th St. to N 50th St.	April 1995	1|1872	12427	4 lanes to 2 lanes plus TWLTL plus bike lanes	24 to 10 58%
N 45th Street in Wallingford Area	December 1972	19421	20274	4 lanes to 2 lanes plus TWLTL	45 to 23 49%
8th Ave. NW in Ballard Area	January 1994	10549	11858	4 lanes to 2 lanes plus planted median with turn pockets as needed	18 to 7 61%
Martin Luther King Jr. Way, north of I-90	January 1994	12336	13161	4 lanes to 2 lanes plus TWLTL plus bike lanes	15 to 6 60%
Dexter Ave. N, East side of Queen Anne Area	June 1991	13606	14949	4 lanes to 2 lanes plus TWLTL plus bike lanes	19 to 16 59%
24th Ave. NW, from NW 85th St. to NW 65th St.	October 1995	9727	9754	4 lanes to 2 lanes plus TWLTL	14 to 10 28%
Madison St., from 7th Ave. to Broadway	July 1994	16969	18075	4 lanes to 2 lanes plus TWLTL	28 to 28 0%
W Government Way/Gilman Ave. W, from W Ruffner St. to 31st. Ave. W	June 1991	12916	14286	4 lanes to 2 lanes plus TWLTL plus bike lanes	6 to 6 0%
12th Ave., from Yesler Way to John St.	March 1995	11751	12557	4 lanes to 2 lanes plus TWLTL plus bike lanes	16 to 16 0%
				Total	185 to 122 34%

Figure 3.7: Road Dieting Collision Data.
Source: Burden, 1999.

Context Sensitive Solutions

The third methodology described here incorporates many of the design ideas from both traffic calming and road dieting. However, Context Sensitive Solutions (CSS) include not just the physical design of a corridor but also the manner in which the road is designed. In short, CSS incorporates public participation.

Context Sensitive Solutions was first identified by the transit community in 1998 at a Maryland conference titled "Thinking Beyond the Pavement."[30] As with traffic calming and road dieting, it attempts to abandon the "one size fits all" approach that was required by earlier transportation legislation. As defined on the group's website:

> Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.[31]

At the Maryland conference, delegates decided on seven "Qualities of Excellence in Transportation Design." They are:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.[32]

In addition to these seven qualities, the conference also agreed upon eight "Characteristics of the Process That Yield Excellence," being:

[30] *Context Sensitive Solutions*, 2005.
[31] Ibid.
[32] Ibid.

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started. A full range of tools for communication about project alternatives is used (e.g., visualization).[33]

These points embody many of the transit corridor innovations that have emerged since the early 1990s and consolidated them into a comprehensive framework.

One by one, State Departments of Transportation have adopted CSS principles. In 1999, the New York State Department of Transportation (NYSDOT) began to require "context sensitive solutions" for all its projects.[34] Federal legislation will also require that all State Departments of Transportation will have to utilize CSS in their projects by 2010.

If CSS had been in place in the 1960s, the West Street arterial would not have been built as it was. More of the historic structures along the route would likely have been preserved. Residents would have reacted differently to the West Street Arterial project had they been given a voice in its implementation. It is likely that local residents would have asked for the pedestrian accoutrements which are clearly lacking from the corridor today. It is possible that West Street might never have become over one hundred and twenty feet wide.

Transit-oriented Development

Transit-oriented development (TOD) seeks to return developments to a walkable, pedestrian friendly scale by promoting mixed-use zoning and high densities. These

[33] Ibid.
[34] Ibid.

programs utilize the roadways as a common community space. As defined by the Transit Oriented Development website, the seven main elements of TOD are:

- Walkable design with pedestrian as the highest priority
- Train station as prominent feature of town center
- A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses
- High density, high-quality development within 10-minute walk circle surrounding train station
- Collector support transit systems including trolleys, streetcars, light rail, and buses, etc
- Designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems
- Reduced and managed parking inside 10-minute walk circle around town center / train station[35]

Some of these tenants, such as the incorporation of train stations, apply to more a regional scale than to the scope of the West Street Corridor.

Transit oriented development is supplemented by a device called the urban-rural transect. Regional planners and urban designers both use this transect as a reference to ascertain whether certain spatial forms and uses are appropriate for a given location. Essentially, the transect is a chart that graphically demonstrates how land uses should change on an urban-rural continuum (Figure 3.8).

If some of the transect's principals were applied along West Street, the character of the corridor would change dramatically. West Street would be categorized as a T5, Urban Center Zone. Applying these principals, buildings would be built up to the right-of-way edge, and parking lots, if any, would be contained behind the structures lining the street. Buildings would also have to be pedestrian friendly, with lively storefronts that engage the passers-by. Most of the buildings along the eastern edge of West Street (the buildings that were not demolished in the 1960s) actually follow these principals. Some buildings however, have their loading dock facing onto West Street with the actual entrance of the building facing a parking lot off a side street. Such structures are also set further back than the older buildings along West Street, another transgression from the transect's principals. One additional aspect of West Street that is inconsistent with the urban-rural transect is the treatment of parking lots. Parking lots should be hidden away from the street to encourage a diverse street face that promotes pedestrian activity.

[35] *Transit Oriented Development*, 2005.

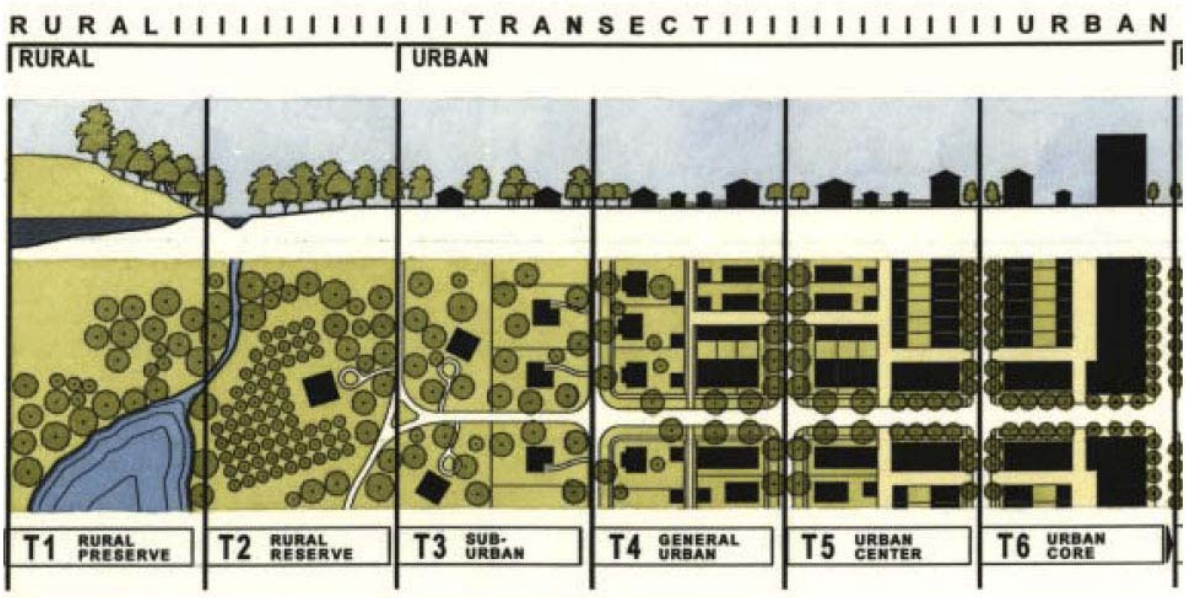


Figure 3.8: The Urban-Rural Transect.
Source: Duany, Plater, Zuberk & Company. Onondaga County Settlement Plan: The Regional Plan and Pilot Projects. Syracuse-Onondaga Country Planning Agency. 2001. Also available at: http://www.syracusethenandnow.net/SettlementPlan/RegionalPlanFinal.pdf

Applying TOD and the urban-rural transect to West Street would encourage healthy uses of right-of-way and would be highly compatible with traffic calming, road dieting and context sensitive solutions. Pedestrian spaces along the road would complement a pedestrian friendly architecture. Automotive use would lessen because all of the community conveniences could be found within a walking distance. The tenants of transit-oriented development, combined with corridor designs, can alleviate the negative impacts of the arterial project and foster a powerful space that harmonizes the many needs and uses of the corridor.

The tools available to transit planners today are very diverse. By utilizing psychology and rethinking many orthodox assumptions, traffic calming and road dieting can provide solutions that previously would have been overlooks. Context sensitive solutions takes these ideas one step further and seeks to integrate community participation into the design process for West Street. Transit-oriented design can further assist West Street's redesign by encouraging sympathetic interactions between the right-of-way and its surrounding buildings. Many roads similar to West Street have been revitalized using these techniques.

IV. Inventory

The inventory of West Street covers the physical and social / cultural factors affecting the study site. These factors will be analyzed separately, with key points being drawn out of each analysis. These key points will then be combined with the information gained by the literature review. This synthesis will inform the master plan for West Street, with a set of design recommendations for the different areas of West Street Corridor. This master plan will be addressed in the next chapter of this report.

A. Analysis

The physical factors analyzed were the site's pedestrian amenities (sidewalks and crosswalks), automotive metrics (such as accidents and traffic flows), and historic resources. The social and cultural factors relate to information regarding land use patterns, zoning laws, economic incentives, and the viewpoints obtained through stakeholder interviews.

Physical Factors

The physical make-up of a site is one of the most apparent resources for an inventory to cover. While the road widths and number of lanes was already provided, there are still more factors to cover regarding West Street. One topic investigated in great detail was the presence or absence of pedestrian amenities, such as sidewalks, crosswalks and varied street architecture. Another physical factor deals with automotive use. The two physical factors that affect automotive users are accident location and frequency, as well as average daily trips. Finally, the historic resources of West Street were determined.

The pedestrian amenities along the West Street Corridor were varied (Figure 4.1, Page 45). Some areas were very pedestrian friendly, while other areas severely lacked amenities. For this study, a sidewalk was considered to be a space clearly dedicated for pedestrian movement. For example, a storefront with an asphalt parking lot going from the curb to the front of the building would not be considered a sidewalk. Crosswalks were indicated by the presence of demarcation on the roadway. Many crosswalks were faded

and in poor condition, however as long as the striping was visible, it was counted as being present. Finally, the varied street architecture was determined based on whether there existed pedestrian permeability (eye-level windows / doors) as well as architectural variety and ornamentation. The presence of these factors has been shown to improve the pedestrian experience along a right-of-way.

The analysis found that the area between Wyoming and West Streets lacks pedestrian amenities. Of the four blocks between Marcellus Street and Gifford Street, only half of one block had a sidewalk. This is especially concerning because these blocks are situated between the Westside communities and Downtown. Another key point is that along the entire 1.8 miles of West Street only seven crosswalks exist, many in poor repair. This leaves only one crosswalk every quarter of a mile. This issue is compounded by the absolute lack of crosswalks from Gifford Street to West Fayette Street, a distance four tenths of a mile, over 2000 feet. The same sidewalk problem holds true along Plum Street in the north, which as a similar character to Wyoming Street. The pedestrian friendly spaces along the study site were few, though the Westside Communities and Armory Square had many such amenities.

The key points about roadway spaces along West Street relate to accidents and automotive flow (Figure 4.2, Page 46). Along four of West Street's intersections traffic accidents occur at least once a month, with nearly one every week at the intersection with West Fayette Street. With regard to traffic flow, a majority of the interchange between Route 690 and West Street occurs on the ramp connecting eastbound Route 690 traffic with West Street southbound.

West Street was found to contain many historic resources (Figure 4.3, Page 47). When determining the historic resources, two factors were considered. First, the actual age of the buildings along West Street were calculated. This information was gained through the literature review as well as Real Property Tax records. Secondly, the federal, state and local historic status was reviewed for buildings along the corridor. The level and type of historic status a building receives can make a property more attractive to a developer. The historic resources inventory shows a few remaining older structures, with some of the architecturally significant buildings along West Street. These remaining older buildings are especially significant because of their size and their location. These older structures exist just beyond Armory Square's parking lot buffer and with appropriate infill they could anchor an extension of Armory Square's mixed-use neighborhood.

Social / Cultural Factors

The social and cultural factors were considered to be the policy decisions affecting West Street and stakeholder interviews. First land uses will be review, followed by a look at the zoning. Then two economic incentives along West Street will be discussed. Finally, information gained through interviewing stakeholders in the West Street Corridor will be analyzed.

The lands uses along West Street have been divided into eight categories (Figure 4.4, Page 48). These categories are low-density residential (such as single and two-family homes), high-density residential (three or more family homes and apartments), commercial, institutional (firehouses, churches, schools), industrial, park, vacant and surface parking. Surfacing parking is technically a type of commercial land use, however many types of land use incorporate surface parking so it was added as an eight category. Analyzing land use, the large amount of surface parking along West Street becomes apparent. Much of the area between Erie Boulevard West and Marcellus Street is utilized for parking. The presence of these parking lots creates a non-pedestrian space and when combined with a lack of pedestrian amenities, it creates a very unfriendly pedestrian zone around Armory Square and its strong economy.

There are six types of zoning along West Street (Figure 4.5, Page 49). One of the most prevalent types is the Central Business District (CBD) zone, which comprises nearly one quarter of the corridor. The Central Business District is actually an amalgam of multiple variations of the CBD zone. Commercial, Industrial and Local Business zoning also exist along West Street. Finally there are two types of Residential zoning along the study site, Class A and B. These two zones are quite similar except that Residential Class A has setback requirements further from the right-of-way, making it a less dense area. Residential buildings are allowed in all of these zones, though they must be high density apartments or condominiums. Analysis shows that West Street's zoning could be revised. Blocks between Wyoming and West Streets are zoned residential but have few residents and a much industrial and commercial land uses. Finally, low-density housing exists within the commercial zone near Park Avenue and West Street, which is inappropriate for the current zoning.

Another social factor investigated in this study was the economic incentives provided by the Empire State Zone and Empowerment Zones. Both of these zones are areas where certain types of taxes can be forgiven if business owners take steps to employ local residents and improve the neighborhood. With the exception of the Seymour School and

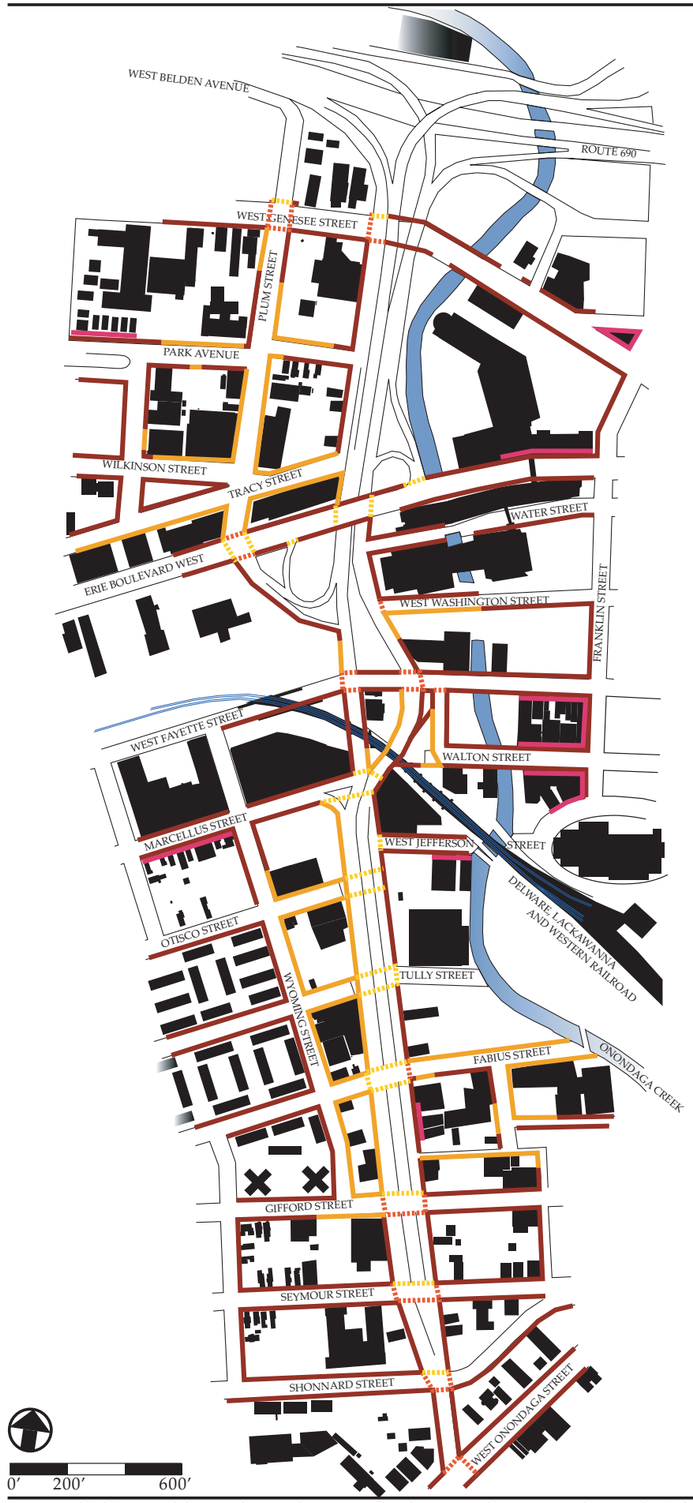
the National Grid Complex, the entire West Street Corridor is covered by both of these zones, which provides a powerful incentive for some developers.

Interviews were a vital step in the inventory process because an understanding of the experience of West Street could be gained through this process. It was beyond the scope of this project to interview a statistically significant number of people, however, this report does cover four types of stakeholders. They are local residents, local advocacy / community leaders, local business owners, and commuters of the West Street Corridor. Each of these stakeholders were asked a series of six questions, which were designed to gather information about how West Street related to their lives, as well as the stakeholder's hopes for the future of the space (Appendix B). The key points derived from the interviews are listed below:

- West Street occurred as a blank spot, or white space, in many people's mental understanding of the area.
- Many stakeholders found the street to be ugly, neglected and inhospitable.
- Residents on the west side of West Street wished to connect with Downtown, specifically residents in the Greater Park Avenue Neighborhood wished to connect with the entertainment at Armory Square and the residents in Westside Communities wished to connect with jobs located Downtown.
- Housing options such as apartments and condominiums are considered appropriate and desirable along West Street.
- Residents wish to see open space and green space along West Street.
- The Delaware, Lackawanna & Western Rail Bridge, not West Street, is viewed as a physical barrier.

LEGEND:

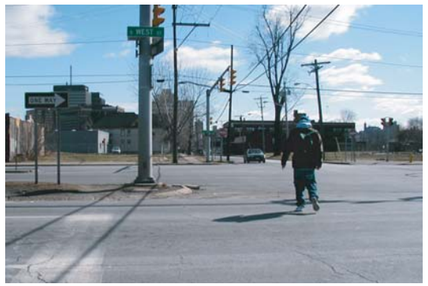
- Sidewalk
- Crosswalk
- Lack of Sidewalk
- Lack of Crosswalk
- Presence of Varied Street Architecture



Sidewalk along West Street.
Source: Author, 2006

Lack of a sidewalk along West Street.
Source: Author, 2006

Crosswalk on West Street.
Source: Author, 2006



Lack of a crosswalk on West Street.
Source: Author, 2006

Varied architecture facing onto West Jefferson Street.
Source: Author, 2006

Blank architecture facing onto West Street.
Source: Author, 2006

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

ANALYSIS: PEDESTRIAN

FIGURE 4.1

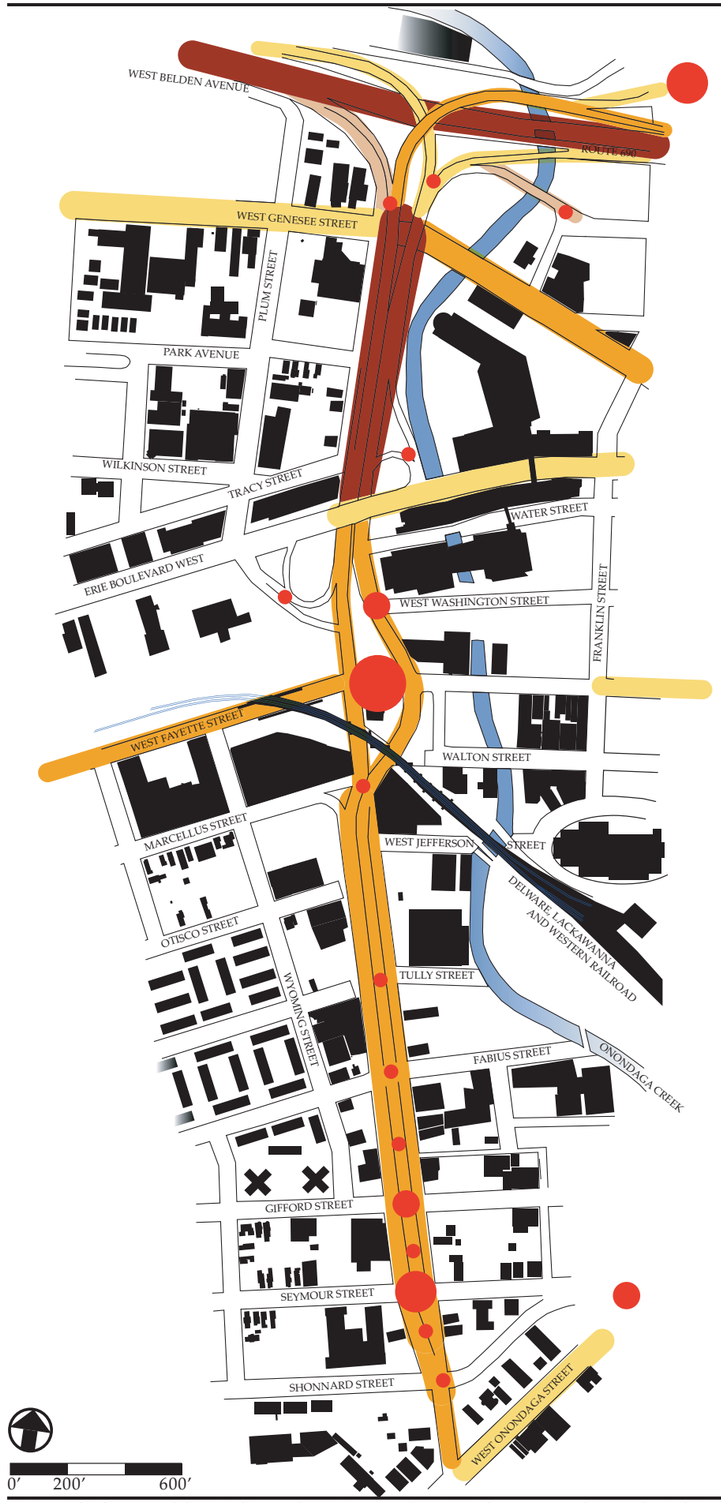
LEGEND:

Average Daily Trips:

- 0 - 5000 Cars
- 5,001 - 10,000 Cars
- 10,001 - 25,000 Cars
- 25,001 + Cars

Accidents:

- 0 - 1 Reported/Month
- 1 - 2 Reported/Month
- 2 - 3 Reported/Month
- 3 + Reported/Month



High Flow Area: West Street at Erie Boulevard
Source: Author, 2006

Low Flow Area: Herald Place Off Ramp
Source: Author, 2005

Evidence of an automoblie accident.
Source: Author, 2005

Potential pedestrian-car accident.
Source: Author, 2005

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

Data Source: New York State Department of Transportation, Region Three. Daily Trips collected from 1999-present. Accident data collected from 1999-2002.

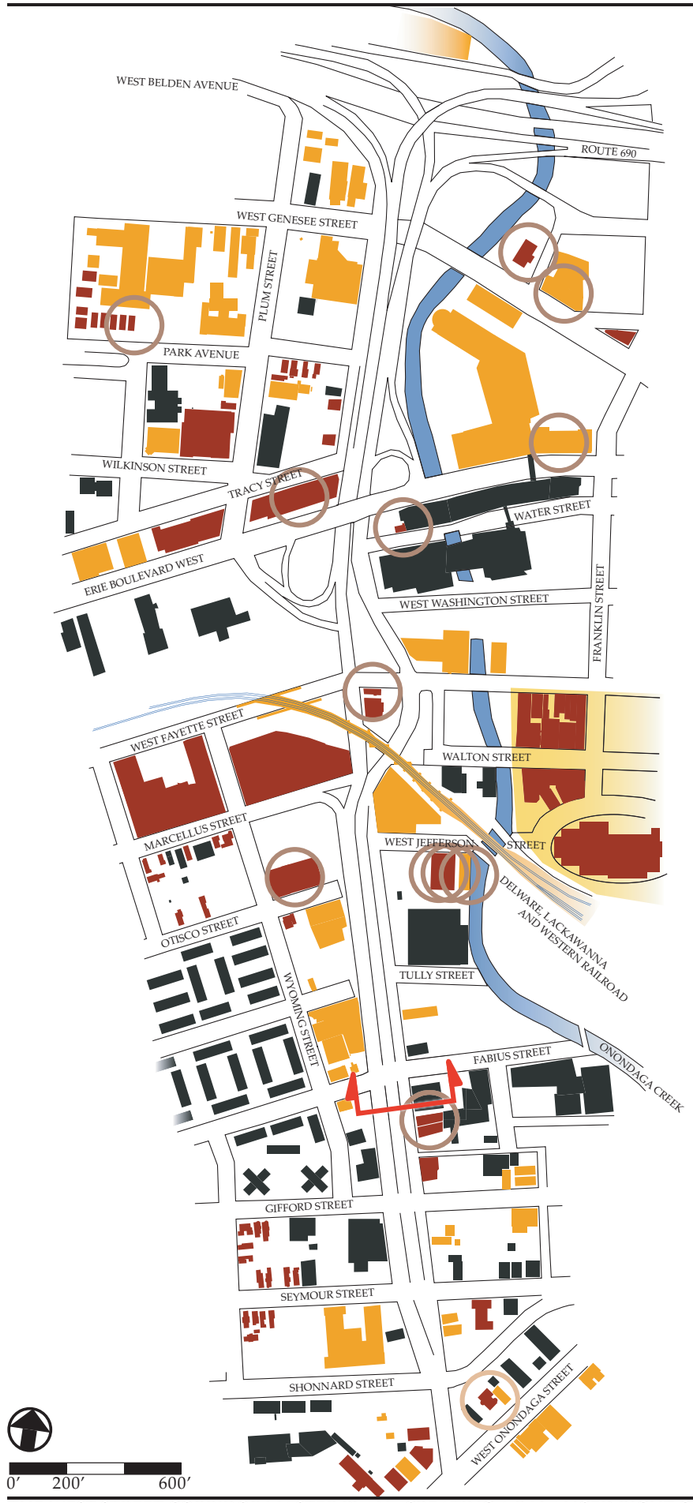
MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

ANALYSIS: RIGHT-OF-WAY

FIGURE 4.2

LEGEND:

- Buildings Existing Prior to 1911
- Buildings Existing Prior to 1953
- Buildings Existing Since 1953
- National Registered District
- Building Elligible for Historic Designation
- Architecturally Significant Buildings
- Section Line



West Street at West Fayette Street, looking south, 1938.
Source: Onondaga Historical Association, Folder: Ward 2 Photography. Accessed 2005.

West Street at West Fayette Street, looking south, 2005.
Source: Author 2005.

South West Street, circa 1892

South West Street, circa 1953

South West Street, circa 2003

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

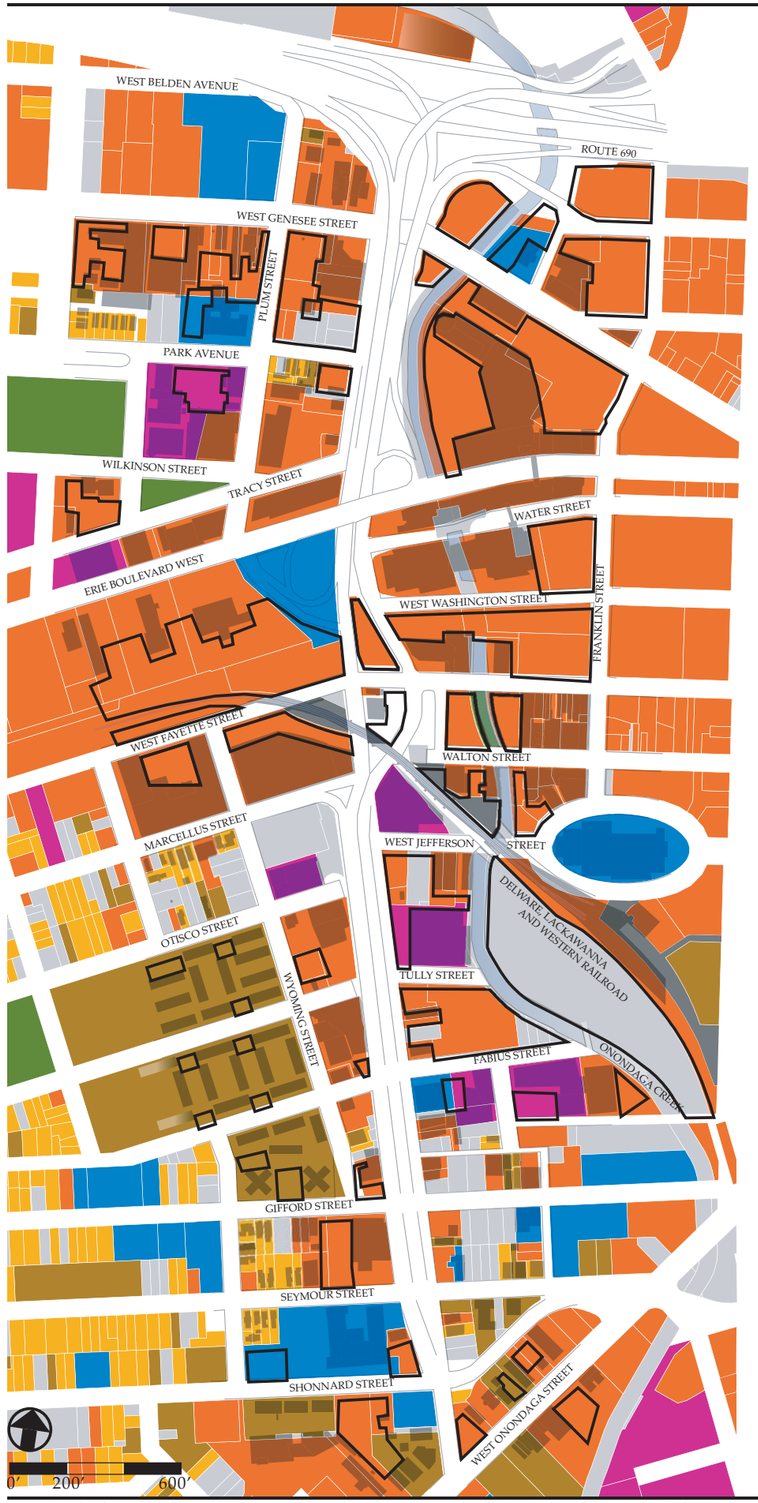
MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

ANALYSIS: HISTORIC RESOURCES

FIGURE 4.3

LEGEND:

- Low-Density Residential
- High-Density Residential
- Commercial
- Institutional
- Industrial
- Public Utilities
- Parkland
- Vacant
- Surface Parking



Low-Density Residential Property
Source: Author, 2005

Industrial Property
Source: Author, 2005

High-Density Residential Property
Source: Author, 2005

Park Property
Source: Author, 2005

Commercial Property
Source: Author, 2005

Vacant Property
Source: Author, 2005

Institutional Property
Source: Author, 2005

Surface Parking Property
Source: Author, 2005

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

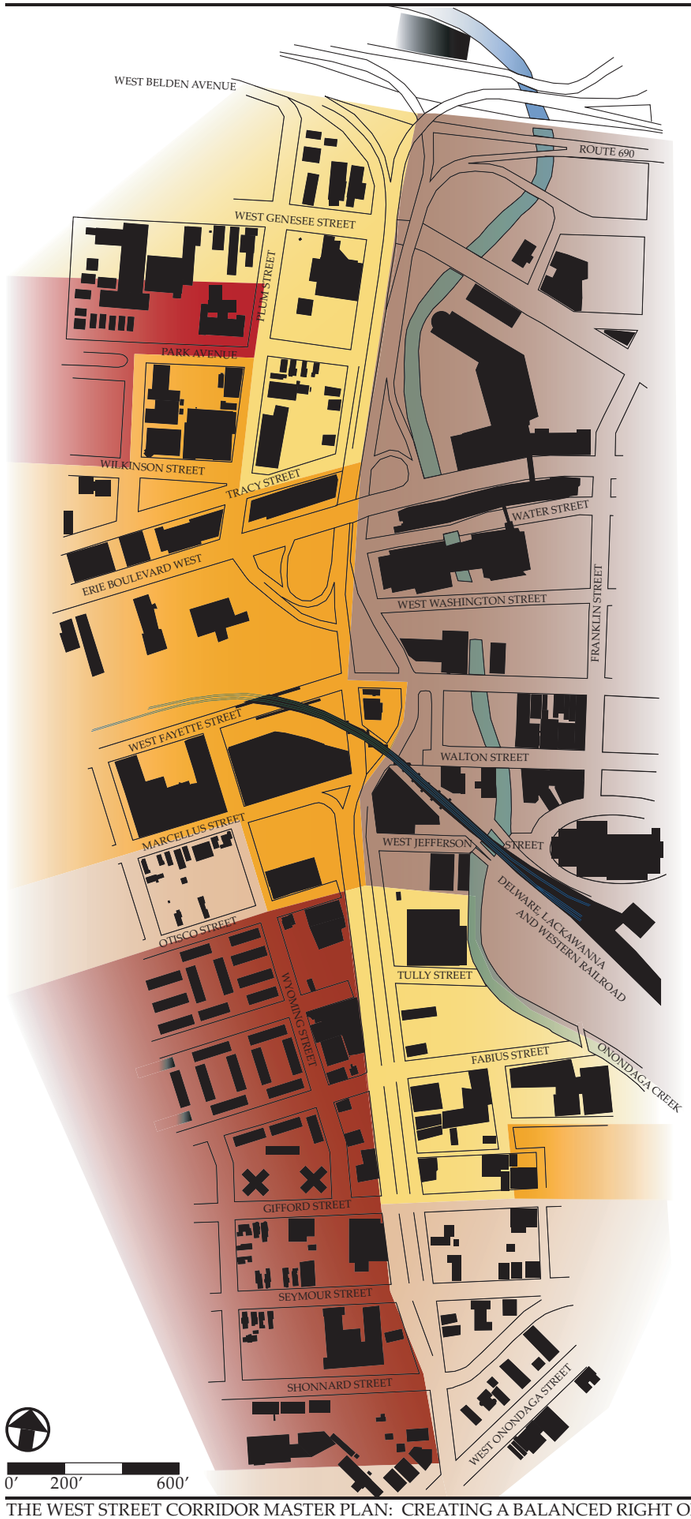
MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

ANALYSIS: LAND USE

FIGURE 4.4

LEGEND:

- Residential, Class A
- Residential, Class B
- Local Business Dictrict, Class A
- Commercial, Class A
- Industrial, Class A
- Central Business District



Residential, Class A
Source: Author, 2005

Commercial, Class A
Source: Author, 2005

Residential, Class B
Source: Author, 2005

Industrial, Class A
Source: Author, 2005

Local Business District, Class A
Source: Author, 2005

Central Business District
Source: Author, 2005

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

MARCH 21, 2006 PAUL SALVATORE MERCURIO
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ANALYSIS: ZONING

FIGURE 4.5

B. Synthesis

After analyzing the separate factors along West Street, these varied aspects were synthesized together. This resulting synthesis is then analyzed though five different filters: safety, sense of place, spatial form, economics and transportation. Each of these filters will contain associated problems and opportunities along West Street. Problems are considered to be existing physical conditions, uses or programs that are inadequate, insufficient or inappropriate for current or future needs. Opportunities are physical features, uses or programs that may potentially be utilized to help satisfy current and future needs. At the end of this section, four pages will graphically present each of these lenses, with Safety and Sense of Place sharing a page.

Safety

This filter of safety refers to safety while driving, on foot, or while using a bicycle. It does not prioritize one transit use over another (Figure 4.6, Page 53).

Problems:

- Frequent accidents occur along West Street.
- Blind corners exist at intersections.
- Lack of pedestrian amenities along the corridor.
- West Street has too many lanes.
- Cars move at high speeds within feet of pedestrians.

Opportunities:

- The speed vehicles driving West Street can be reduced.
- The number of lanes on West Street can be lowered.
- Pedestrian amenities can be added.
- Bicycle amenities can be added.

Sense of Place

The sense of place filter refers to the character and feeling of a location, as opposed to its exact physical structure. General aesthetics are part of a location's sense of place (Figure 4.6, Page 53).

Problems:

- Excessive signage throughout West Street.
- West Street and DL&W Bridge act as psychological barriers.

- Unpleasant pedestrian experience crossing West Street.
- West Street is often over-looked and non-memorable.
- Poor aesthetics along West Street from trash and low maintenance.
- West Street appears as a blank area on many people's mental maps.

Opportunities:

- Strong sense of community exists in local neighborhoods.
- Many older structures contain interesting architecture.
- Industrial nature of elevated rail bridge could be celebrated.
- Urban densities can be achieved with infill buildings.
- Dynamic infill buildings can attract diverse populations.

Spatial Form

This aspect of the synthesis relates solely to the physical expression of buildings and right-of-way spaces along West Street (Figure 4.7, Page 54).

Problems:

- West Street is above or below the street level north of Water Street.
- Partial cloverleaf pattern is inappropriate for urban setting.
- West Street has a highway character in a neighborhood setting.
- Pedestrian scale and enclosure is lacking in many areas.
- Little greenery or canopy cover exists along the corridor.
- Empty spaces / urban voids exist along much of West Street.

Opportunities:

- Dynamic urban spaces occur when two separate grid patterns intersect.
- West Street is near to Downtown.
- Extant communities have retained spatial character.
- West Street is near Onondaga Creek.

Economics

The lens of economics looks at the factors through purely monetary factors, such as investment potential and local incentives (Figure 4.8, Page 55).

Problems:

- Many vacant properties exist in West Street area.
- Large spaces dedicated to surface parking.
- Fifty percent of people in the Westside Communities are below the national poverty levels.
- Perceived lack of economic vitality in western neighborhoods.
- West Street acts as an economic barrier.

- Syracuse zoning supports a suburban-style model of development.

Opportunities:

- Strong commercial area at Gifford and West Streets.
- Armory Square development could extend west into similar industrial buildings.
- Continuous vacant or underutilized properties may provide a catalyst for future redevelopment.
- Historic architecture can generate creative redevelopment spaces.
- Economic generators exist along the West Street Corridor.
- Empire State Zones and Empowerment Zones exist along all of West Street except for the Seymour School and the National Grid Complex.
- Syracuse zoning allows for many types of land uses.

Transportation

The final transportation filter relates to movement and flows. Largely these flows relate to actual movement, though some key points relate to desired movement (Figure 4.9, Page 56).

Problems:

- People cross in unsafe locations.
- Few sidewalks and crosswalks exist for pedestrians.
- Drivers cannot easily turn around on West Street.
- Traffic moves too quickly along the arterial.
- East-west movement is restricted throughout the corridor.
- High volumes of traffic in North West Street.

Opportunities:

- Historic street alignments could be reestablished.
- Park Avenue Neighborhood residents wish to connect with Armory Square.
- Residents want to have pedestrian access to Onondaga Creek.
- Residents have an interest in connecting to Downtown.
- West Street is reference for giving driving directions.
- Many pedestrians cross and utilize West Street.

SENSE OF PLACE PROBLEMS:

- Excessive signage throughout West Street.
- West Street and DL&W Bridge act as psychological barriers.

Not mapped:

Unpleasant pedestrian experience crossing West Street.

West Street is often overlooked and non-memorable.

Poor aesthetics along West Street from trash and low maintenance.

SENSE OF PLACE OPPORTUNITIES:

- Strong sense of community in local neighborhoods.
- Many older structures contain interesting architecture.

Not mapped:

Industrial nature of elevated rail bridge could be celebrated.

SAFETY PROBLEMS:

- Frequent accidents occur along West Street.
- Blind corners exist along West Street.

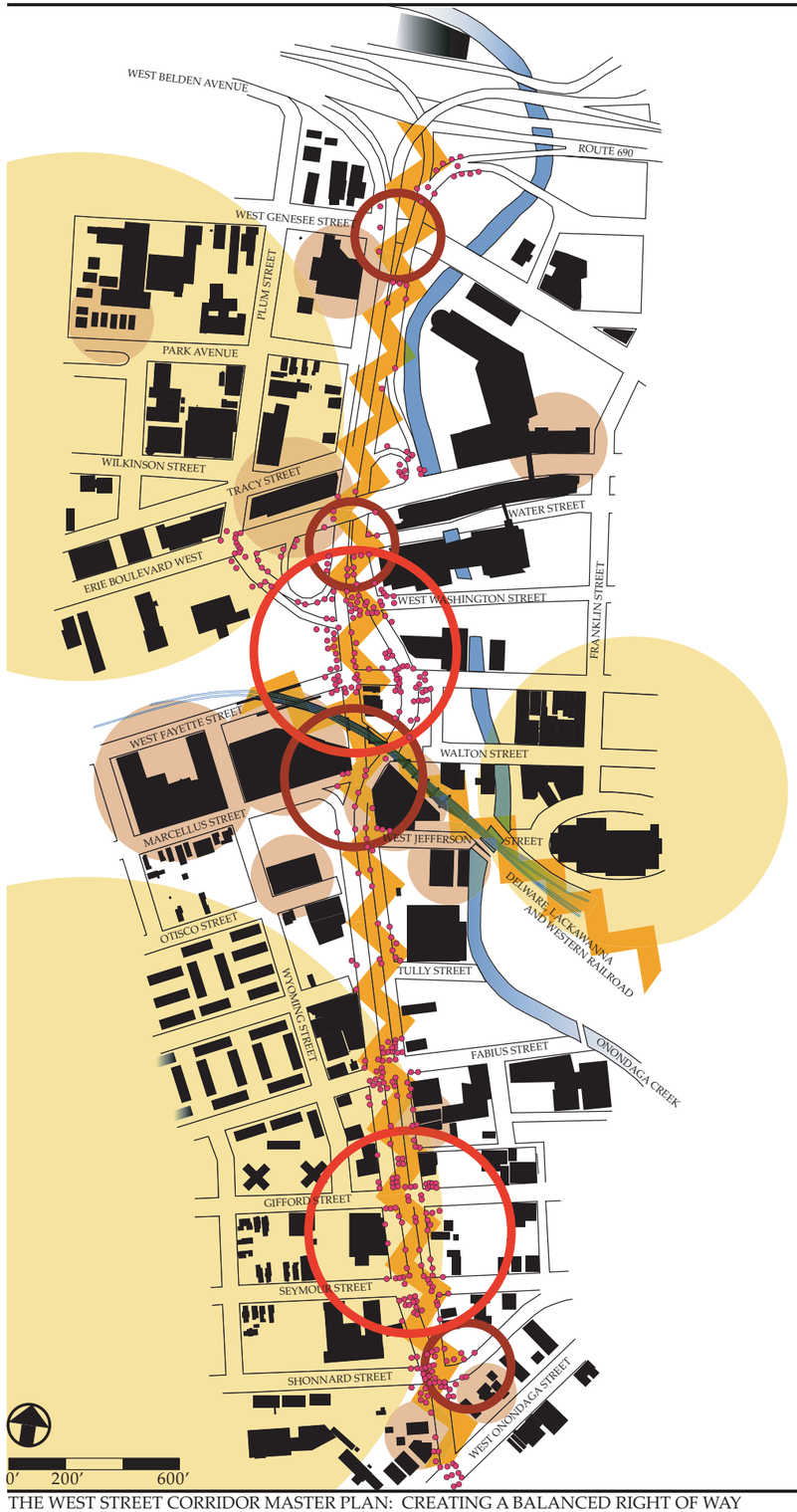
SAFETY OPPORTUNITIES:

(Not mapped)

The speed of West Street can be reduced.

The number of lanes on West Street can be lowered.

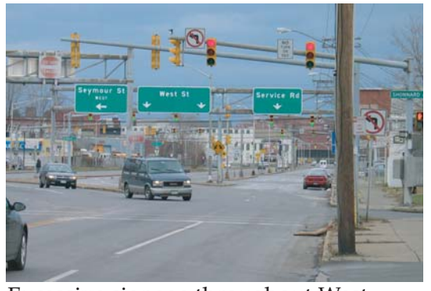
Pedestrian amenities can be added.



The number of lanes on West Street can be lowered.
Source: Author, 2005

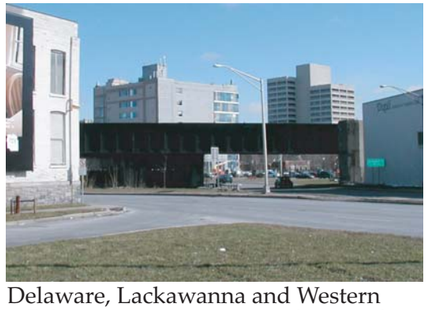
Unpleasant pedestrian experience crossing West Street.
Source: Author, 2006

Many older structures contain interesting architecture.
Source: Author, 2006



Excessive signage throughout West Street.
Source: Author, 2005

Poor aesthetics along West Street from trash and low maintenance.
Source: Author, 2006



Delaware, Lackawanna and Western Bridge acts as a psychological barrier.
Source: Author, 2006

Blind corners exist along West Street.
Source: Author, 2006

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

SYNTHESIS: SAFETY / SENSE OF PLACE

FIGURE 4.6

PROBLEMS:

West Street is above and below the street level north of Water Street.

Houses along 100 Block of Park Avenue are incompatable with zoning.

Partial clover-leaf pattern is inappropriate for urban setting.

Not mapped:

West Street has a highway character in a neighborhood area.

Little greenery or canopy cover exist along West Street.

Empty spaces / urban voids exist along much of West Street.

OPPORTUNITIES:

Dynamic urban spaces occur when two seperate grid patterns intersect.

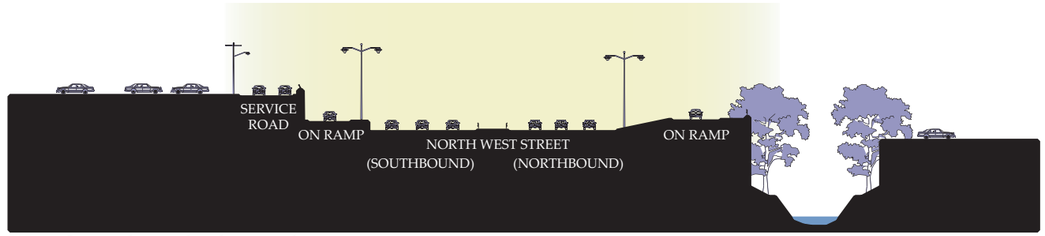
West Street is near to Downtown.

Extant communities have retained spatial character.

West Street is near Onondaga Creek.

CONSTRAINTS:

County is proposing a regional sewage treatment facility next to Armory Square and Onondaga Creek.



West Street has a highway character in a neighborhood area.

West Street is above and below the street north of Water Street.
Source: Author, 2005

Partial clover-leaf pattern is inappropriate for urban setting.
Source: Author, 2006

Little greenery or canopy cover exists along West Street.
Source: Author, 2005

Empty spaces / urban voids exist along much of West Street.
Source: Author, 2006

Extant communities have retained spatial character.
Source: Author, 2005

West Street is near a hidden Onondaga Creek.
Source: Author, 2005

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

SYNTHESIS: SPATIAL FORM

FIGURE 4.7

PROBLEMS:

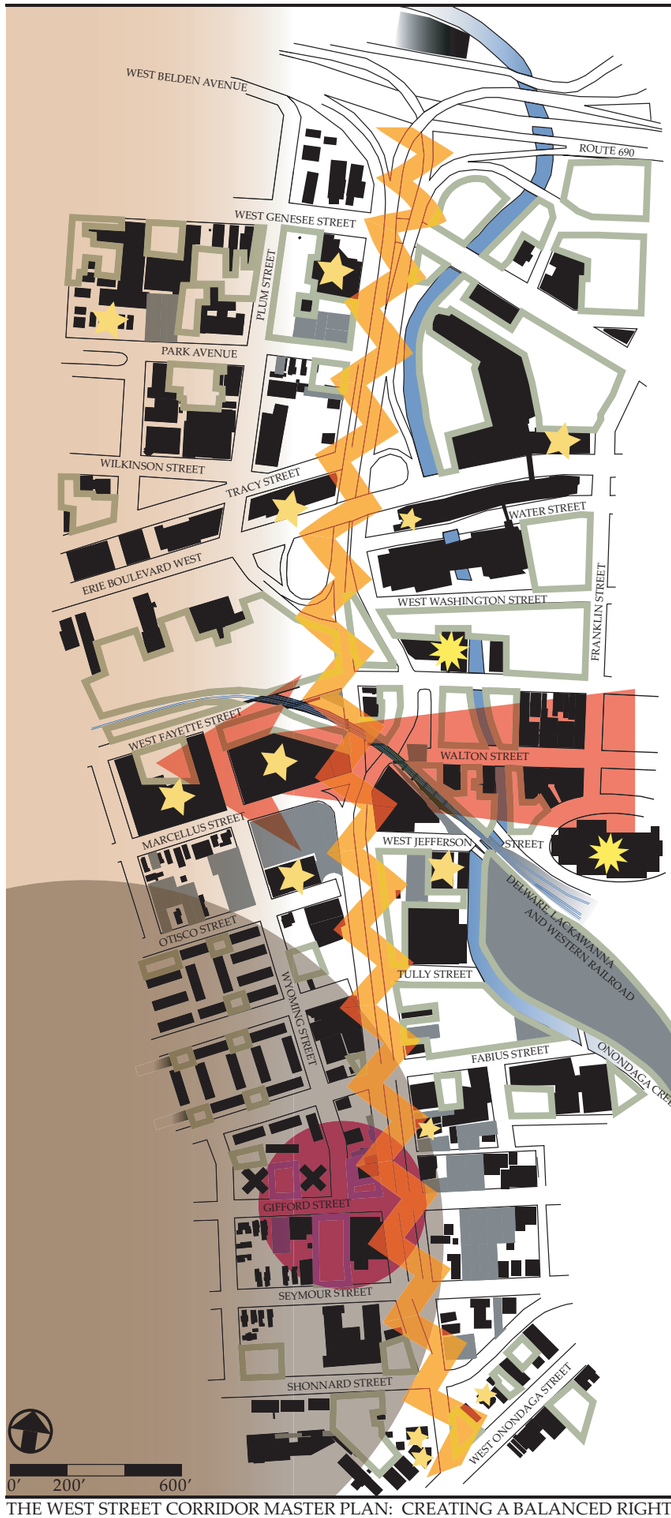
- Many vacant properties and exist in West Street area.
- Large spaces dedicated to surface parking.
- Fifty percent of people in the Westside Neighborhood are below poverty.
- Perceived lack of economic vitality in western neighborhoods.
- West Street acts as an economic barrier.

OPPORTUNITIES:

- Strong commercial area at Gifford and West Streets.
- Armory Square could extend west into similar industrial buildings.
- Continuous vacant properties may provide catalytic redevelopment.
- Historic architecture can provide creative redevelopment spaces.
- Economic generators exist along West Street corridor.

Not mapped:

- Empire and Empowerment Zones exisit along all of West Street except National Grid and some 900 Block properties on South West Street.
- Syracuse zoning allows for many types of land uses.



Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

West Street acts as an economic barrier.
Source: Author, 2005

Vacant properties are both a problem and an opportunity for West Street.
Source: Author, 2006

Much of the land around West Street is dedicated to surface parking.
Source: Author, 2006

Historic architecture along West Street may be creatively redeveloped.
Source: Author, 2006

Trash along West Street contributes to a percieved lack of economic vitality.
Source: Author, 2005

The Museum of Science and Technology acts as an economic generator.
Source: Author, 2006

Syracuse University's Warehouse acts as an economic generator.
Source: Author, 2006

MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

SYNTHESIS: ECONOMICS

FIGURE 4.8

PROBLEMS:

People cross in unsafe locations.

Few sidewalks and crosswalks exist for pedestrians.

Not mapped:

Drivers cannot easily turn around on West Street.

Traffic moves too quickly along West Street.

East-west movement is impeded across West Street.

OPPORTUNITIES:

West Street could return to historic street alignments.

Park Avenue neighborhood wishes to connect with Armory Square.

People wish to connect across Onondaga Creek.

Nearby neighborhoods wish to be connected with Downtown.

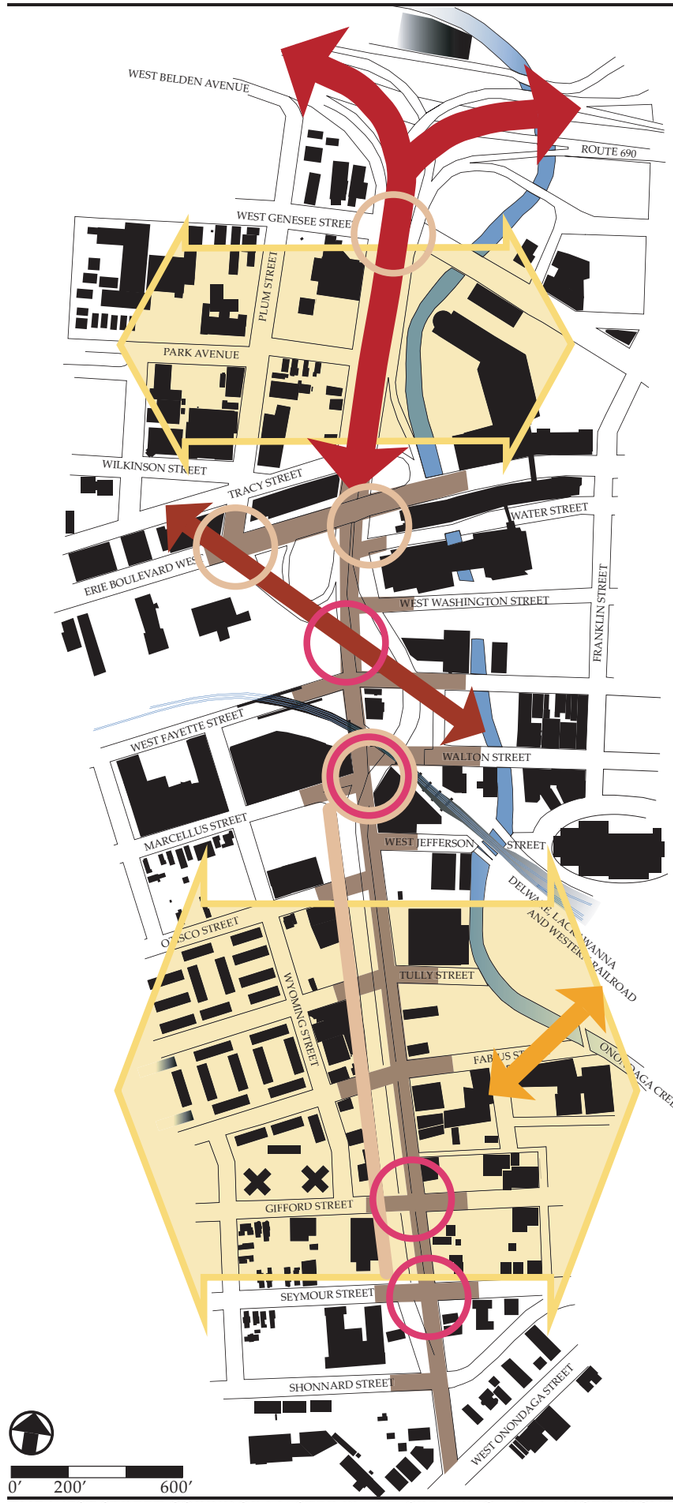
Not mapped:

West Street easy for giving directions.

Many pedestrains cross / utilize West Street.

CONSTRAINTS:

High volumes of traffic in North West Street.

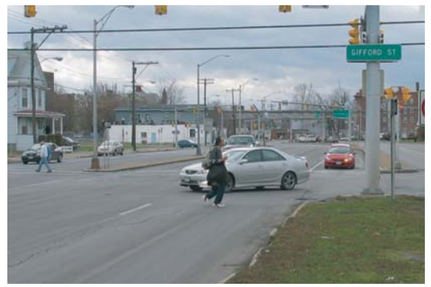


High volumes of traffic in North West Street.
Source: Author, 2006

South West Street could return to a historic street alignment.
Source: Onondaga Historic Association Museum. Folder: Ward 2 Photography. Accessed , 2005

Few sidwalks and crosswalks exist for pedestrians.
Source: Author, 2005

Traffic moves too quickly along West Street.
Source: Author, 2006



Unsafe pedestrian crossing at West Street.
Source: Author, 2005

Safe pedestrian crossing at West Street.
Source: Author, 2005

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator

MARCH 21, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

SYNTHESIS: TRANSPORTATION

Design

This chapter contains the master plan, conceptual designs and specific site recommendations. Information regarding the past uses and spatial form of West Street has been collected. Contemporary models for transportation design have been researched as well. After performing an inventory and analysis, a conceptual redesign of the West Street Corridor was able to be carried forward.

The three sections of this chapter will look at different levels of design for the study site. The first section addresses the master plan for the West Street Corridor, with includes mass / space recommendations as well as treatments for the West Street right-of-way. Within the framework of the master plan, five character areas were then identified along the West Street Corridor. Finally, this study takes a deeper look into two of these character areas and offers specific site design recommendations.

A. West Street Corridor Master Plan

The master plan section provides an overview of West Street's redesign. It first illustrates a set of design concepts to be applied throughout the corridor. These design concepts will be drawn from the identified problems and opportunities. A mass / space plan, informed by these concepts, will demonstrate a revised street and block layout pattern (Figure 5.1). Specific designs for the West Street right-of-way will be included, such as sidewalk widths, bicycle lane locations, road lanes, building setbacks and street tree placements.

The design concepts that inform the entire West Street Corridor are listed below:

- Improve the entry experience into the west side of Downtown Syracuse.
- Utilize traffic calming techniques to ease the highway-city transition.
- Increase the street intersections throughout the site to allow for greater movement / connectivity.
- Connect communities separated by the current spatial forms along West Street.
- Reveal overlooked physical, social and cultural elements along the West Street Corridor.
- Incorporate historic patterns and resources into future development.
- Capitalize on the presence of Onondaga Creek.

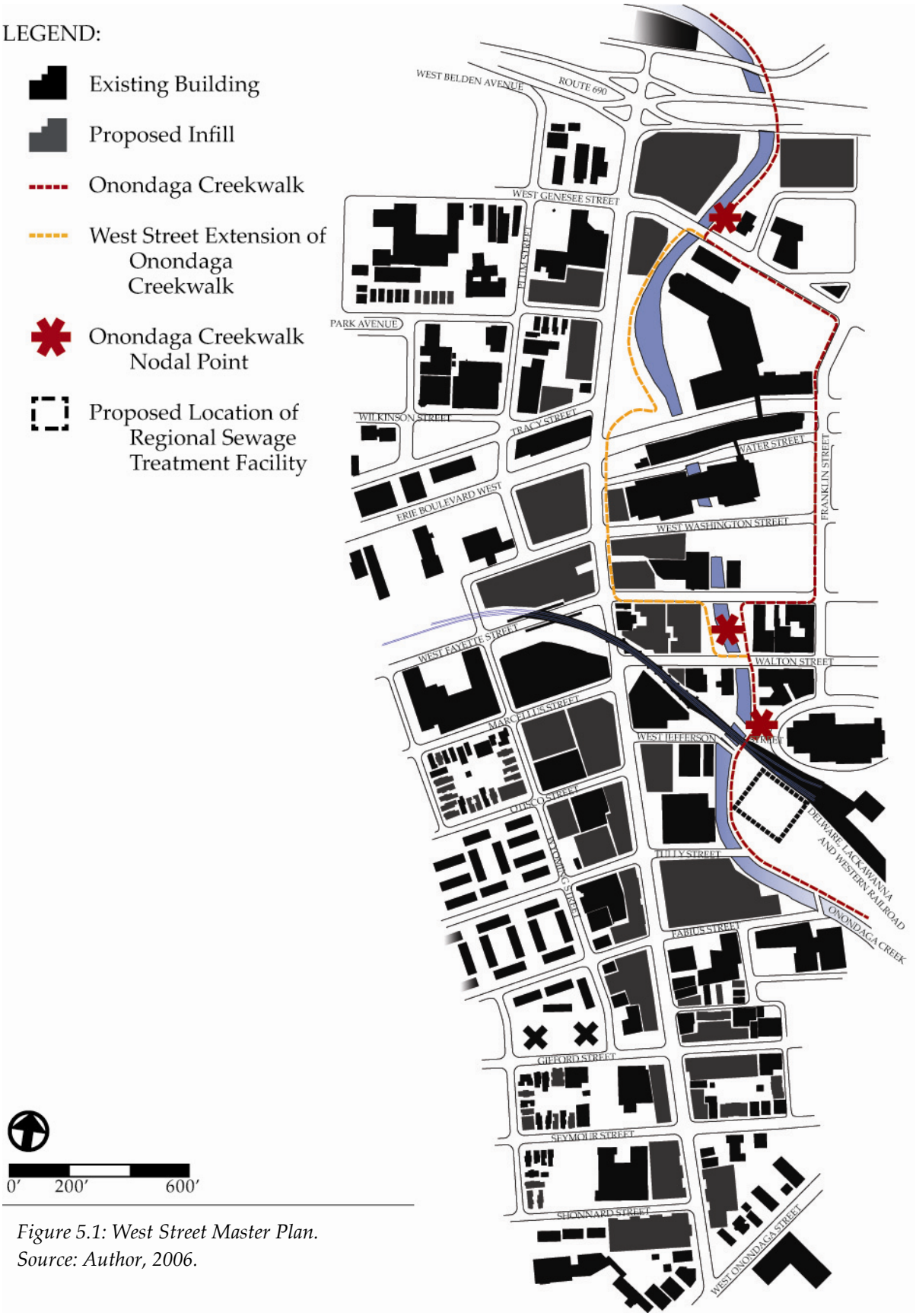


Figure 5.1: West Street Master Plan.
Source: Author, 2006.

When these design concepts are applied to the West Street Corridor, a very different space emerges from the current arterial structure. With regard to the mass / space plan, the block and street grid pattern is reworked first. Streets that were blocked off by the arterial form are reopened, creating additional intersections along West Street. While this slows down north-south traffic movement, it also allows the West Street traffic better access to other streets. With more access into and out of West Street, traffic patterns are less concentrated along the corridor and dispersed through the area. A new roadway connection is also created between Plum and Wyoming Streets. This street is meant to act as a supplementary corridor for local traffic.

After reestablishing the street and block pattern, infill forms are placed within the new blocks. At this scale, the buildings in the master plan are not meant to indicate actual built forms, but are meant to illustrate recommended densities and enclosure. In the northern and southern areas, the forms are three to four stories in height. This type of enclosure reflects the physical character of the surrounding communities. The central area contains three to five story buildings, with an industrial character, to refer to the historic industrial presence. These industrial-style structures unify the remaining historic industrial buildings. Infill forms also connect the space between Erie Boulevard West and West Fayette Street, a space that was historically separated by rail yards. Infill extends out to the right-of-way in many cases, to offer a pedestrian a variety of storefronts and architecture along the sidewalk. A few forms are set further back along West Street to create a wide pedestrian boulevard, though street trees keep the area at a human-scale. Some areas are left as open as well to create a branch of the Onondaga Creekwalk on the west side of the waterway.

In addition to establishing a framework for the street and block patterns and infill forms, the master plan also includes specific design recommendations for the length and breadth of West Street. The design recommendations vary in the north, central and south areas of west, responding to changes in the corridor's character (Figure 5.2, Page 61).

In the north, a four-lane automotive boulevard is to be created, featuring pedestrian and cyclist spaces outside of a wide planted median. Between the two lanes of travel in each direction, a central tree-lined median is proposed, which will narrow at Route 690, West Genesee Street and Erie Boulevard West to allow for a left turning lane. There will be no on-street parking in this area, which slows down the movement of traffic. This northern boulevard is intended to accommodate the high flows of traffic in the north. Sidewalks would be spacious in this section, with enough room for pedestrian movement, as well as

bicycle movement. It is recommended that cyclist traffic be removed from the high speed automotive traffic in this area for safety reasons.

The majority of West Street is treated as a three lane roadway. This includes the area from West Fayette Street south to its terminus at West Onondaga Street. Since this section of West Street has less than 20,000 ADT, one lane of travel in each direction plus a turning lane is the recommended treatment. This brings West Street from an eight-lane arterial to a three-lane street, with a fourth lane for parking. The design indicates this parking lane to be placed on the western edge, but either side of West Street can facilitate this feature. Bicycle lanes in this area are included on either side of the traveling lanes to ensure bicyclists and drivers are aware of one another and act accordingly. The southern area also contains wide pedestrian boulevards to highlight the neighborhood feel of this part of West Street. These boulevards support an allée of trees, and allow room for children to play safely away from traffic. They even offer outdoor seating for restaurants and cafes. Ultimately, large pedestrian sidewalks create a comfortable space in which people may gather to socialize or simply stroll.

The central area of West Street acts as a transition between the north and the south sections. It is recommended that West Street have five lanes between Erie Boulevard West and West Fayette Street. Four lanes are dedicated to moving traffic, while the central lane is a turning lane. This expression is half way between the northern boulevard character and the southern neighborhood street character. The tree median utilized in the north becomes the central turning lane. This turning lane slows down the speed of traffic from the north, while at the same time facilitates better automotive integration with the street grid.

LEGEND

- Existing Building
- Proposed Building
- Proposed Location of Regional Sewage Treatment Facility
- Boulevard Treatment (Four Lanes + Turning)
- Five Lane Treatment
- Three Lane Treatment

Near Park Avenue Looking North: Four Lane Boulevard
Scale: 1″ = 20′

Near West Fayette Street Looking South: Three Lane Road
Scale: 1″ = 20′

Near Fabius Street Looking North: Three Lane Road with Pedestrian Boulevard
Scale: 1″ = 20′

Map Source: 2003 Aerial Photography. New York State GIS Clearing House.
Notes: Drawn with AutoCAD, Photoshop and Illustrator.

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

APRIL 19, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

MASTER PLAN: CORRIDOR TREATMENTS

FIGURE 5.2

B. Character Area Recommendations

This section addresses six areas along West Street. While none of these areas contain any detailed design recommendations, they do offer conceptual designs that fit with the character of each area. Greater input from community members would be needed before any of these character areas could be designed in greater detail. The six areas are at the Route 690 Interchange, the Park Avenue Gateway, the Armory Square Gateway, the Hanford / Tully Street Interchange, the Gifford Street / Westside Gateway and finally the West Onondaga Street Historic Gateway (Figure 5.4).

The Route 690 Interchange

For the Route 690 Interchange, one design concept was created. This concept was to remove the many on and off ramps at West Street and Route 690, and create a more suitable intersection. Three design alternatives were reviewed for this intersection: a typical diamond style interchange, a rotary interchange, and a single-point urban intersection. The single point urban intersection was deemed the most appropriate for the space.

The diamond style interchange occurs when a street and highway intersect perpendicularly. On and off ramps typically parallel the elevated road, descending to the at-grade street, which passes under the highway. Traffic lights exist at either side of the highway, where the two sets of on and off ramps meet the roadway. Just east of the study site, Route 690 and Teal Avenue intersect in this manner (Figure 5.3). Unfortunately, this

Figure 5.3: Typical Diamond Style Interchange. Route 690 and Teall Avenue Intersection.
Source: New York State Geographic Information Systems, 2003.

Figure 5.4: Character Areas.
Source: Author, 2006.

option evaluates poorly when handling left turns off the highway. Cars must wait at a light at the bottom of the ramp, and then wait again underneath the overpass. Since the eastbound to southbound (left-turning) travel is one of the largest movements at this intersection, this design was abandoned.

A rotary, or roundabout, intersection is one design that facilitates left turn movements easily (Figure 5.4). It slows down traffic through the rotary, but at the same time ensures that traffic is consistently moving. The highway would pass under West Street in this situation, though the circular nature of the decking would be expensive. Ultimately, this type of intersection takes up too much space and cost, and was dismissed.

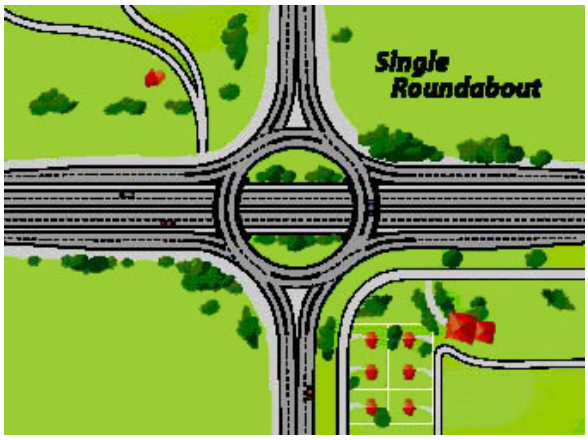


Figure 5.5: Rotary Interchange.
Source: Bared, Joe G. 2002.

The single point urban interchange (SPUI) is also called the urban diamond. It is similar in form to the typical diamond interchange. However, instead of the two pairs of on and off ramps meeting on either side of the highway, they meet together, either above or below the highway (Figure 5.5). The right-turn movements are provided with a slip lane to avoid the signal, and the left turning movements are combined into one single intersection with West Street. This is minimally invasive to the urban context and has been used throughout the country as a viable option for motorists. Since this interchange uses little space and facilitates left-turn movements, the SPUI was chosen as the recommended intersection.

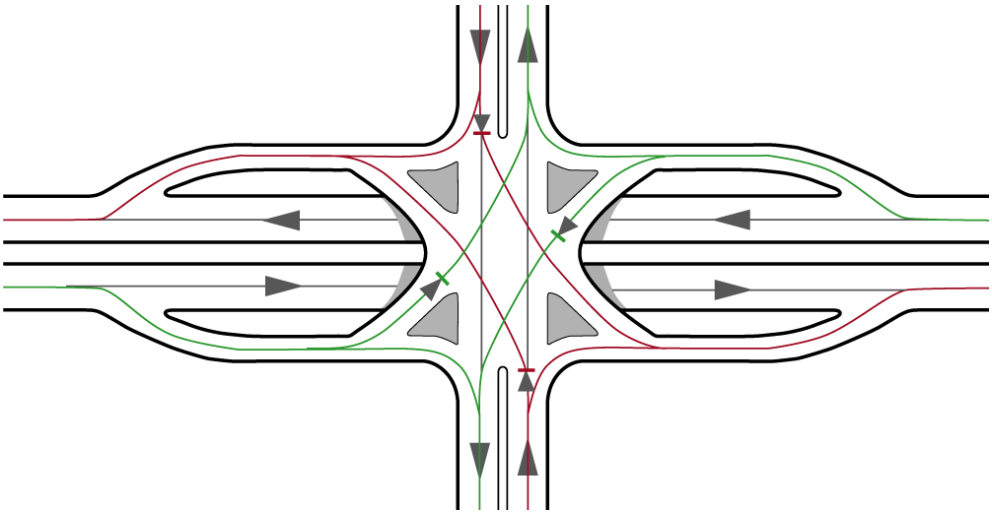


Figure 5.6: Single Point Urban Interchange.
Source: Wikipedia, 2006.

The Park Avenue Gateway

For the Park Avenue Gateway, five concepts were developed. This character area is where the cloverleaf ramps can be found, and is also where Onondaga Creek is closest to West Street. Park Avenue also ends at West Street in this area in an abrupt fashion. Considering this, the first concept for this character area was to create a focal point marking the terminus of Park Avenue. A second concept was to facilitate the movement of vehicles through this character area. The third concept was to capitalize upon the proximity to the Onondaga Creekwalk. The fourth concept called for the creation of mixed-use buildings with a strong residential component to highlight the neighborhood feel of this area. Finally, the fifth concept was to reference past structures and spatial form of the site. This character area was one of two areas where detailed site plans were created, which will be detailed in the next section.

The Armory Square Gateway

Six concepts were developed for the Armory Square Gateway. This character area contains the DL&W Rail Bridge, as well as industrial buildings. One concept for this area was to integrate the automotive circulation system with the urban grid. A second concept sought to incorporate the Delaware, Lackawanna and Western Rail Bridge with circulation patterns. The third concept was to provide a gateway into the Armory Square Neighborhood. A fourth concept was to expand the economic vitality of Armory Square. The fifth concept was to create a transition between the north and south character areas of West Street. Finally, the sixth concept, similar to the Park Avenue Gateway, was to reference past structures and spatial forms. The Armory Square Gateway will be the second area discussed further in the next section.

The Hanford / Tully Street Interchange

This interchange has five design concepts. The Hanford Pharmaceutical complex sits at the northeast corner of this intersection and currently takes advantage of the industrial nature of West Street by providing loading docks onto the street. As such, the first concept was that this character area could act as job creation corridor. Similarly, a second concept was to encourage Hanford to expand south and create a campus with additional buildings on the southeast corner of the intersection. This expansion could remove the loading docks facing the street and instead place them in the expanded building, which may also incorporate a parking garage structure for commuting employees. A third concept was that a pedestrian and cycling bridge across Onondaga Creek could be constructed at Tully Street,

paralleling a bridge further south. This relates to the fourth concept, which was to connect the Westside Communities to Downtown job opportunities. A fifth concept was that the infill structures along Tully Street from Wyoming Street to the creek could also incorporate job creation. All of these concepts would combine into this character area being a strong job creation and walk to work interchange.

The Gifford Street / Westside Gateway

This character area has four concepts. The first and foremost concept was that the Gifford Street area could become a cultural hub for the Westside Communities. A second, similar concept was to capitalize upon and expand the neighborhood retail businesses. The third concept was to create a gateway into the Westside Communities, celebrating the neighborhoods Latino heritage. Finally, a fourth concept was to construct a generous open space plaza, for neighborhood festivals and celebrations. These concepts would create a dynamic space with shoppers, strollers, festivals and events.

The West Onondaga Street Historic Gateway

Three concepts were generated for the West Onondaga Street Historic Gateway. This character is located at the southern terminus of West Street, where some of the historic West Onondaga Street mansions can be found. The being the case, the first concept was to create a gateway into the West Onondaga Street historic area. A second concept was to design infill buildings that referred to the nearby mansions. A third concept was to incorporate street accoutrements, such as benches, signage and lighting, into the vernacular designs of West Onondaga Street. This transition space would provide a southern end piece to the West Street Corridor.

C. Character Area Designs

Of the six character areas, two were investigated in more detail and concept designs were developed. The two character areas chosen were the Park Avenue Gateway and the Armory Square Gateway. Both of these designs include a site plan, as well as sections to demonstrate the proposed site's enclosure and character. These conceptual designs are meant to show in more detail the design concepts illustrated in the previous section.

The Park Avenue Gateway Design

A unique space in the City of Syracuse is created in this character area. This design could attract nearby residents as well as other people looking for outdoor leisure and recreational spaces (Figure 5.9, Page 72). It was developed by expanding the character area concepts into specific design features. The concepts from the master plan were taken into account as well.

The master plan has already designed some parts of this space. West Street will become a four-lane boulevard, with a fifth turning lane at West Genesee Street and Erie Boulevard West. There will be no on-street parking along West Street in this character area either. Buildings in this area are to be three or four stories. An open space exists on the east side of West Street to create a branch of the Onondaga Creekwalk. Finally, bicycle lanes are to be conterminous with the pedestrian space, and away from the roadway, for safety reasons.

With regard to the first character area concept of a focal point and terminus for Park Avenue, a formal axial plaza was created. This plaza is across West Street from the terminus of Park Avenue. It contains a central sculptural monument that could celebrate the local Polish heritage, or act as a contemporary memorial (Figure 5.10, Page 73). This plaza is flanked by a pair of symmetric ramps that connect at an axial set of stairs on the east side of the plaza. These stairs continue down to an overlook above Onondaga Creek. Additional ramps allow for the entire space to become universally accessible.

A second concept was to facilitate the movement of vehicles through this area. A boulevard style roadway is in place to address this, however additional designs were created. The two cross-street intersections in this area, Park Avenue and Tracy Street, are

designed to allow for the heavy flow of north-south traffic along West Street. A traffic signal would exist at Park Avenue, though it would generally be an inactive, flashing yellow light unless a pedestrian or cyclist activates the light by pushing a button, or unless the presence of a vehicle on Park Avenue triggers detectors above the traffic signal. At Tracy Street, there would be no signal. Vehicles and pedestrians would be prohibited from moving across West Street here. Cars would be able to turn right into southbound traffic, but pedestrians would be directed to the intersection at Erie Boulevard West. For both of these intersections, southbound traffic on West Street would be able to turn off, though northbound traffic would not. Pedestrian major crossings are located at West Genesee Street, Erie Boulevard West and Park Avenue, with spacious crosswalks that can accommodate cyclists and pedestrians. At the Park Avenue crosswalks, the raised median provides a refuge space between the two flows of automobiles (Figure 5.8, Page 71).

The third character area concept was to capitalize upon the proximity of the Onondaga Creekwalk. To address this, a series of design interventions were developed for the open space on the east side of West Street. With one of the Creekwalk's nodal spaces directly across West Genesee Street from this site, a western extension of the Creekwalk is designed as part of a new park. This is a universally-accessible linear path that parallels the creek and has an upper, middle and lower level for people to explore. These three path levels are designed to accommodate both pedestrians and cyclists. The upper level is a street level pedestrian promenade. This promenade is incorporated into a new building proposed in the north, parallel West Street further south until it ends at Erie Boulevard West. Since this promenade will overlook the lower levels of the design, it has a generous amount of benches for "people watching", as well as awnings and flowering trees to provide interest and shade. The lowest section of the Creekwalk extension is aligned along the Creek's shoreline until the southernmost part of the park, where it would gently curve back to street level. At its lowest point, this trail would be located seven feet above the water level, which is close enough to experience the creek, yet high enough to ensure annual flooding does not affect the pathway. The middle path weaves between the two, thus providing a high level of circulation options.

A second design developed from Onondaga Creek's proximity was to widen the Creek in the new park. The creek channel has been modified over the years and was eventually narrowed to its current state. Widening the Creek will restore some ecological niches to the hydrologic regime, and enhance the park. Sections of the current limestone retaining wall can be incorporated into the design to allow wildlife perches. This limestone wall will also calm water in the new basin and provide habitats for more varieties of wildlife.

A wetland and riparian zone buffer is located placed between the lowest level on the Onondaga Creekwalk trail and the open waters of the creek.

The fourth concept was to create mixed-use buildings with a strong residential component to height Park Avenue's neighborhood character. The infill forms, suggested by the master plan, fulfill this concept. The buildings on the west are mainly residential, both apartments and condominiums. These buildings have courtyard spaces for residents, as well as some ground floor spaces set aside for neighborhood retail. The building at the northern edge of the eastern park will be mixed-use as well. The uppermost floors contain apartments, with offices in the second story. The ground floor contains retail, possibly oriented toward park visitors. The southern end of this building has a story below the street facing onto the park, which will also be retail. A plaza below street level connects the lower level of the building to the park and can serve as an outdoor eating space (Figure 5.10, Page 73).

The fifth concept for this space was to reference past structures and spatial forms of the site. This is accomplished in two ways. First, by keeping the limestone walls of a widened Onondaga Creek, a sense of the historic channel will be preserved. Second, a historic reference to Tracy Street is created in the park by a series of nodes. Historically, Tracy Street used to cross West Street. This part of the street contained the Bartel's Brewery building on the south, and warehouses on the north. Since it was not viable to connect Tracy Street across West Street, a series of terraced platforms with an allée of trees would reference the enclosure and space where the right-of-way used to be located. The uppermost plaza of the Tracy Street extension could contain a street cart vendor or more permanent food stall, as well as a seating area with movable furniture. At the eastern end of this plaza, an interpretive element could refer to the Bartel's Brewery gate that used to cross Tracy Street in that location (Figure 5.10, Page 73).

This space achieves all of the master plan and character area concepts for this space. It provides a formal entry to the western edge of Downtown. It facilitates the north-south movement of automobiles, while at the same time connects pedestrians and cyclists across West Street. It reveals Onondaga Creek, and refers to historic patterns. In all, it creates a welcoming space for residents and visitors, be they a motorist, bicyclist or pedestrian.

PARK AVENUE GATEWAY
DESIGN OBJECTIVES

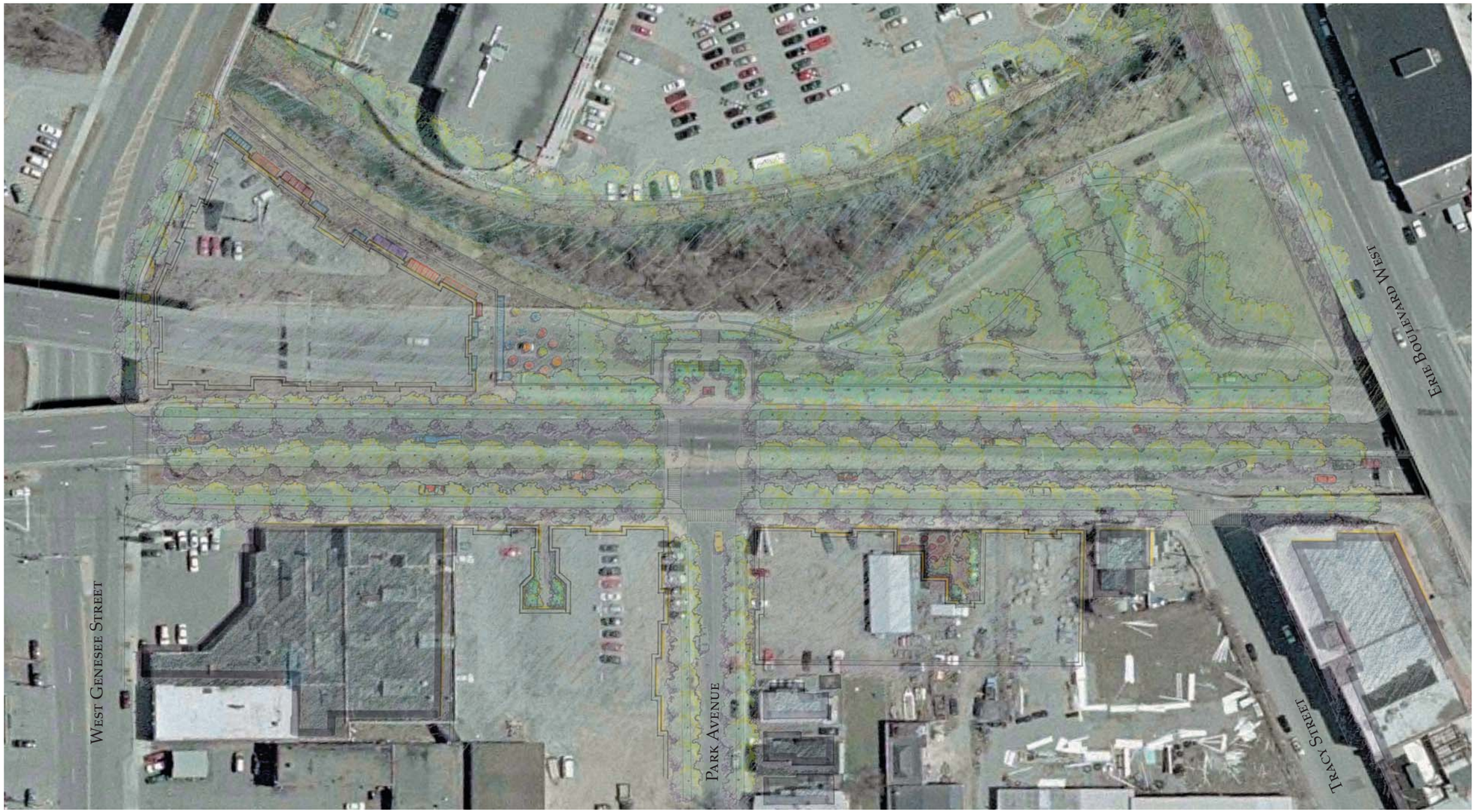
Create a focal point marking the terminus of Park Avenue.

Restrict parking areas to facilitate movement of vehicles.

Capitalize upon the proximity to the Onondaga Creekwalk.

Provide mixed-use buildings with a residential component.

Reference past structures and spatial forms of the site.



Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

PARK AVENUE GATEWAY DESIGN: AERIAL

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FIGURE 5.7

PARK AVENUE GATEWAY
DESIGN OBJECTIVES

Create a focal point marking the terminus of Park Avenue.

Restrict parking areas to facilitate movement of vehicles.

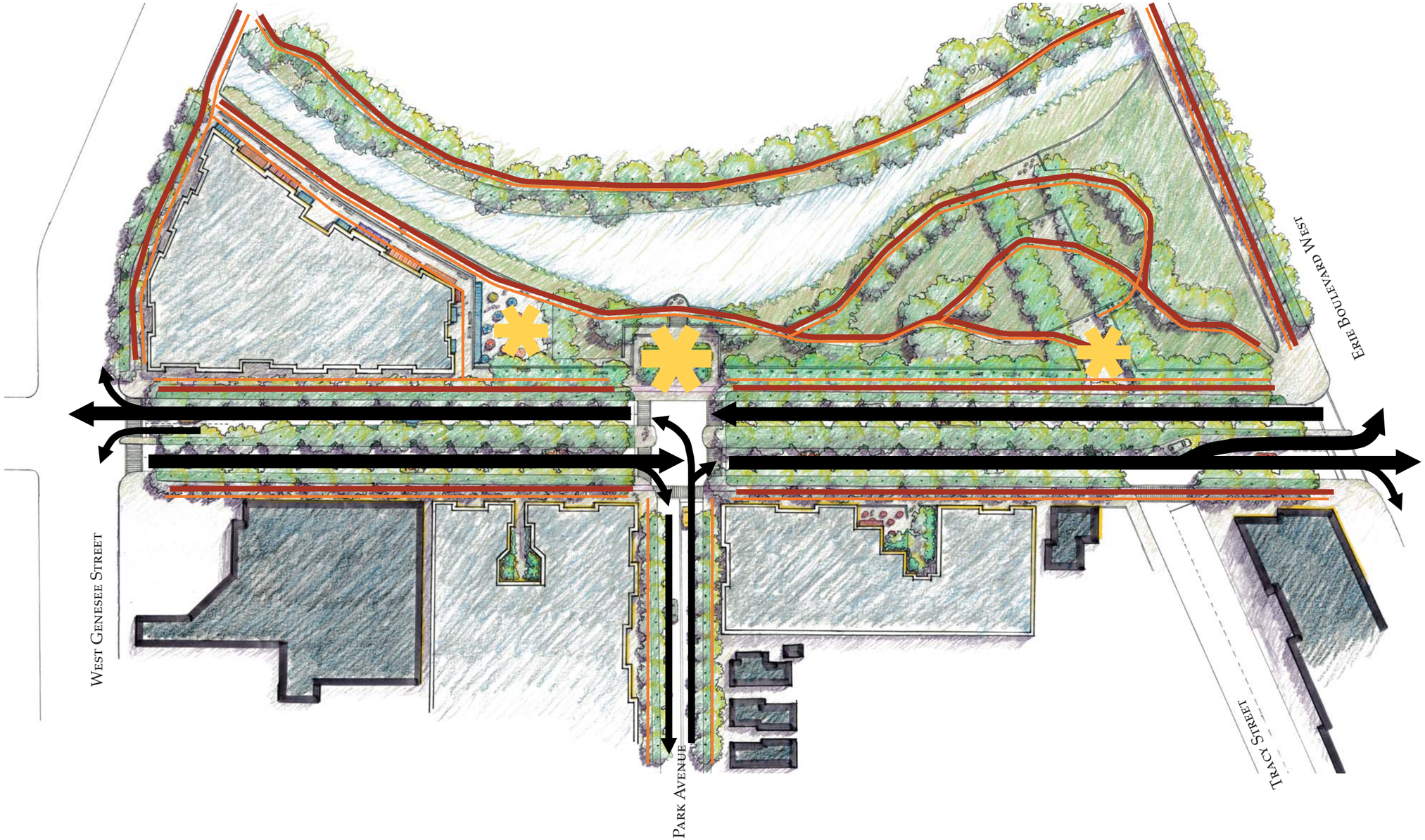
Capitalize upon the proximity to the Onondaga Creekwalk.

Provide mixed-use buildings with a residential component.

Reference past structures and spatial forms of the site.

LEGEND

- Automotive Movement
- Bicyclist Movement
- Pedestriam Movement
- Major Nodal Spaces



Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

PARK AVENUE GATEWAY DESIGN: CIRCULATION

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MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

FIGURE 5.8

PARK AVENUE GATEWAY
DESIGN OBJECTIVES

Create a focal point marking the terminus of Park Avenue.

Restrict parking areas to facilitate movement of vehicles.

Capitalize upon the proximity to the Onondaga Creekwalk.

Provide mixed-use buildings with a residential component.

Reference past structures and spatial forms of the site.

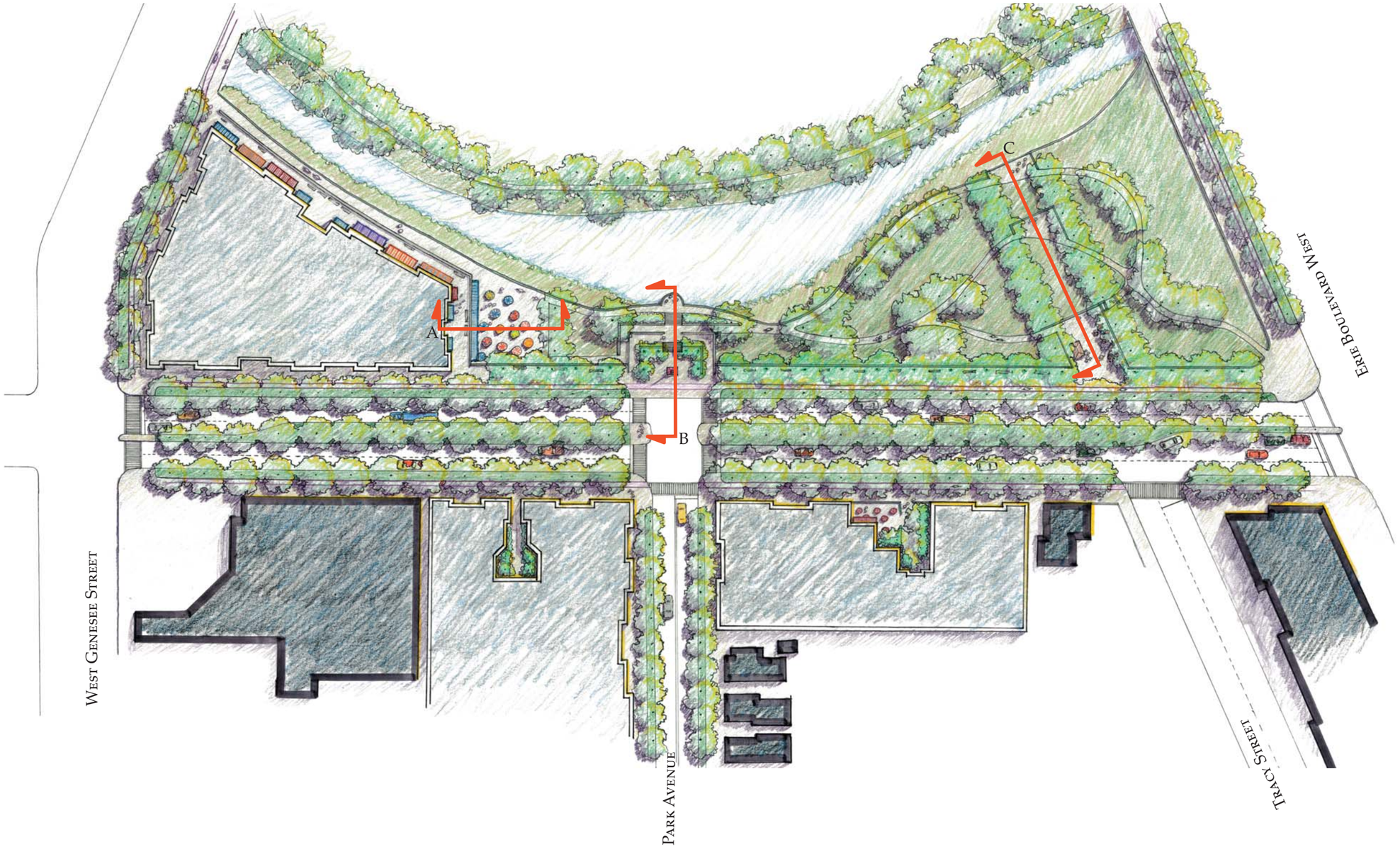
DESIGN FEATURES

Form a linear park to compliment the Onondaga Creekwalk.

Widen Onondaga Creek to promote aesthetics and ecology.

Utilize boulevard pattern to facilitate all movement patterns.

Terrace Tracy Street's abandoned right-of-way and instal historic features to provide a link with the site's past.



Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

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PARK AVENUE GATEWAY DESIGN: PLAN

FIGURE 5.9

PARK AVENUE GATEWAY
DESIGN OBJECTIVES

Create a focal point marking the terminus of Park Avenue.

Restrict parking areas to facilitate movement of vehicles.

Capitalize upon the proximity to the Onondaga Creekwalk.

Provide mixed-use buildings with a residential component.

Reference past structures and spatial forms of the site.

DESIGN FEATURES

Form a linear park to compliment the Onondaga Creekwalk.

Widen Onondaga Creek to promote aesthetics and ecology.

Utilize boulevard pattern to facilitate all movement patterns.

Terrace Tracy Street's abandoned right-of-way and instal historic features to provide a link with the site's past.

Section A: Lower Plaza
Scale: 1″ = 20′
Indoor / outdoor dining enlivens a space and provides a destination point.

Section B: Park Avenue Terminus
Scale: 1″ = 20′
Small, formal plaza creates an elegant focal point to Park Avenue and also provides access to West Branch of the Creekwalk

Section C: Tracy Street Extension
Scale: 1″ = 20′
Series of platforms refer to historic alignment of Tracy Street while creating gathering and viewing areas.

Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: As Shown

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

PARK AVENUE GATEWAY DESIGN: SECTIONS

APRIL 19, 2006 PAUL SALVATORE MERCURIO
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The Armory Square Gateway Design

The second character area developed in more detail was the Armory Square Gateway. It incorporates concepts from the master plan of West Street as well as the character area concepts into specific design features. The design for this space shows the possibilities available for this currently neglected space (Figure 5.13, Page 79).

By referring to the master plan for this character area, many designs already become apparent. West Street as a divided arterial has been replaced with a single corridor (Figure 5.11, Page 77). In this character area, the road transitions from five lanes to three south of West Fayette Street. Where the street is five lanes, there will be no on-street parking, but south of Marcellus Street, space is provided for parallel parking. One large concept is returning Walton Street to its historic alignment, thereby creating a staggered intersection with Marcellus Street. Extending West Washington Street across West Street was another street alteration in this area. Infill buildings in this character area range from three to five stories in height. Bicycle lanes transition from a sharing the sidewalk with pedestrians in the north, to sharing the road with cars in the south and pedestrian boulevards are designed for the spaces south of Marcellus Street.

The first character area concept was to integrate the automotive circulation system with the urban grid pattern (Figure 5.12, Page 78). This concept is already accomplished by the master plan, which returns many streets to their pre-arterial configuration. Walton Street is realigned to connect with West Street and can act as an entrance to Armory Square from the west. Otisco Street is reopened to West Street and southbound traffic is now able to access West Jefferson Street.

The second concept for this area relates closely to the first, which is to integrate the Delaware, Lackawanna and Western Rail Bridge with circulation patterns. With the realignment of Walton Street, the bridge now encloses the northeast part of the intersection. This industrial structure will be restored and enhanced with lighting effects. Space under the bridge structure can even be converted into vendor stalls or an interesting infill building (Figure 5.14, Page 80).

Providing a gateway into Armory Square was the third character area concept. A natural gateway on the western edge of Armory Square occurs with Walton Street's realignment. This gateway will be a continuous effect, starting north at West Fayette Street with the Redhouse. Its historic character and enclosure, as well as the restoration of the

DL&W Rail Bridge, is used to celebrate and introduce the heritage of this area. This gateway culminates at the location where Walton and Marcellus Streets intersect West Street. This staggered intersection supports the gateway effect with the creation of two plazas. These plazas, existing on the southeast and southwest corners, are revealed after passing under the rail bridge. The southeast plaza is created by West Street's reduction, while the southwest plaza is from space purposefully left undeveloped. These plazas celebrate the area's industrial and rail heritage, while also orienting the space of the intersection toward the rail bridge.

The fourth concept for this character area was to expand the economic vitality of Armory Square. With the extra space created by the reduction of West Street, many infill structures are developed. These buildings are contiguous with the Armory Square and industrial vernacular of the area. To fit with the context, courtyards and alley spaces would be created between buildings to create a secondary pedestrian pathway through the block, similar to the nearby Walton Courts. These pathways will have many of the characteristics that make Walton Courts so successful, such as a brick base plane, narrow but well-lit walkways, and nodal spaces with enough room for gathering as well as passing (Figure 5.12, Page 78).

A fifth concept was to create a transition between West Street's character as a high speed corridor of the north and a neighborhood street in the south. At the northern end of this character area, West Street is five lanes with bicycle lanes on the sidewalks. In the southern end, West Street is three lines with a fourth parking lane and has bicycle lanes in the street. This transition takes place in the block between West Fayette Street and Marcellus Street. At the intersection of West Fayette Street and West Street the road reduces in size. The northern side of the intersection contains fives lanes, but two will be dedicated turning lanes. The eastern lane will be a dedicated to automobiles traveling west and turning north onto West Street, which is the movement many commuters use during the afternoon rush hour. The western lane will be dedicated to southbound traffic making a right turn onto West Fayette Street, another heavily used turn maneuver.

The second component of the transitioning right-of-way concept was to shift the location of bicycle lanes from being located in the sidewalk to the street. The bicycle lanes move through three stages in this sequence. North of West Fayette Street, a planted tree lawn separates the bike lanes from the road. Between West Fayette Street and Walton and Marcellus Street, this bike lane moves to the edge of the sidewalk, next to automotive traffic, though still part of the sidewalk. Finally, opposite the Walton and Marcellus Street

intersections, the bicycle lane is at street level, with the automotive traffic. This transition allow for motorists and cyclists to gradually merge movement corridors.

Referencing the past structures and spatial forms was the sixth concept for this character area. This objective was largely met with the return of historic street alignments, as well as compatible infill buildings. However, an additionally historic element is included on the block between West Washington Street and West Fayette Street: restoring rail lines across West Street. The impact of railroad tracks across West Street was extensive and a large part of the corridors history, and some lines actually remain on the west side of West Street. These remaining lines are restored and expanded across West Street into the eastern block. Courtyards will enclose these rail lines on either side of West Street, generating economic impact through the creation of interesting infill (Figure 5.14, Page 80). The crossing rails could also serve as a rumble strip across the street, making southbound traffic aware that a transition from a five lane road to a three lane road is about to occur.

These concepts create a powerful gateway to one of the West Street Corridor's most vibrant neighborhoods. Reconnected streets, as well as new streets, provide better access into and out of Armory Square for pedestrians and motorists. West Street and the Delaware, Lackawanna and Western Rail Bridge are transformed from community barriers into community gathering spaces. The history of the area is celebrated and the economic vitality of Armory Square can expand west.

DESIGN OBJECTIVES

Integrate the automotive circulation system with the urban grid.

Capitalize upon open space created by reduction of West Street.

Expand the economic vitality and architectural vernacular of Armory Square.

Incorporate Delaware, Lackawanna and Western Rail Bridge into pedestrian circulation patterns.

Reference past structures and spatial forms of the site.

Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

ARMORY SQUARE GATEWAY DESIGN: PLAN

APRIL 19, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

FIGURE 5.11

DESIGN OBJECTIVES

Integrate the automotive circulation system with the urban grid.

Capitalize upon open space created by reduction of West Street.

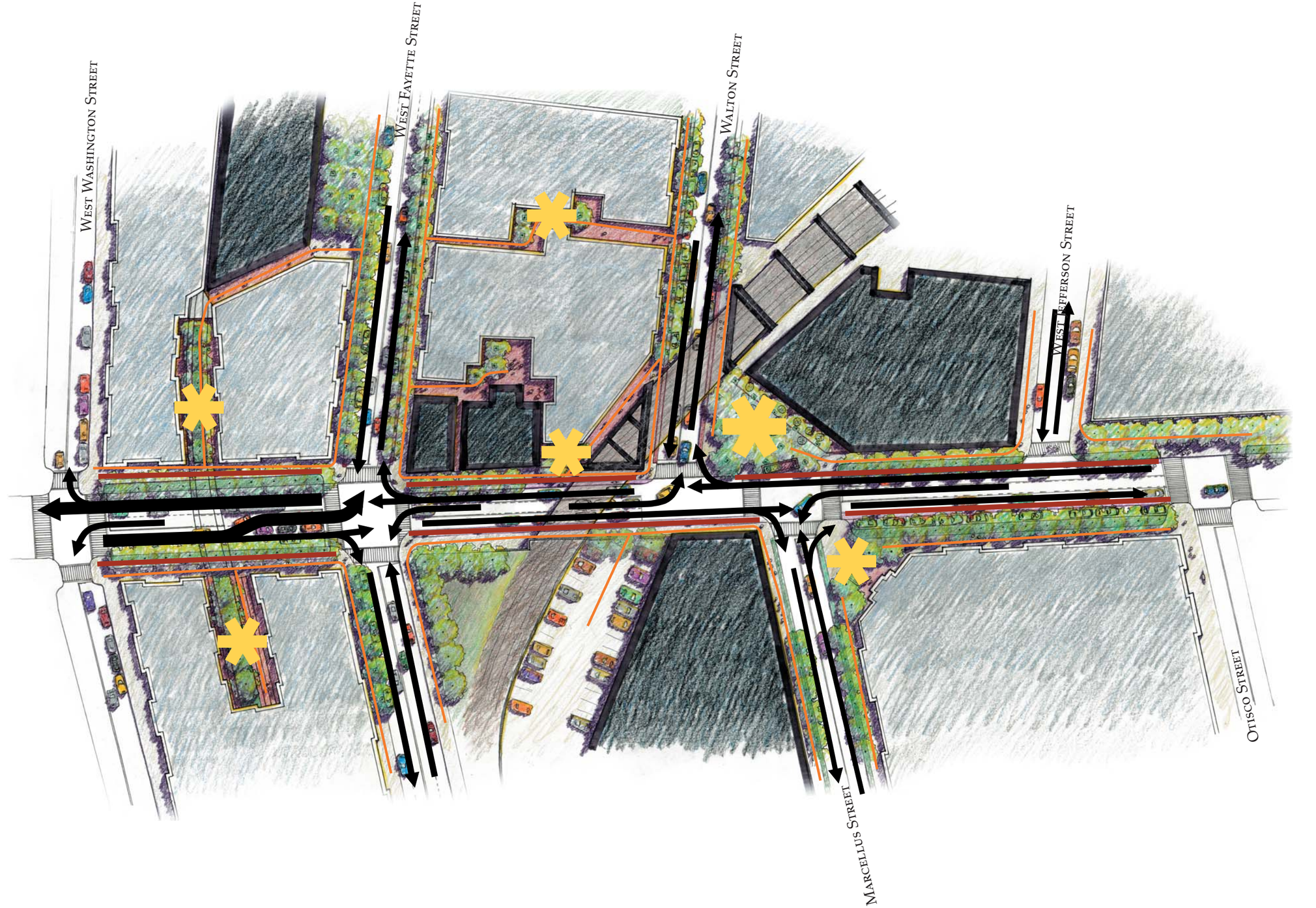
Expand the economic vitality and architectural vernacular of Armory Square.

Incorporate Delaware, Lackawanna and Western Rail Bridge into pedestrian circulation patterns.

Reference past structures and spatial forms of the site.

LEGEND

- Automotive Movement
- Bicyclist Movement
- Pedestrian Movement
- Nodal Point



Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

ARMORY SQUARE GATEWAY DESIGN: CIRCULATION

APRIL 19, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

FIGURE 5.12

DESIGN OBJECTIVES

Integrate the automotive circulation system with the urban grid.

Capitalize upon open space created by reduction of West Street.

Expand the economic vitality and architectural vernacular of Armory Square.

Incorporate Delaware, Lackawanna and Western Rail Bridge into pedestrian circulation patterns.

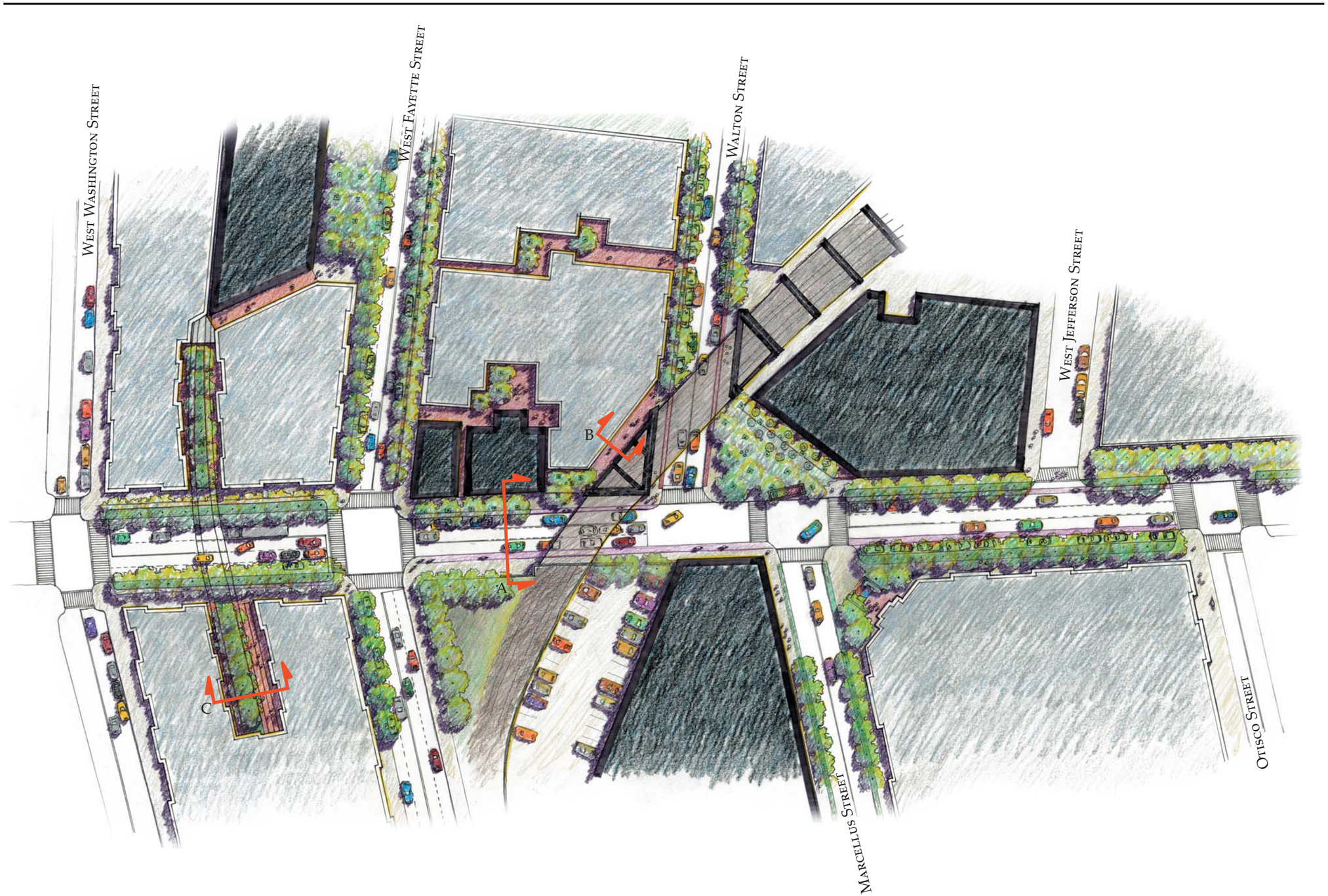
Reference past structures and spatial forms of the site.

DESIGN FEATURES

Create brick alleys to simulate Walton Courts experience and provide alternative pedestrian movement.

Restore three rail tracks between West Fayette Street and West Washington Street to calm traffic and reveal history.

Align Walton Street to its pre-1960 configuration and utilize the new intersection at a gateway to Armory Square.



Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: 1" = 40'

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

ARMORY SQUARE GATEWAY DESIGN: PLAN

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FIGURE 5.13

DESIGN OBJECTIVES

Integrate the automotive circulation system with the urban grid.

Capitalize upon open space created by reduction of West Street.

Expand the economic vitality and architectural vernacular of Armory Square.

Incorporate Delaware, Lackawanna and Western Rail Bridge into pedestrian circulation patterns.

Reference past structures and spatial forms of the site.

DESIGN FEATURES

Create brick alleys to simulate Walton Courts experience and provide alternative pedestrian movement.

Restore three rail tracks between West Fayette Street and West Washington Street to calm traffic and reveal history.

Align Walton Street to its pre-1960 configuration and utilize the new intersection at a gateway to Armory Square.

Section A: Rail Bridge

Scale: 1″ = 10′

Traffic calming helps create a more pedestrian friendly underpass at Walton Street and West Fayette Street.

Section B: Brick Alley

Scale: 1″ = 20′

Intimate spaces are created by dynamic building footprints and provide additional corridors of interest to pedestrians.

Section C: Railroad Courtyard

Scale: 1″ = 10′

Train rails imbedded in the ground plane offer pedestrians a glimpse of Syracuse's past.

Map Source: "West Street - Herald Place Arterial" New York State Department of Transportation, Region Three. 1961.
Scale: As Shown

THE WEST STREET CORRIDOR MASTER PLAN: CREATING A BALANCED RIGHT OF WAY

ARMORY SQUARE GATEWAY DESIGN: SECTIONS

APRIL 19, 2006 PAUL SALVATORE MERCURIO
MAJOR PROFESSOR: GEORGE W. CURRY CAPSTONE COMMITTEE: CHERYL DOBLE & PRESTON GILBERT

FIGURE 5.14

VI. Conclusions

With the completion of the capstone project, a few points need to be reviewed. First, the questions posed at the beginning of this research can now be answered in the context of West Street. The importance of a corridor redesign for West Street can also be reviewed. Finally, subsequently steps necessary to improve the West Street Corridor will be explored.

A. Research Questions Answered

This project started out by asking three questions regarding how communities, right-of-ways and physical design interact. During the course of this study, each of these three questions has been answered through the information gathered. This section will explicitly point out ways in which the questions were answered.

This capstone's first question was, "How can physical design create the potential for a variety of public uses along a right-of-way that strengthen the community?" To encourage a variety of uses, this study found that ample space must be provided for all users. These spaces have to be designed to engage the interests of the specific users as well. One example from this study is the wide sidewalks. These sidewalks provide clearly marked bicycle lanes for those users, while at the same time giving space for pedestrians to either stroll or be in repose.

The second question was, "How can physical design mitigate negative impacts of transportation projects on valued community assets?" Based on the research and proposed designs, it was found that the negative impacts of transportation projects can be mitigated by utilizing context sensitive solutions. If designers take the time to understand and respond to the needs of the community, valued community assets can be identified, preserved and incorporated into the project. Compatible infrastructure can even be specified to strengthen the community assets. In the Armory Square design, it was clear the industrial character of the buildings were a community asset, so the infill was designed to be complementary with the physical characteristics of the area.

The final question asked, "How can physical design foster spaces that encourage positive relationships between people and transportation?" The answer lies in providing separate spaces for all users, as well as confluence points. By giving all users space in the

right-of-way, they feel welcomed and safe in the space. However, the positive relationships occur when two user groups interact. This occurs in the Park Avenue Gateway at this intersection of Park Avenue and West Street. Pedestrians, cars and bicycles all must interact at this juncture but utilize modern signaling technologies to manage the needs of the users safely.

B. The Case of West Street

A West Street Corridor redesign would have a lasting impact on Syracuse. Lifelong residents would have more job opportunities, and would be better able to reinvest in their communities. Poverty levels would fall. The neighborhoods of West Street, as well as the infill, would be walk-to-work neighborhoods, which could serve as a marketing point to attract out-of-town people to become residents. Even businesses would find Downtown Syracuse a more attractive environment if a variety of housing choices are available to employees. All this activity would exponentially expand the city tax base in these areas, thereby providing greater revenues for local municipalities and school districts.

C. Next Steps

The capstone project was an academic exercise establishing the possibilities for the West Street Corridor. In order for any holistic change to occur along this corridor, local residents, businesspeople and politicians must demonstrate a commitment to improve this corridor. Since West Street is a state arterial, the New York State Department of Transportation owns the right-of-way. However, the City of Syracuse maintains the street. Changes must be meet with approval from the City Department of Public Works and DOT. The Syracuse Metropolitan Transit Council would also be the authority that could secure federal funding for this project.

But before any of these larger players can be consulted, it is the recommendation of this study that a coalition of stakeholders create a neighborhood organization to act as a unified voice for all constituents. It is essential that this organization include representatives from the Westside Communities, the Greater Park Avenue Neighborhood, Armory Square, as well as people representing National Grid and the Rescue Mission. Even citizens involved with improving Onondaga Creek should be given a voice in this organization. West Street is an incredibly diverse street, covering a broad array of physical, social and cultural spaces. If these many voices became unified in their vision for West Street, politicians and government agencies would be sure to hear.

VII. Bibliography

The bibliography section contains a compilation of all the resources utilized in the creation of this report. Each entry is followed by a short annotation explaining the relevance of the source.

2003 Central New York Rail Corridor Inventory. Syracuse Metropolitan Transportation Council. Syracuse, NY. 2003. http://web.smtcmpo.org/extranet/smtc/reports/RailFinalReport2003-04.pdf

This technical report gives a history and inventory of rail corridors within Onondaga Country and the City of Syracuse.

The American Planning Association. *Pathways in American Planning History: A Thematic Chronology*. http://www.planning.org/pathways/housing.htm

This website provides timelines for many landmark years in planning grouped by theme. The housing-themed timeline illustrates the evolution of specific housing policies.

Alvarado, Dr. Maritza. *Interview by Paul Salvatore Mercurio*. February 7, 2006.

As the Director of the Spanish Action League, located within the Westside Communities, Dr. Maritza Alvarado was considered a valued stakeholder.

Bared, Joe G. and Evangelos I. Kaisar. "Does your interchange design have you going around in circles?" Public Roads Magazine. Nov/Dec 2002. Vol. 66, No. 3. http://www.tfhrc.gov/pubrds/02nov/10.htm

The authors make the case of utilizing traffic circles as a form of on and off ramp.

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Beatley contrasts the American city with European cities, which he contents are more ecologically sensitive. Land use discussions, as well as transportation choices are discussed.

Burden, Dan and Peter Lagerwey. *Road Diets: Fixing the Big Roads*. Walkable Communities, Inc. Orlando, Florida. March 1999. http://ci.marshfield.wi.us/developers/reports/southCentral/appendixH.pdf

This piece outlines the concepts behind road dieting and provides numerous case studies.

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Carle, Heidi. *Interview by Paul Salvatore Mercurio*. January 26, 2006.

A stakeholder interview was conducted with Heidi Carle, who is the Administrative Director of the Redhouse Galleries.

Case, Dick. "City church presses on despite building loss." *The Syracuse Post-Standard.* November 7, 2004.

A human interest story about the presence and loss of a historic church structure along West Street.

Context Sensitive Solutions.
http://www.contextsensitivesolutions.org/content/gen/homepage/ Accessed 2006.

This is the actual website for context sensitive solutions, which contains information of the basic tenets of the movement as well as case studies.

Coughlan, Sean. *Driving the argument home.* BBC News. Tuesday, November 22, 2005.
http://news.bbc.co.uk/1/hi/uk/4459056.stm

This article shares the story of one man who places instillation art in right of ways to engage traveler's concepts of road usage.

Chellman, Chester E. *Traditional Neighborhood Development: Street Design Guidelines.* Institute of Transportation Engineers. Washington, D.C. 1999.

This technical manual contains many charts and tables about engineering for traditionally designed neighborhoods, as well as the rational behind TND.

Congress for the New Urbanism. http://www.cnu.org Accessed 2005.

This website acts as an informational clearing house and networking center for people who consider themselves New Urbanists. The organization has codified many of the New Urbanist tenets and are assembling them into a cohesive theory.

Cunningham, Tom. *Interview by Paul Salvatore Mercurio*. January 26, 2006.

As one of the owners of Eureka Crafts, a longtime business along the West Street Corridor, Tom Cunningham was considered a valued stakeholder.

Delavan, Bill and Terry. *Interview by Paul Salvatore Mercurio*. Febuary 28, 2006.

Bill and Terry Delavan are considered stakeholders as the own the Delavan Galleries, located within one of the industrial buildings along the West Street Corridor.

Duany, Plater, Zuberk & Company. *Onondaga County Settlement Plan: The Regional Plan and Pilot Projects.* Syracuse-Onondaga Country Planning Agency. 2001. Also available at: http://www.syracusethenandnow.net/SettlementPlan/RegionalPlanFinal.pdf

This is one of three documents produced when the Duany firm was hired to create a county-wide, non-binding master plan.

"Explanation: Philadelphia, Pennsylvania," Federal Home Loan Bank Board, Records of the City Survey Program," RG 195, 450/68/03/02, National Archives II, College Park, MD.

This is a collection of documents produced by surveyors when evaluating the neighborhoods of Philadelphia, demonstrating how ethnicity and religion were factors in assessment.

Folder: Blocks 66 and 70-75. Newspaper clippings and photography. *Archives Division*. Onondaga Historical Association Museum. Accessed October 2005.

This folder contains information regarding the northernmost sections of West Street, near the West Genesee Street intersection.

Folder: Block 332A. Newspaper clippings and photography. *Archives Division*. Onondaga Historical Association Museum. Accessed October 2005.

This folder contains information regarding the southernmost section of West Street, near the West Onondaga Street intersection.

Folder: Syracuse Maps. "Map of Syracuse 1834" and others. *Archives Division*. Onondaga Historical Association Museum. Accessed October 2005.

This folder contains many early maps of Syracuse.

Gilbert, Preston. *Interview by Paul Salvatore Mercurio*. September - December 2005.

Discussions focused on the three TEAs, their impacts and this evolution.

Gratz, Roberta Brandes and Norman Mintz. *Cities Back From the Edge: A New Life For Downtown*. New York: John Wiley and Sons, Inc., 1998.

This book illustrates the various devices cities are using to encourage people back into downtowns. The authors use many case studies, including Syracuse's Ontrack system.

Grogan, Paul S. and Tony Proscio. *Comeback Cities: A Blueprint for Urban Neighborhood Revival*. Boulder, CO: Westview Press, 2000.

This book talks about the methods citizens across the country have used to revitalize their neighborhoods. It also discusses the federal policies affecting neighborhoods today, and how they have evolved.

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This manual discusses street connectivity through a series of case studies.

Hardin, Evamaria. *Syracuse Landmarks: An AIA Guide to Downtown and Historic Neighborhoods.* Onondaga Historical Association / Syracuse University Press. 1993.
Various facts about Syracuse's history were gleamed from this knowledgeable resource.

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Appendix A: Federal Housing and Transportation Policies Affecting West Street

At the end of the Twentieth Century, many people created "Top Ten" lists of the past hundred years. Two items consistently appeared in these lists: the Federal Housing Administration and the Dwight D. Eisenhower System of Interstate and Defense Highways.[36] They were listed as achievements, as influences on the metropolis and even as "Shapers of the Modern Era." Their influence even extends to the streets of Syracuse. These two programs, and the policies surrounding them, radically altered the City's shape and redefined the role of West Street.

The federal government first became involved in housing programs during the 1930s. As part of the New Deal, Franklin D. Roosevelt wished to increase homeownership. His hope was that citizens would take pride and responsibility in land that they owned. To do this, FDR had the system of home ownership restructured. The federal government would now insure mortgages to banks, should an individual default. Unfortunately, the federal government was unable to insure all mortgages. Criteria were established to determine the level of federal backing, such as the age of the housing stock, and its access to employment. However, additional factors, such as religion and ethnicity, also affected the percentage of backing in an area.[37] These federal surveyors then drew color-coded maps based on the level of federal backing. Areas receiving no federal support were colored red. This process of evaluation and mapping became known as redlining.

Many neighborhoods in Syracuse were colored red. The neighborhoods just west of West Street contain some of the largest redlined communities: The Greater Park Avenue Neighborhood and the Near Westside Communities. The central area of West Street, as well as the eastern edge of the corridor did not get coded by the surveyors because they were considered industrial or part of the downtown urban core. Since the federal mortgage change only directly affected residential neighborhoods, industrial areas and urban centers

[36] Weingroff, 2000.
[37] "Explanation: Philadelphia, Pennsylvania"

were not colored.[38] However, as Syracuse and many other cities across the country can demonstrate, the mortgage changes did have a significant impact on the city as a whole.

An unintended consequence of the mortgage revisions was that it encouraged people to move to the suburbs. Residents living in urban redlined areas would not be given loans by banks to improve or repair their homes because the federal government would not insure the loan. However, the resident would be more likely to receive a loan if he or she wished to move out of the city into one of the newer, less dense, and less ethnically diverse areas further from the urban center.[39] This encouraged people with choices to move out of the city. Redlining also promoted discriminatory lending practices to minority populations and poor people living in the redlined areas.

The Federal Housing Authority (FHA) was the agency that decided which mortgages should be insured by federal monies. As previously discussed, the FHA would only back loans in areas it felt were wise investments and effectively dictated to whom the banks would lend. However, the FHA's oversight did not end in urban areas. This authority oversaw the creation of new homes, and set standards for developments, such as the proper width of roadways. The FHA standards helped facilitate the growth of suburban sprawl and the ramifications of these policies have only begun to be fully felt in the Twenty-First Century.

A series of additional housing acts were passed from the 1940s to the 1960s which created the public housing projects as well as advancing the policy of urban renewal, or "slum" clearance. The intention of these programs were to insure a "decent home and a suitable living environment" for all Americans.[40] Unfortunately, these policies were implemented in a brutal fashion. Blocks of neighborhood housing were demolished and replaced with public housing superblocks. This destruction usually occurred in redlined neighborhoods, where buildings were crumbling due to a lack of investment. The superblocks created by these interventions were built according to FHA standards and had little relation to the visual character of the surrounding neighborhoods. One such public housing superblock structure was built just west of West Street.

While the housing acts were completely altruistic in intent, the results in Syracuse had many negative impacts. They uprooted homeowners, changed the neighborhood identity and hindered the development of a new neighborhood identity. The superblocks

[38] Jackson, 1987.
[39] Ibid.
[40] Lang, 2000.

were found to lack a vibrant street life, and it has even been found that as a whole public housing developments created less living units than the amount of units torn down for the project.[41] These programs impacted the communities on either side of West Street, weakening the neighborhood fabric. However, the subtle effects of the housing programs pale in comparison to the impacts that the federal transportation policies had on West Street.

While these federal housing programs were instituted to help city residents, leading transportation engineers felt that the federal government was not fully addressing the problems affecting the urban condition.[42] Transportation problems were growing as auto ownership increased and the engineers felt that the housing policies were "limited to slum removal and replatting." These engineers felt that the federal urban policy should include transportation initiatives, similar to ones in other modern countries.

The desire for federal transportation policies in the United State's arose during the 1930s. During this time, the German Autobahn was capturing the imagination of engineers across the Western World. It was a highway system that spanned across the entire country of Germany, spurring economic growth in its wake. People began thinking that the US needed a similar system. However, Germany's Autobahn was mainly rural in character and avoided metropolises; America's economic problems were in its cities. Thomas H. MacDonald, recognized as the visionary for the US highway system, commented in 1937:

> "The building of superhighways must be limited to area where the present and prospective traffic will justify it. … only in the vicinity of metropolitan areas, for relieving traffic congestion within those areas and for connecting those that are separated by relatively short distances."[43]

Here one can see the US's first divergence with the Autobahn: while both American and Germany highways focused on spurring economic growth, American highways would uniquely try to improve urban congestion.

With the election of President Eisenhower, transportation policies took center stage. Three years after this election, he managed to sign The Federal-Aid Highway Act of 1956 into law. Ideally, this act was designed to compliment the existing federal housing programs. However, the transportation engineers were quickly criticized for the efficacy of this policy. Lewis Mumford, noted urban author, criticized the act saying it "…was based

[41] Ibid.
[42] Weingroff, 1996.
[43] Weingroff, 2000.

on a very insufficient study… a study of highways, not a study of the real problems, the study of transportation in our country."[44]

Mumford's statements ring especially true in the City of Syracuse, where the alleviation of congestion brought unforeseen impacts. In the 1930s, when rail lines were removed from the city streets to facilitate traffic flows, the population kept increasing and more people were buying cars. To remove motorists from the city grid, the federal highway program called for creating a north-south highway through Syracuse, as well as an east-west highway. These programs worked all too well, and with the construction of Interstate 81 and Route 690 traffic flowed into and out of the city with great speeds. Unfortunately, these highways negatively affected surrounding neighborhoods and local pedestrians.

Route 690 and Interstate 81 were built according to federal transportation standards, not local needs. These transportation standards were adopted as part of the 1956 Federal-Aid Act and were based upon the dendritic theory of traffic flow. This dendritic theory places streets in a hierarchy: local / residential streets, collector streets, arterial streets, and highways. A local street is built to handle low flows of largely residential traffic from the nearby blocks, with little through traffic. It is the traditional quiet residential street. Collector streets are larger streets which usually have mixed use structures and act as traditional main streets. Collector streets are used as routes traveling from one neighborhood to another, and are designed for these higher flows of traffic. Arterial streets function as major collectors of transportation. They are designed with multiple lanes and have few intersections with other streets. Arterials collect large amounts of motorists from the urban grid and channel them onto highways, or vice versa. Finally, highways are the largest roads with multiple lanes that are designed for high speeds and long distance travel. Highways, by the federal standards, must contain no intersections at all. In this system, as one goes from local streets to highways, the road becomes more divorced from the surrounding urban context, and therefore more disruptive to the rest of the urban context. To a degree, dendritic theory is still embraced by federal transportation policies. However, newer understandings of traffic systems, such as road dieting, counter the dendritic theory and have lead to a rethinking of vehicular patterns.

Since Interstate 81 and Route 690 are designated as highways, arterials were required to act as connectors into the urban fabric. West Street was chosen to become the arterial that would connect Route 690 to Downtown Syracuse. Adams Street was chosen to be the arterial on the southern end of Downtown, connecting to Interstate 81. These two

[44] Ibid.

highways and their two arterials were intended to create a loop around the core of Syracuse to facilitate mobility within the city (Figure 2.6).

The cumulative effect of these federal programs have left their mark on the landscape of Syracuse and West Street. Federal housing programs have disrupted neighborhood regeneration and cohesion. They also facilitated the depopulation of Syracuse by encouraging suburban sprawl; Syracuse's current population is one third of what it once was in 1950. The federal highways and arterials have created physical and psychological barriers between neighborhoods as well. Ironically, the very tools which were supposed to assist cities in their economic growth and increase their mobility lead to or resulted in the creation of blighted neighborhoods and formed barriers which separated neighborhoods within the city. The City lost tax dollars as residents left, and the remaining urban citizens were faced with barriers to any movement that did not involve an automobile.

In the 1980s, cities outside of Syracuse, like Portland, OR and Providence, RI, were addressing the problems associated with the highways through their downtowns. These communities, like Syracuse, were faced with neighborhoods divided by highways and had a similar population to Syracuse as well. These cities demonstrated to the federal government that poorly designed highways were detrimental to cities. Research by transportation engineers was also starting to show that building highways to alleviate congestion only creates more congestion. This shift in thinking was followed by a new set of federal transportation acts which opened up the concept of transportation, and allowed for a more flexible use to the federal dollars.

As the interstate highway system was declared complete, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law. This bill was a compromise of the various interests. Like the preceding highway bills, ISTEA authorized spending on roads and highway projects. However, ISTEA acknowledge that transportation is not just about cars and allocated monies for buses, rail transit, cycling trails and even gave consideration to the pedestrian transportation experiences.

ISTEA also implemented public participation as a part of transportation design. Previously, citizens would be informed of projects affecting their area after the plans were drawn up and funding allocated. With the signing of ISTEA, public officials were required to get early and continuous feedback from affected citizens, as well as provide reasonable access to planning information.

One final aspect of ISTEA was that it required land use to be considered as part of transportation planning policies. While earlier transit officials stated that "highways don't

affect land use," it is now common knowledge that the two are linked. Highways facilitate suburban sprawl developments and strip mall complexes. They can even weaken community centers by drawing residents out into fringe developments and away from the community core.

Two subsequent acts have followed the ISTEA legislation since 1991. In June 1998 the Transportation Equity Act for the 21st Century (TEA21) was signed into law, followed by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the summer of 2005. These two acts parallel the directives of ISTEA, though some may wish further steps were taken to strengthen the connection between communities and transportation.

Through the authorization of these acts, options are now available to Syracuse that did not exist in earlier transportation legislation. Unfortunately, it seems that the New York State Department of Transportation has so far needed to allocate most of its federal monies to maintenance. Aging roadways, such as Route 690 and Interstate 81, are being worn down from general use as well as the salt and freeze-thaw conditions during the Syracuse's snowy winters.

Appendix B: Interview Questions and Responses

One method used to obtain cultural information was interviews. These interviews were held with commuters of West Street, neighborhood organizers along West Street, business owners and employees along West Street, and long time residents near West Street. Each person was asked a series of six questions, with each question used to obtain a specific piece of information:

1. Do you ever hear feedback / comments about West Street, either positive or negative?
2. What do you see as the strengths of West Street?
3. What are problems associated with it?

These first three questions were asked to obtain impressions about West Street (Figure B.1). The first question looks for surface impressions of the corridor, while the next two look specifically for positive and negative impressions. The first question can also be used to draw conclusions about how West Street fits into the individual's mental map.

4. If you could change one thing about West Street, what would it be?
5. What if you could change the entire thing?
6. What type of land uses would you / your constituents / your customers like to see along West Street? (Examples include apartments, houses, retail spaces, offices, light industries, etc.)

This next set of questions draws out the individual's program elements for West Street (Figure B.2). Questions four and five look to establish a hierarchy of desire. Question six is in place to ensure that land use elements are addressed in addition to the physical design elements.

After this data was compiled, the information was placed on a spreadsheet and sorted based on the five synthesis lenses: Transportation, Spatial Form, Economics, Safety, and Sense of Place.

	Transportation		Spatial Form		Economics		Safety		Sense of Place	
What sort of feedback do you hear about West Street?	Brought up as a feature to cross	People don't have transportation (cars)	West side of West Street is an eyesore	Used to be bottles, trash laying about	Not an economic engine	West Street doesn't affect Nojaim's	Concerns about security at night	Access across my Marcellus is difficult - put in stop light?	People don't mention it much	Never heards feedback about West Street
	Rail bridge is a psychological barrier	West Street supposed to be part of a Downtown loop but doesn't act as one	There's nice housing nearby but there's no character – all the same	People adopted areas to keep it clean	West Street ideal location for industry	Businesses never succeeded in the neighborhood because you can't get to them	West Street was engineered for speed but it flows through a pedestrian area	Off ramps terribly designed – no two are the same!	Barrier between Downtown and the "white ghetto"	West Street was Westside's anchor
	Local routes just as quick as taking the highway	As a driver you have to try and avoid the people crossing	Not eye-catching						People don't talk too much	It's a barrier
	Stuck in traffic (general traffic, not just West Street)	Not a soul who would walk across it. "I take my car."							Just put in, neighborhoods were in the way	Near Westside is the 12th poorest community in the country
	"Doesn't encourage speeding"	Neighborhood boundary / separation							No feedback about West Street	Doesn't hear complaints for / against
	Off ramps terribly designed								Was a red-light district before '61 intervention!	It's a nightmare
									Rail bridge = "Great White Way"	Park of "Rockefeller's Revenge"
What are West Street's strengths?	Connects this part of Downtown	Road heavily trafficked	Some companies keep properties up (cleaning, maintenance)	Highly visible street	Good for giving directions to business	Convenient for shipments	Barrier serves purpose		Used to have small restaurants / apartments	Used to be a huge commercial district (before it went red)
	Lots of people use it	Number of lanes and speed is fine	Getting cleaned up (Redhouse)		Empowerment and Empire Zones à big business opportunity	West Street could act as a cultural gateway, a cultural hub (Latino)			West Street had a couple of hospitals	Gives form to Downtown / Armory Square
	Brings people into the city	Very convenient connector to 690			Potential for "happenings"					
	Important arterial off 690	West Street has good proximity to Downtown								
	Allows for good ingress / egress	Easy for directions								
	Necessary to Downtown traffic	Great for connective purposes								
	Easy access to Downtown	Major commuter artery								
	Connects Erie / Fayette area with West Onondaga area	Important connection to hospitals and university hill								
	Has good traffic flow (when not trying to avoid people)	Major entrance								
	Efficient transportation									
What are problems associated with it?	Lights not synchronized	"Dumping [of cars into downtown] is incredibly problematic"	Trash gets caught in chain link fence - ugly	State maintenance leaves much to be desired	Parking lot in center island is worthless	Doesn't serve the neighborhoods	Accidents happen all the time, constantly calling 911	Dangerous maneuvers: 81N -> 690W -> West Street	"Everything used to be walkable until highway came through"	Barrier
	High levels of traffic	Arterial structure stops any notion of development across West Street	Dislike of Hanford complex and railway overpass – doesn't look friendly	Ugly fence (chain link)	Restricts Downtown from potential growth across	Wyoming Street = total blight	People walking across southbound traffic from Erie Boulevard	Grass poorly moved – can get so high its dangerous	West Street "Built up a perimeter around West"	Removed West Jefferson and Walton Streets
	Road is too big for what it does	Huge monstrous barrier – separates	Desolate, too hot, no shade - soften it up, add human / earth element	Businesses with backs turned to the road			Limited line of sight	Get rid of train tracks / concrete barriers so people feel safe	Lacking union of Near Westside and Downtown	Acts as separator
	Walton St and West Street area an abomination	No sidewalk by Nojaim's	No greenery along Fayette	Creeping vines / weeds are ugly			West Street not user friendly at Redhouse	Sidewalks near Redhouse too small	Acts as a wall / large divide	Destroyed neighborhoods
	Great if traveling with it, but arrests movement if traveling against it (for all types of transit)	Constant traffic jam heading east on Fayette while trying to turn north onto West Street – especially in the morning!	Makes Warehouse and Redhouse less attractive	Warehouses looking old and decrepit			Challenging to cross	You have no idea what's going on with the traffic	Dividing line for neighborhoods	
	Traffic too fast (45 mph)		Too many parking lots!	Fences with weeds – ugly			Lots of people cross - not just at intersections			

FIGURE B.1: Interview Questions: Impressions

	Transportation		Spatial Form		Economics		Safety	Sense of Place	
If you could make one change?	Wouldn't need to take a big bus ride to get to location	pedestrian crossings (maybe a sky bridge)	Garden / green space brings people out of apartments	Do a better job at maintaining the road	Provide local jobs	Put stadium downtown	Provide a local means of entertainment	Incorporate with neighborhood's historic resources	
	Bury West Street so we have access to creek	Add more traffic lights / traffic control	Neighborhood lighting /lamp posts	Add trees with a high canopy - shade					
	Instead of splitting roadway, put it underground	Would like to see more pedestrian amenities – adding sidewalks, trees, needs something grand	Make the street enjoyable	Make less unpleasant					
	Improve east-west flow	Make it narrower from Fayette to Adams							
	Reduce lanes if can't bury								
If you could change the entire thing?	Make Erie Boulevard overpass conducive to pedestrians	Once Westside neighborhood improves, then mitigate barrier	Add trash receptacles	Need to fill in gaps / open holes with trees and tall plants	Relax building codes - too prohibitive	Development facing both creek and West Street	More "stuff" [activities / uses] in neighborhood à more lively à less crime! "Make it safer"	Diminish division on Near Westside	Add physical gateways to communities
	Narrow it and slow it down	Fast traffic moves people without stopping -> discourages local businesses	Make the stretch of highway "absolutely remarkable"	Likes West Street at large as it is. Could be a grand boulevard, similar to ones	Utilize the barrier, with with it	Slow down traffic to encourage local businesses		Recreate the neighborhood	Smaller West Street à put it back to the way it was before
	Cap it [ala Freeway Park]	Create a center piece focus: a fantastic bridge across	Relate West Street to West Onondaga Street	Call it a district: ornate lights and banners					
	Put train underground - acts as a barrier	Make it Salina Street width	Make it look like a highway from the 1800s	Get rid / rethink / paint / relight / plant along RR					
	Connect sewage improvements with West Street improvements	Make it like N Salina Street – widen sidewalks, etc.	"Highway to Yesterday"						
	Connect West Street to parking - don't need to use downtown roads	Ideally: remove I-81 (690 is okay – evolved organically)							
	Connect creek to the city	Reintroduce lateral streets							
What sort of land uses would you like to see?	Add sky bridges	Improve transit services	Don't put in subdivisions – not appealing for city living	Large well lit public art defining sense of place.	Encourage mixed use developments / rehab: Commercial / retail – lofts / condos above	Add services for neighborhood residents (grocers, pharmacy, laundromat)		Neighborhood uses!	Create little villages within the city
	Improve crosswalks, whole city has poor crosswalks	Put in parking lots	Don't turn West Street into a commercial strip	Don't make street look "commercially" [aka like strip malls]	Lt Industrial, Commercial and Dense residential (condos, row houses, lofts, not single family detached)	Opportunity for shipping and trucking (near Downtown and highways)		Houses along the southern end can be reused with businesses inside	Apartments (historically had apartments)
	Put in pedestrian signals that are properly timed	Free up routes on downtown streets	Not skyscrapers – have it fit with neighborhood	Suburban character on West Street -> give it suburban uses	Add residential units of all types (detached, apartments, etc)	Light industrial (manufacturing, auto stuff)		Rehab old structures	Utilize Near Westside Neighborhood for single family detached
			Create limited green space	Make it green	Add offices, green space	Need more apartments!! (Students are great too!)			
					More grocers / service retail	Add industrial / big box retail			
					Residential: low income & senior, multistory / multilevel	Put in stadium (not at trolley lot)			
					Tear down industrial, put in housing	Retail (restaurants, grocers)			
					New land uses: do it all! Mix it!	Put neighborhoods businesses on west side			
					Create businesses – loft apartments	Mixed use on east side			
					JOB CREATION – light industrial				

FIGURE B.2: Interview Questions: Program Elements

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PROFESSIONAL EXPERIENCE:

Daniel Sherman Landscape Architect P.C., Valhalla, New York
Summer Intern (Summer 2005): Designed for high-end residential properties. Completed site surveys, drafted designs, and prepared construction documents and planting plans. Worked with clients and suppliers to choose plants and materials.

City of Syracuse Department of Community Development, Syracuse, New York
Near Southside Planning Study (Summer 2004): Provided a series of designs at key points in an impoverished area of Syracuse to heighten the local community pride and increase connection to neighboring areas.

SUNY ESF, Department of Landscape Architecture, Syracuse, New York
AutoCAD Graduate Assistant (Fall 2004 and Spring 2006): Assisted classes by grading homework, presenting to students, and providing well-attended office hours. Used AutoCAD 2005 and 2006.

Tree Solutions Inc., Seattle, Washington
GPS Technician (March 2003 – July 2003): Created and maintained GPS data for the city of Renton's Urban Forest Analysis. Fieldwork included training VTA (visual tree assessment) and on-site hazard analysis. Information used to implement a citywide urban forestry management plan.

Rockland County Planning Department, Pomona, New York
GIS / Mapping Unit Intern (Summers 2001-2002): Created maps for various projects, specifically assisting railway crossing safety studies, mapping transit routes, presenting 2000 Census data, and compiling and plotting an employer database from Rockland Economic Development Commission.

ACADEMIC EXPERIENCE:

SUNY ESF, Department of Landscape Architecture, Syracuse, New York

The West Street Corridor Master Plan: Creating a Balanced Right-of-Way (Spring 2006): *Graduate Capstone*. Generated design proposals for the West Street arterial to connect low-income areas to Syracuse's Central Business District and facilitate the expansion of economic development. Conducted stake-holder interviews and analyzed historic precedents and policy decisions. Presented results to peers, professionals, and faculty.

Housing Component for the City of Syracuse Comprehensive Plan 2025 (Spring 2005): *Document Editor*. Implemented an inventory of city housing stock and agencies involved in housing. Created a 118 page book providing a series of goals and recommendations to be adopted into the City of Syracuse 2025 Comprehensive Plan.

Armory Square Node - Onondaga Creekwalk (March 2004): Utilized the concept of "art as a community unifier" to design a node of Syracuse's Creekwalk. Created a community art center to unify the two neighborhoods on either side.

Boston University, Department of Geography, Boston, Massachusetts

Flooding on the MTBA: Symptoms of a Larger Problem (May 2002): *Undergraduate Thesis.* Assembled information about topographical evolution, hydrology, soils, transit engineering, and landscape architecture to provide a coherent backdrop to the problem of chronic flooding in the Back Bay / Fenway area of Boston. Concluded a landscape architectural solution was most cost-effective. Defended results before a professorial committee.

COMPUTER SKILLS:

Software: Adobe CS (Indesign, Illustrator, Photoshop and Acrobat), Microsoft Office 2003 (Word, Powerpoint and Excel), AutoCAD (Versions 2000, 2005 and 2006), and Sketch-Up 5.
Hardware: Familiarity with map and survey quality GPS