

*"It is the Emotion that creates
Built Environment and in turn
Built Environment creates Emotion.
I, as a contributor in this cycle of
creation & recreation, wish to make
the world a Just Place for All!"*

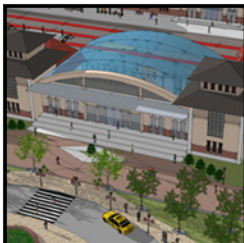
- www.nehasoni.com



Neha Soni AICP, LEED AP (ND & BD+C), CNU-A

A PALETTE OF WORKS... *It's all about ideas!*

1. Transit Oriented Development - Thinking Beyond Transit (TOD as Bridging the Divide)
2. Sustainable Corridor Development - Demonstrating INVEST (FHWA Sustainability tool)
3. Comprehensive Plans (Riverton, Curran, Chatham, Leland Grove) - Urban Design Vision
4. Transportation Planning Projects - Intersection Redevelopment, Streetscape Improvement, Transit Design
5. Railway Station Area Redevelopment - Urban Design Thesis (Academic)
6. Urban Agriculture as a Design tool - Urban Design Extension Studio (Academic)
7. Architecture + Landscape Projects - Architecture Thesis & Studios (Academic)

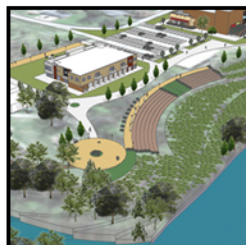
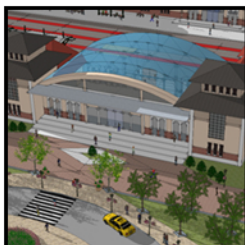


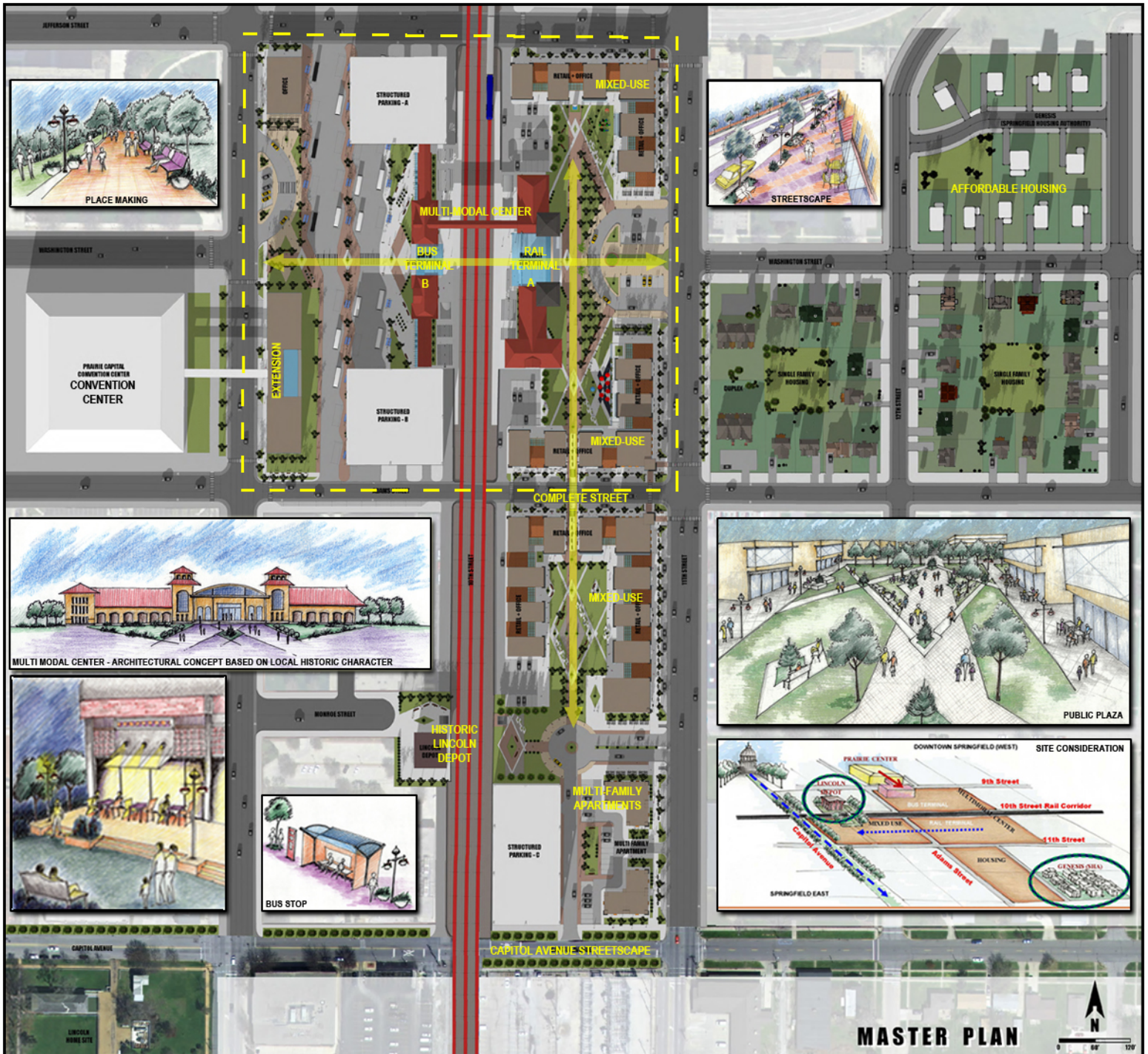
ABOUT

Neha is passionate about "Design for Urbanism" which has inspired her to pursue multiple areas of expertise from Architecture to Urban Design and Urban Development/International Planning, spanning across many countries (UK, UAE, Qatar & India), academically and professionally. She has experience working with both private and public sector clients, domestically and internationally. Studying, working, and living globally has deepened her appreciation for diverse cultures and development contexts. Growing up in Abu-Dhabi and working as an Architect in Qatar for GHD Consultant, she experienced the fast-paced building of Middle East cities and the rising skyline from ground zero. She was a funded student participant for an interdisciplinary Global Studio & World Urban Forum III (UN-HABITAT) in Vancouver, Canada and Asia Link studio in Karachi, Pakistan where she participated in global urban discourses with urban leaders from around the world. British Commission & University College London (UCL) - Bartlett awarded her a full Commonwealth Scholarship. While living in London, she loved exploring the city walking and taking public transportation. She calls London her favorite city!

Her recent experience as an Urban Designer - Planner explored the role of design thinking within the regulatory process, working closer to the communities. Her skill set includes all phases of planning from initial site analysis, program development, and concept alternatives, to final master plan design and guidelines for implementation. Her design works reflect a thorough understanding of the physical, sustainable, cultural, political, and economic aspects of the respective context. She excels at a multi-disciplinary approach to design, seeking integration of urban form, landscape, transportation, and sustainable practices. She explores innovative methods of representation for urban design drawings to capture the complexity of design problems and represent them in simplicity. Through her work, she has demonstrated emerging concepts, delivered public presentations, and believes in demonstrating big ideas to local communities for effective public participation. She was a panel speaker at national and state conferences and loves speaking engagement. Startup ideas and initiatives thrill her to plunge into adventurous endeavors. Concurrently, she is also pursuing a professional architecture license in Illinois.

In her creative musings, Neha continues to explore new frontiers at the intersection between less connected avenues. With a quest for learning, she loves to travel to new places and meet people from all walks of life.





MASTER PLAN

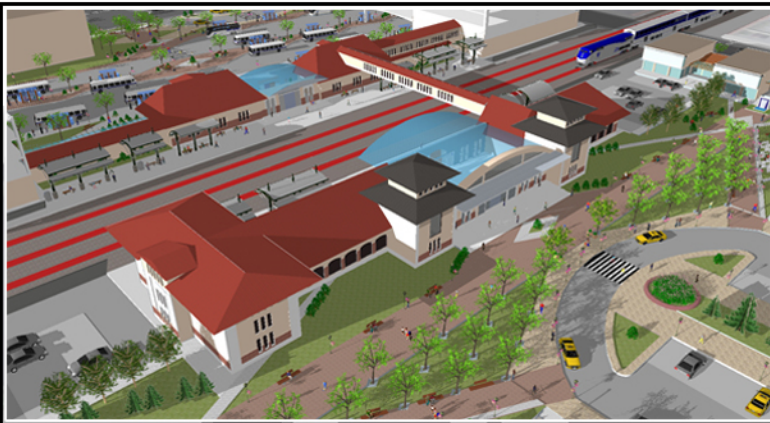


Responsibility: PROJECT TEAM LEADER + SPEAKER
 Design Conceptualization, Master Plan, Final Drawings, Public Presentations

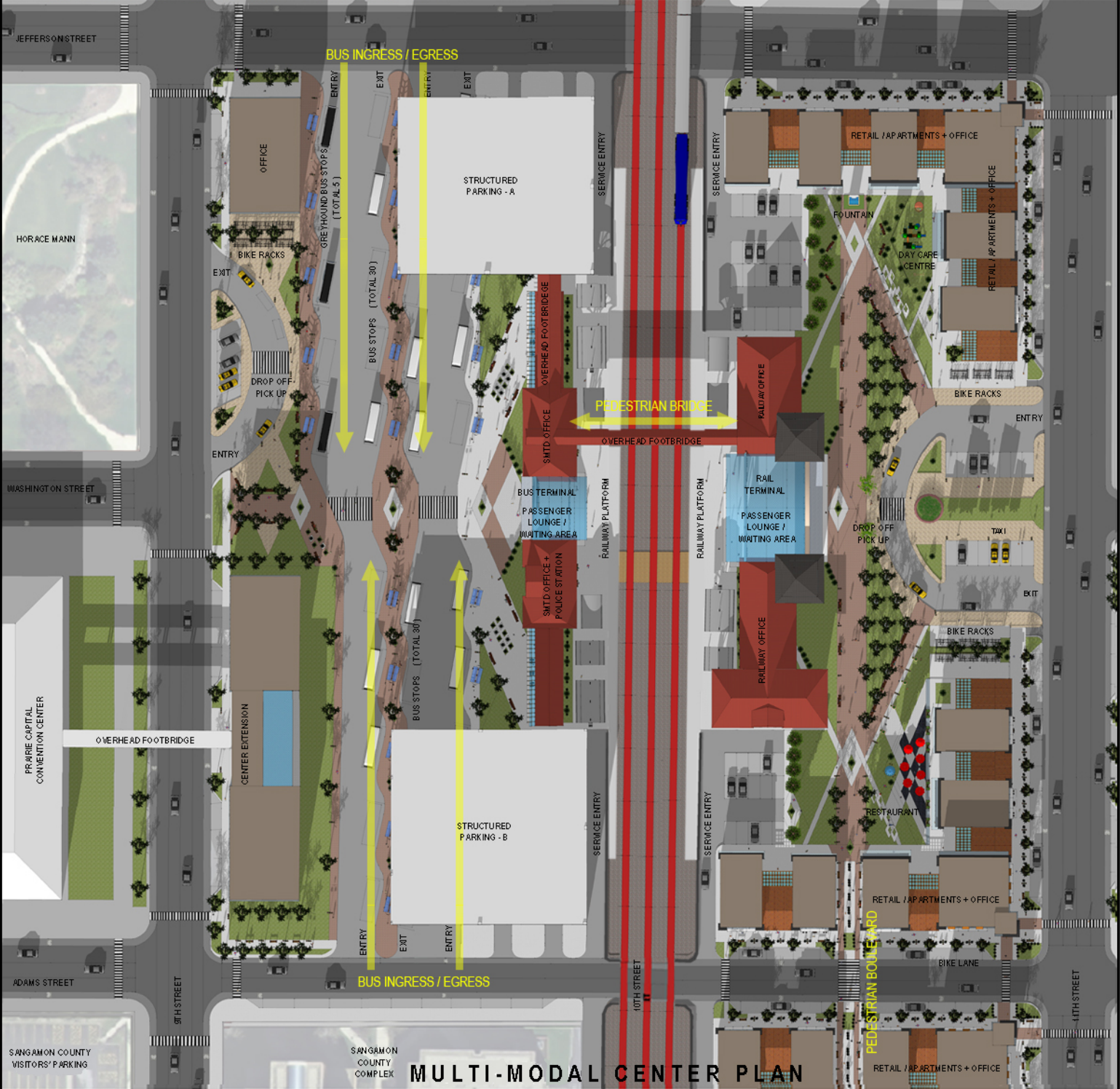
Project Outcome:
 Project nominated for APA Illinois Chapter Award
 Cover story for Illinois Times and other newspapers
 Public Presentations (Speaker) - ILARC Annual meeting, FHWA TIFIA Workshop, SDAT, DSI, Citizens Club of Springfield and numerous public engagement meetings

The multi-modal center is under construction by Local Transit Agency and the master plan is under consideration by various stakeholders

SITE AREA DETAILS		BUILT AREA DETAILS		
MULTI-MODAL CENTER (A+B)	12.25 ACRES	MULTI-MODAL BUILDING (A+B)	70280 SQ.FT. (1.6 ACRES)	
RAIL TERMINAL (A)	0.25 ACRES	RAIL TERMINAL BUILDING (A)	41700 SQ.FT.	
BUS TERMINAL (B)	0.25 ACRES	BUS TERMINAL BUILDING (B)	28580 SQ.FT.	
MIXED-USE	6 ACRES	TOTAL RETAIL SPACE	81848 SQ.FT. (1.7 ACRES)	
AFFORDABLE HOUSING	6 ACRES	TOTAL OFFICE SPACE	167208 SQ.FT. (3.8 ACRES)	
TOTAL TOD SITE AREA	25 ACRES	CENTER EXTENSION SPACE	26400 SQ.FT. (0.6 ACRES)	
STRUCTURED PARKING DETAILS		HOUSING DETAILS		
PARKING A	27000 SQ.FT X 4 LVLS (400 CARS)	HOUSING TYPE	UNITS #	UNIT AREA
PARKING B	32400 SQ.FT X 4 LVLS (480 CARS)	MULTI FAMILY	12 UNITS	1800 SQ.FT.
PARKING C	28800 SQ.FT X 4 LVLS (440 CARS)	SINGLE FAMILY	26 UNITS	2500 SQ.FT. (2 FL)
TOTAL PARKING	1320 CARS	DUPLEX	4 UNITS	2500 SQ.FT. (2 FL)
				LOT AREA
				48000 SQ.FT.
				8000-10000 SQ.FT.
				15000-18000 SQ.FT.



RAIL TERMINAL ENTRANCE

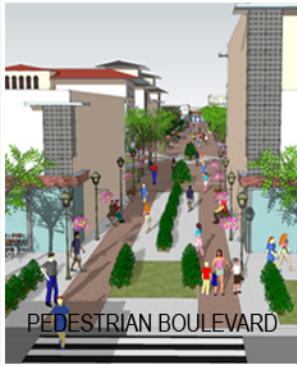


MULTI-MODAL CENTER PLAN





STAGING OF BUILDING HEIGHT
FROM CORNERS TO BLOCK CENTER
TO ALLOW FOR BETTER VISUAL LINKAGE



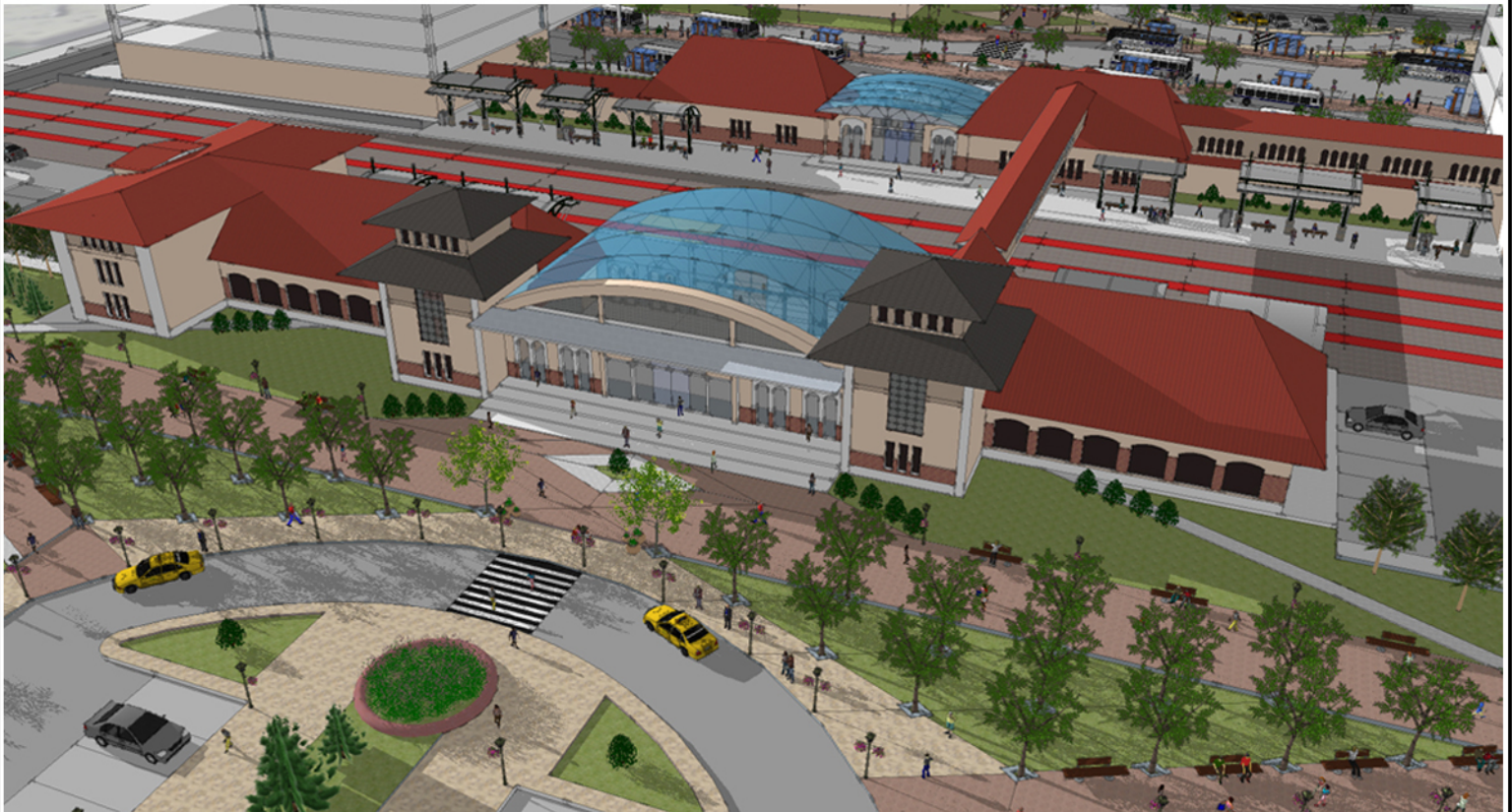
PEDESTRIAN BOULEVARD



MID BLOCK CROSSING



VISUAL LINKAGE



Responsibility: PROJECT TEAM LEADER + SPEAKER
Design Conceptualization, Master Plan, Final Drawings, Public Presentations
Project Idea: INVEST used prospectively to design corridor development
Project Outcome: Project posted as a Case study of INVEST on FHWA website

Public Presentations (Speaker):

AMPO National Conference 2013, Portland (OR),
IDOT Fall Planning Conference 2015, Chicago (IL);
FHWA (INVEST) Sustainable Highways National Webinar, 2013

Case Study:

Visualizing Sustainability in the Historic Route 66 Corridor Project

Section of Route 66 showing current conditions (before) and mock-up with sustainability improvements (after)



PD-15: Historical, Archaeological and Cultural Preservation

Goal: Preserve, protect or enhance cultural and historic assets, and/or feature National Byways Program (NSBP) historic, archaeological, or cultural intrinsic in a roadway **1-3 points available**
3 points achievable

Prerequisite 2: Any portion of the project is along one of America's Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route that was designated or officially recognized as such because of its significant historical, cultural and/or archaeological features.

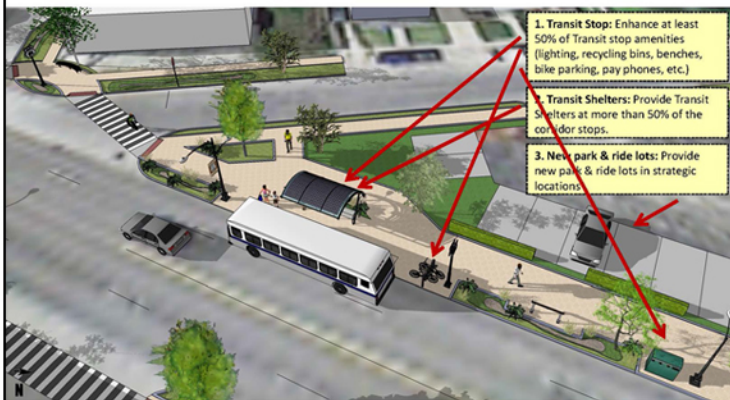
1. Enhance features: Protect, preserve, and/or enhance historic, archaeological, or cultural resources. This could be done through the installation of informational or interpretive facilities (e.g. Viewpoint, kiosk, sign for visitors detailing historical, archaeological, or cultural significance.)



PD-12: Transit and HOV Access

Goal: Promote use of public transit and carpools in communities by providing new transit and high occupancy vehicle (HOV) facilities, or by upgrading existing facilities within the project footprint.

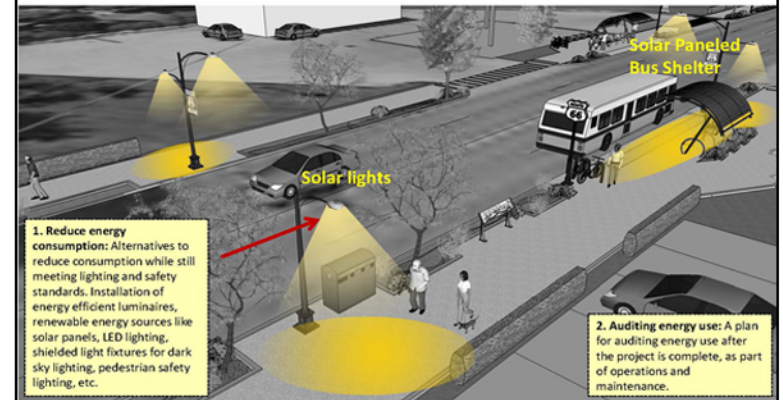
Requirements: Any two or more of the following



PD-17: Energy Efficiency

Goal: Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

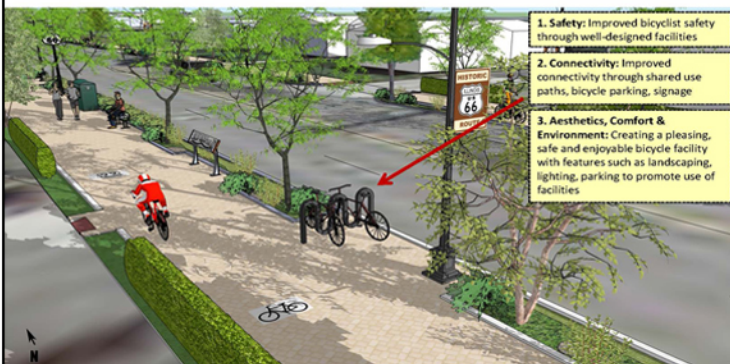
Requirements: **1. Reduce energy consumption** **2. A plan for auditing energy use**



PD-11: Bicycle Access

Goal: Promote bicycling in communities by providing or enhancing safe and convenient bicycling facilities within the project footprint.

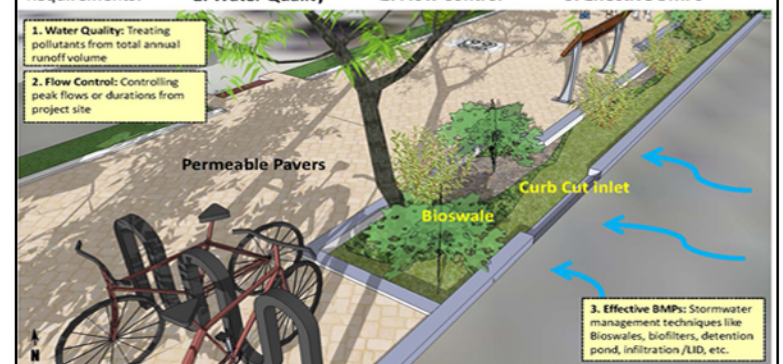
Requirements: **1. Safety** **2. Connectivity** **3. Aesthetics, Comfort & Environment**

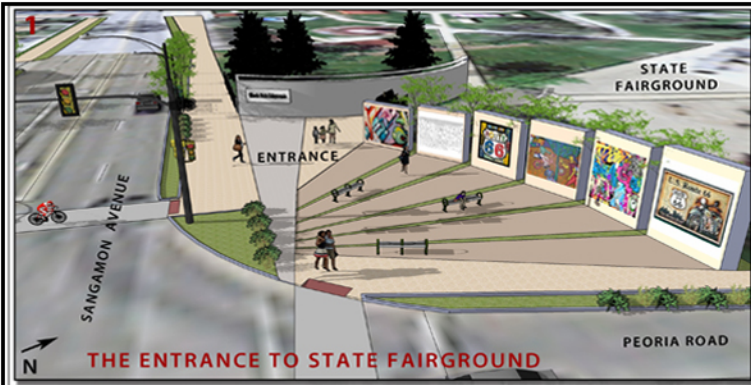


PD-8: Stormwater

Goal: Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment.

Requirements: **1. Water Quality** **2. Flow Control** **3. Effective BMPs**



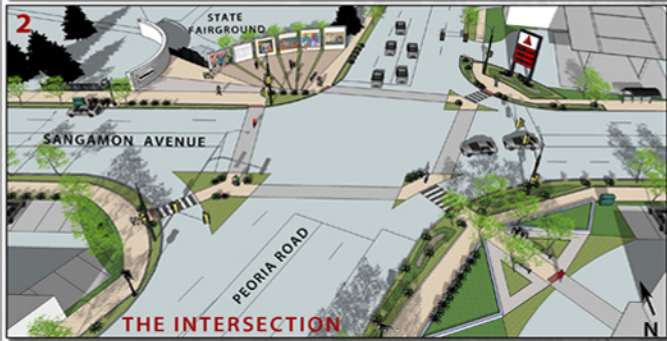


Improvements were identified along the corridor to enhance Sustainability by utilizing INVEST

Design incorporated INVEST criteria to demonstrate Sustainability concept to communities and local jurisdictions

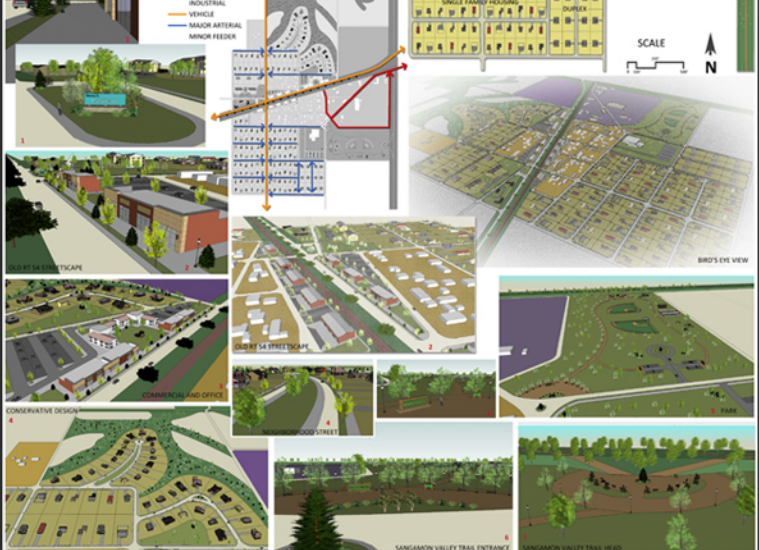
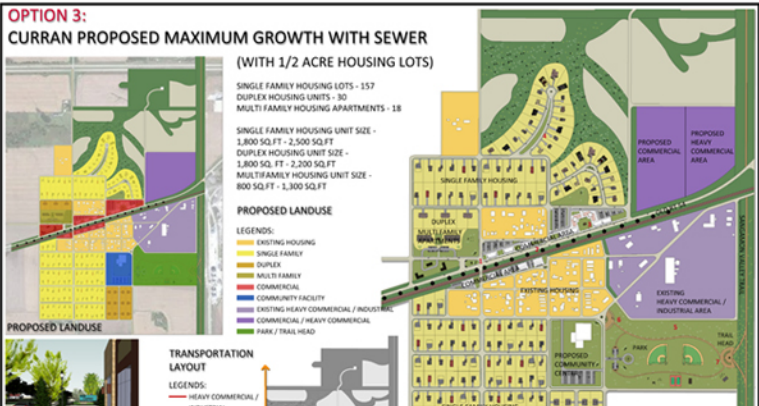
The Initiative can be a precedent for similar other projects

STATE FAIRGROUND





Curran - envisioned through maximum & minimum growth scenarios within the context of existing zoning ordinance



Chatham - Revitalizing Public Square as a center of Community surrounded by mixed-use development creating vibrant public realm



Aerial view of the public square with streets closed for pedestrians on two sides



Picnic benches and Water splash pads proposed to facilitate community gatherings



Complete Street proposed to connect plaza with mixed-use development

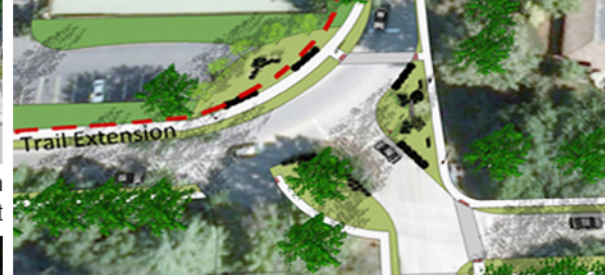


Landscape features to create sense of entrance

Leland Grove - Neighborhood Connectivity through Park, Amenities & Intersection Safety Improvement



Improving Pedestrian Entrance to the Neighborhood



Trail Extension provide biking and walking connectivity



Pedestrian Bridge



Existing View



Proposed View

Intersection Redevelopment: A pedestrian friendly commercial node is redesigned to better connect with adjacent residential area through pathways & buffer landscape. Built form along block edges provides continuous facade and street enclosure. The surface parking behind buildings & landscaping is hidden from the street view.



Streetscape Improvement: Local Neighborhood Association were concerned for a deteriorating commercial street and the loss of perceived safety. Improvement of amenities included landscaping, bump outs, pedestrian crossings, signage regulation, decorative light posts, benches and restoration of historic facades.





Transfer Facility, Divernon



Transfer Facility, Williamsville



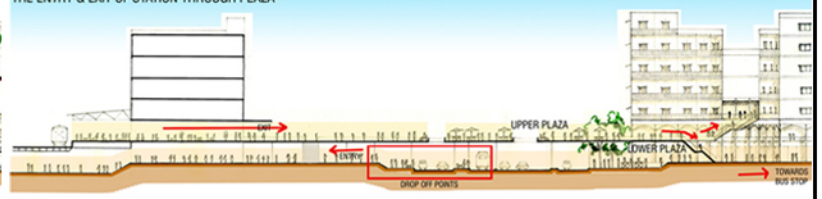
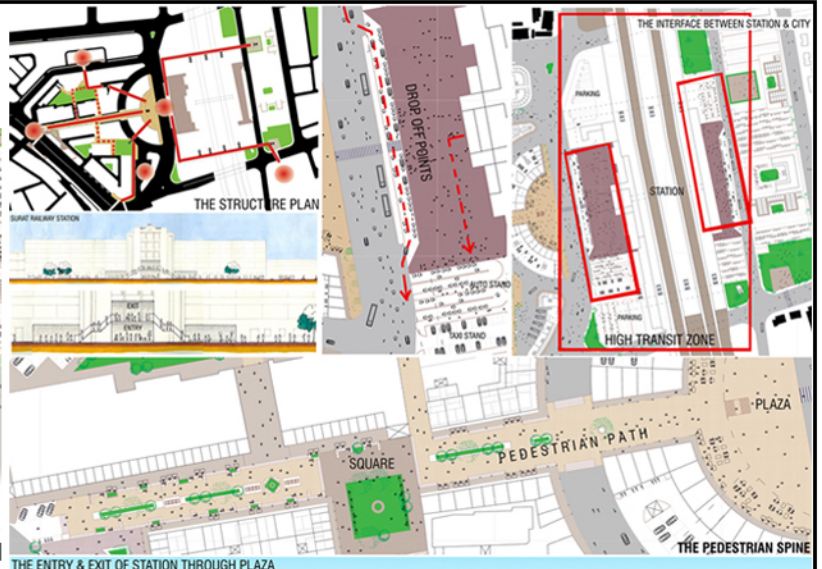
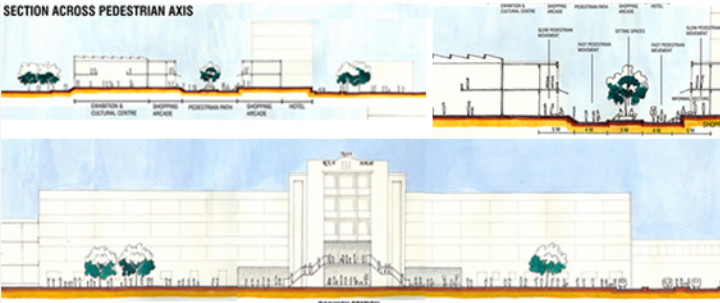
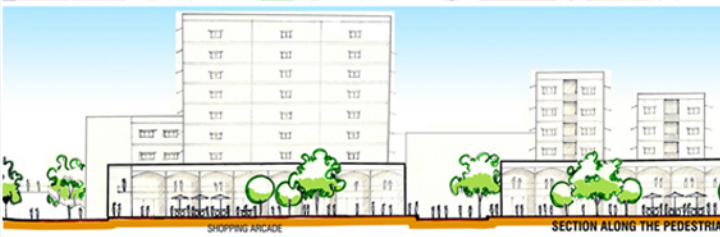
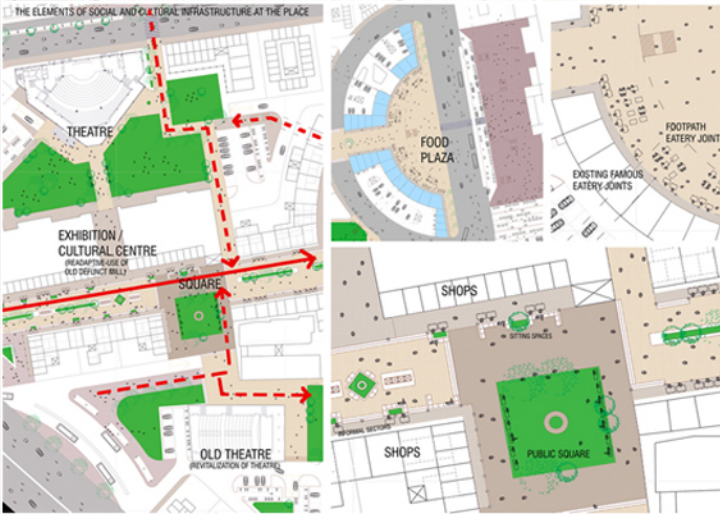
Project: Regional Transit Service is generally demand response and it may be possible to provide service to more people if they can meet at a bus stop so only one stop would be required by the transit vehicle. This idea paved way to designing a transfer facility in smaller communities. Ideally, the facility would be located within walking/biking distance of some residents and have a park and ride opportunity. Three such proposals were considered and designed to demonstrate the idea. Project details were context sensitive with some uniformity of character between different transfer facilities.

Project Outcome: The design proposals are being considered by individual jurisdictions.



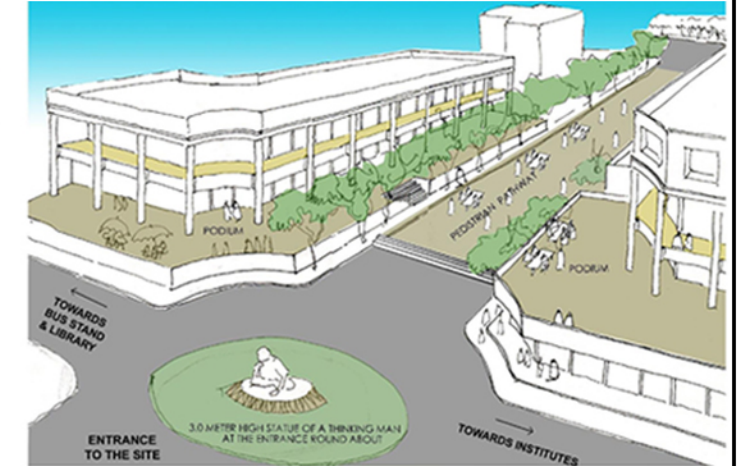
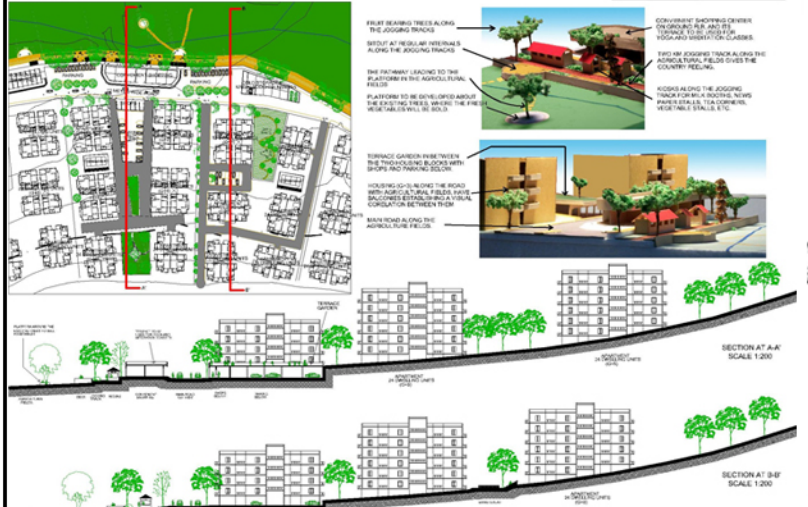
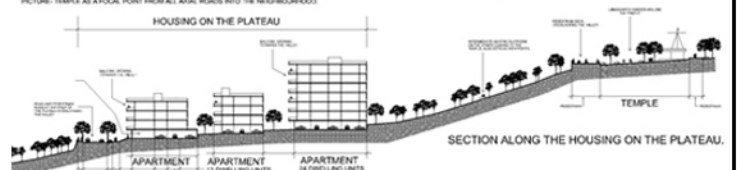
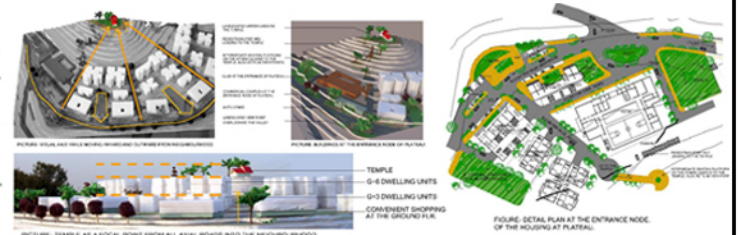
Transfer Facility, Illiopolis

Project: Transit Oriented Development
 Context Sensitive design solution for historic colonial precinct to meet current requirements of the railway station and the informal sectors depending on the transit character of the area



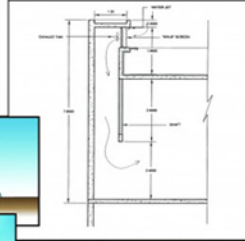
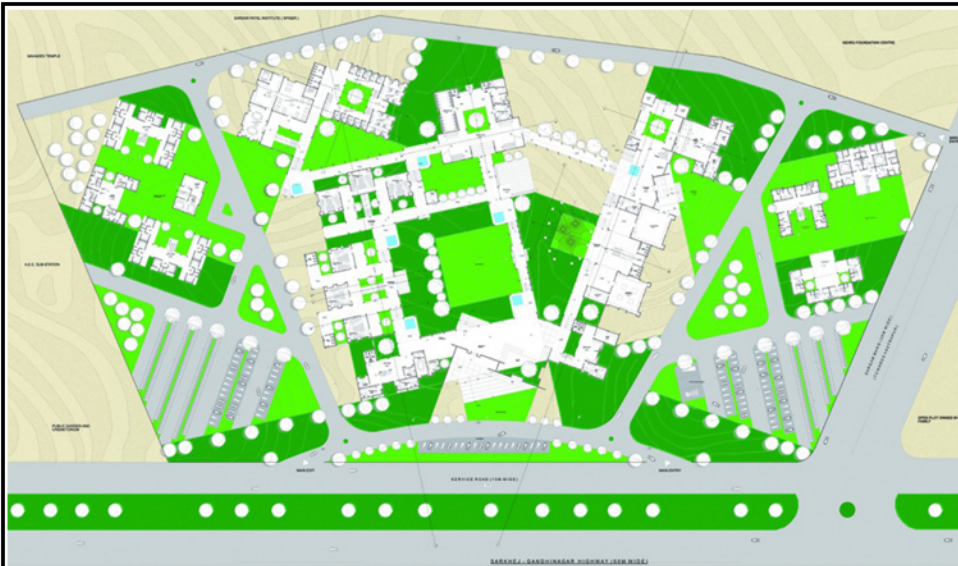
- DESIGN GUIDELINES AND BY-LAWS FOR THE BUILT FORM**
- MAJOR RESTRUCTURING (WEST SIDE)**
 - THE TYPOLOGIES PROPOSED AFTER THE RESTRUCTURING ARE EXPLAINED IN DETAIL BELOW.
 - THE GUIDELINES ON THIS PART ARE COMPARATIVELY STRICT THAN THE EAST PART OF THE SITE.
 - THE OPEN GREEN SPACES AND HARD PAVEMENTS ARE UNDER NO BUILT UP GUIDELINE.
 - MINOR RESTRUCTURING & DENSIFICATION (EAST SIDE)**
 - THE EXISTING HOUSING IS RETAINED AND MORE HOUSING IS ADDED ON THE SITE WHICH DO NOT HAVE ANY STRICT GUIDELINES.
 - THE EDGE PLOTS FACING THE PROPOSED BUS TERMINAL HAVE STRICT BUILT FORM AS A RESPONSE.

BUILDING TYPE	LOCATION	PLOT SIZE	TYPICAL PLANS	VIEW
SEMI-CIRCULAR BUILT FORM WITH PLAZA & OFFICE TOWERS WITH RESTAURANTS ON G, F, & F+6	ALONG THE PEDESTRIAN PATH AND ROAD EDGE	35 M x 25 M	CASE I, CASE II	SEMI-CIRCULAR BUILT FORM
BUDGET HOTEL WITH RETAIL COMMERCIAL AT G, F, & F+6	ALONG THE PEDESTRIAN PATH AND ROAD EDGE	20 M x 18 M	CASE I, CASE II	HOTEL TOWERS WITH SHOPPING ARCADE
OFFICE TOWER WITH RETAIL COMMERCIAL AT G, F, & F+6	CORNER PLOTS AT THE JUNCTIONS	30 M x 20 M	CASE I, CASE II	OFFICE TOWERS AT CORNER PLOTS
EXISTING STRUCTURES	ALONG THE PEDESTRIAN PATH	34 M x 22 M	CASE I, CASE II	OLD MILL FACADE
		35 M x 30 M	CASE I, CASE II	
		25 M x 20 M	CASE I, CASE II	
		132 M x 35 M	CASE I, CASE II	
		40 M x 25 M	CASE I, CASE II	

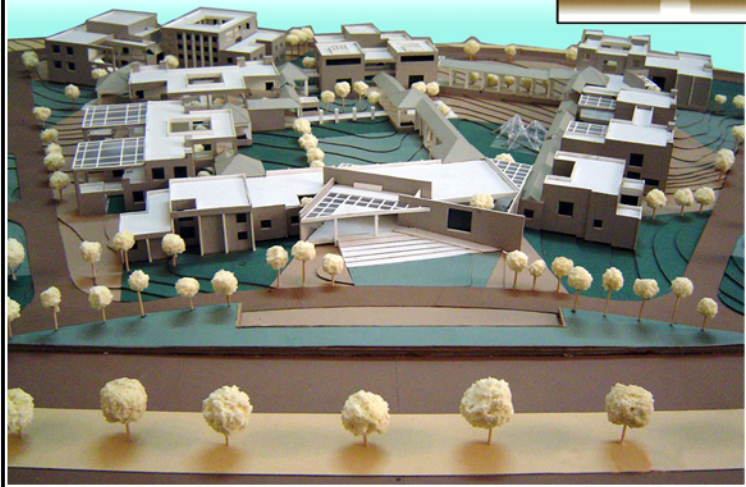
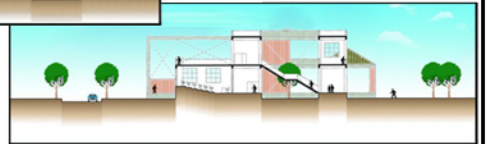
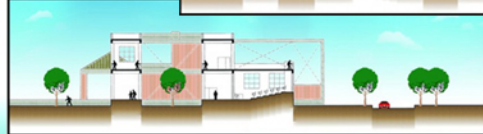
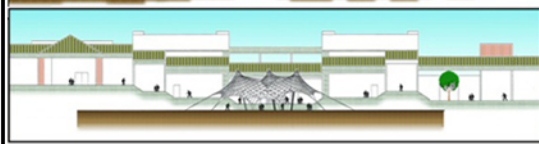


Project: Urban Extension (Urban-Rural Interface design)

Concept of Urban Agriculture was utilized to design growth boundaries of an expanding urban region. The eco-sensitive Master plan respected hilly terrain and soil geology of the site. Neighborhood design included community kitchen gardens, public squares, urban center and the lake front development for recreational purposes.

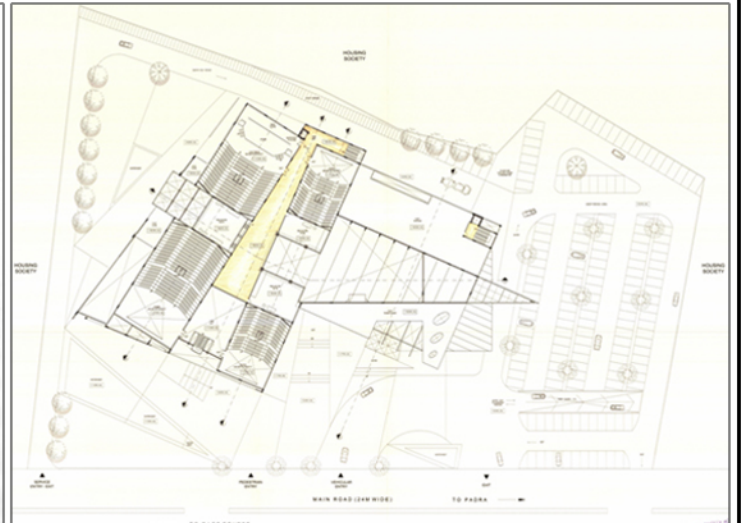
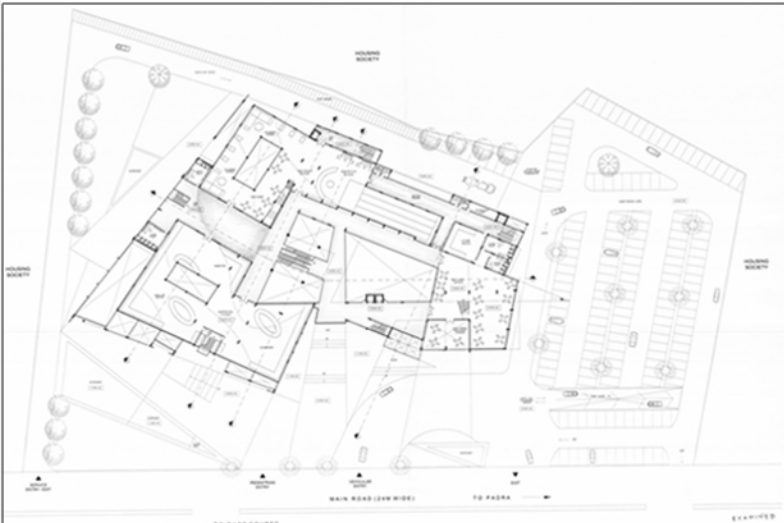
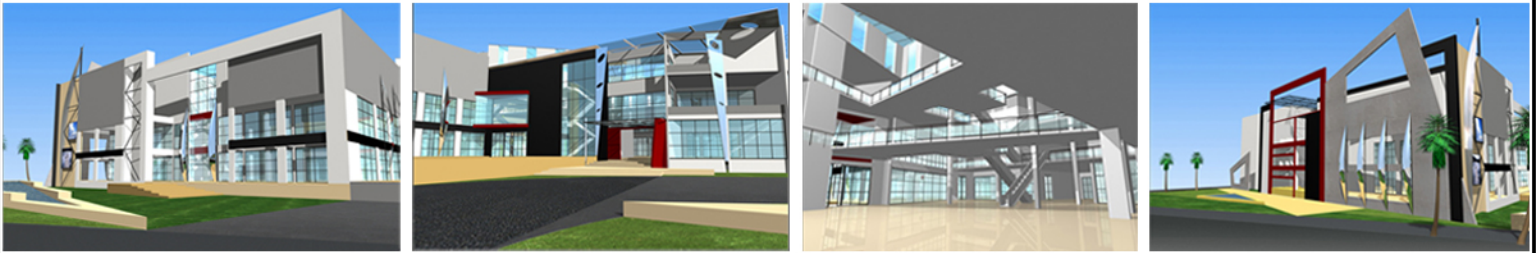
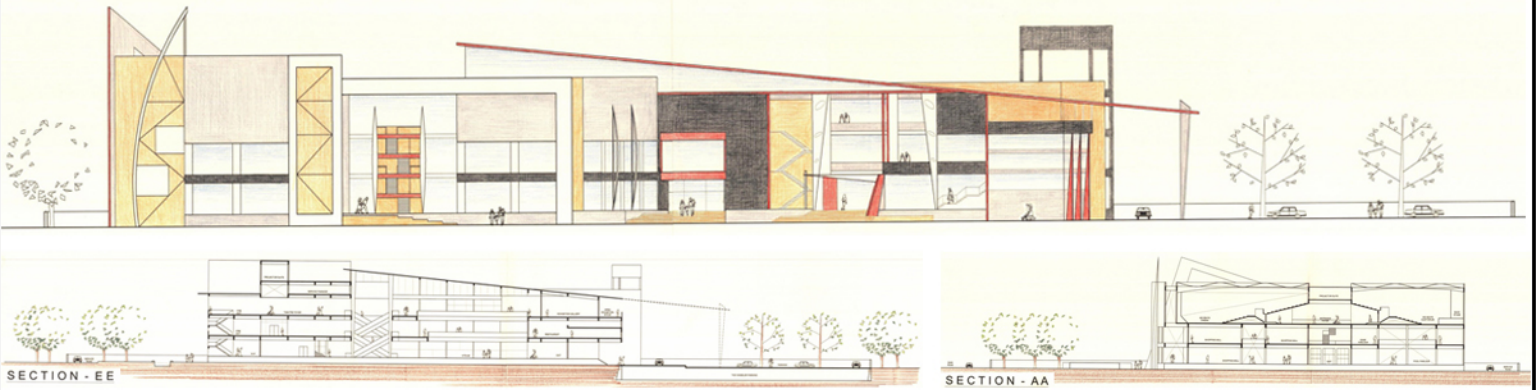


Construction Detail: Wind Catcher

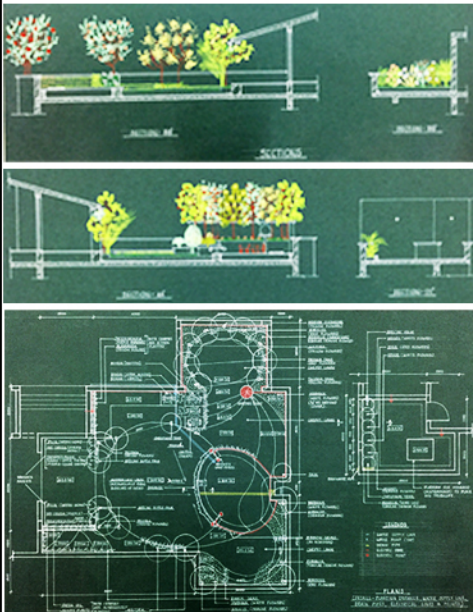


Project: Institutional Campus Design
 The Built form was inspired by Cubism. Each campus unit in plan and elevation was designed in square geometry. Three functions of the campus - teaching, research and women workshop were integrated in design yet remained independent in operation. Courtyard typology with exposed brick and concrete work responded to the tropical climate.

Project: Multiplex Mall - An abstract contemporary form with atrium creating visual connections and included theatres, shopping outlets, kids' play areas & public space.



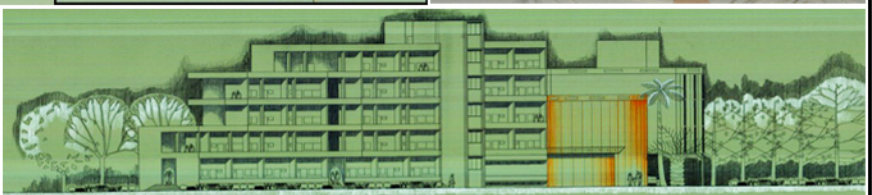
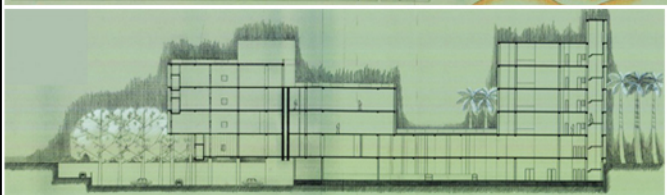
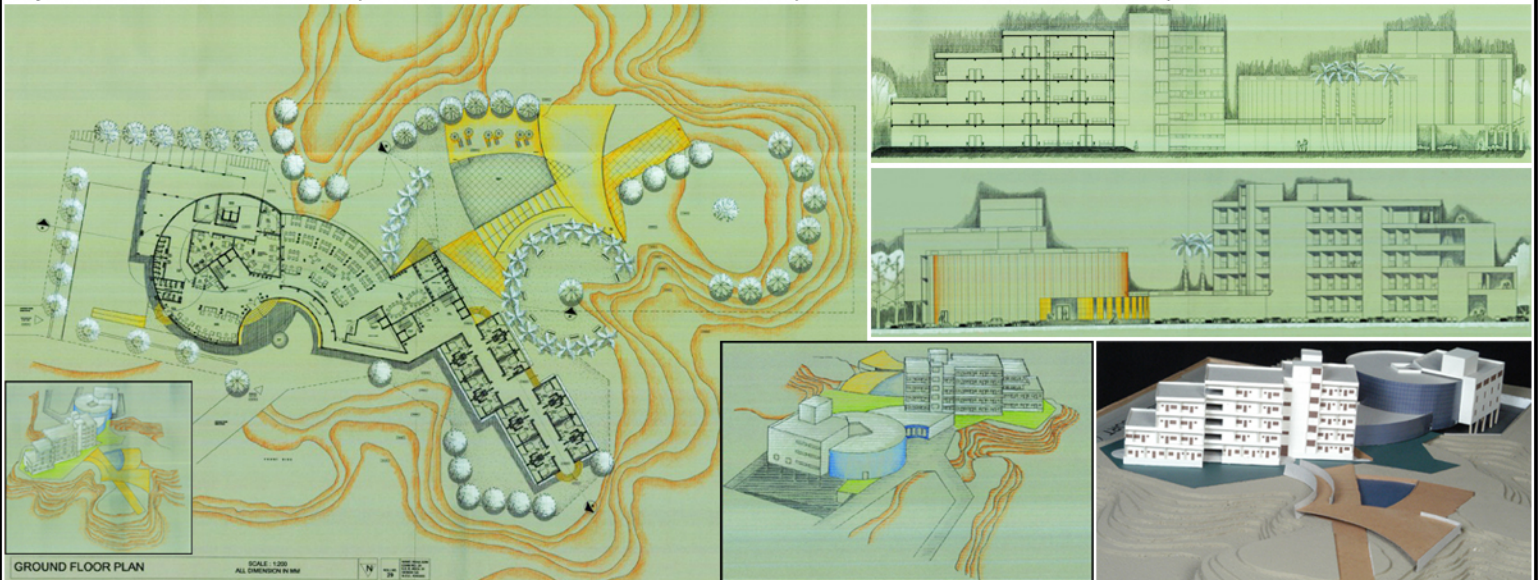
Freelance Landscape Design Project:
Pent House Terrace Garden (Private Client - Built)



Hand Rendered Drawings



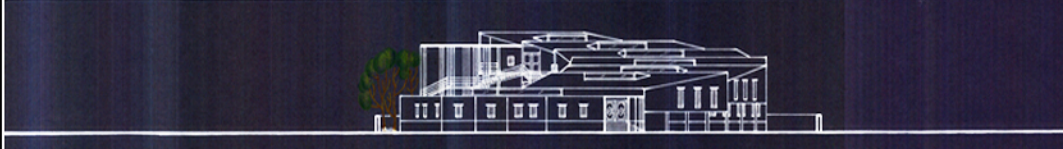
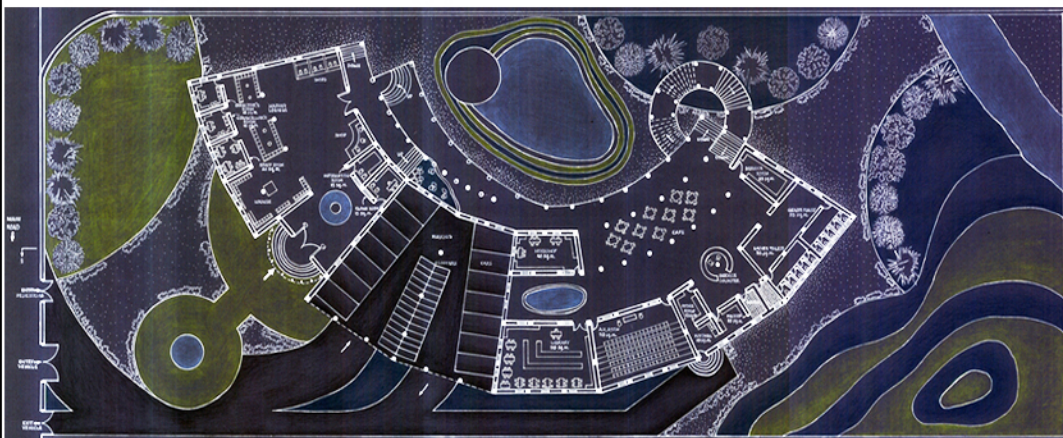
Project: Riverside Resort - Built form responds to linear river front site and is oriented to capture maximum view of river from interior spaces.



Project: Museum - The rising crescent form with sky lights lit museum interiors. The experiential quality of form explored for display of artifacts at ascending levels.

Hand Rendered Drawings

Project: Residence design



Project: Housing (150 units)

A module included diverse housing units for social inclusivity



Transit Oriented Development Project News Stories

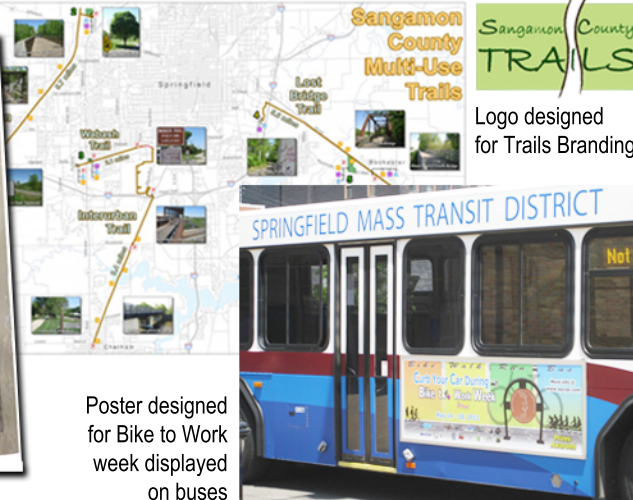


Committee releases bold plan for transportation hub

There is a great deal of excitement in Springfield over the bold plan for a new transportation hub. The plan, which would combine train, bus, and other services in a single large building, is a day-one...
 The plan, which would combine train, bus, and other services in a single large building, is a day-one...
 The plan, which would combine train, bus, and other services in a single large building, is a day-one...

LANDIS

Site preparation for a significant piece of the site already is expected to begin by Springfield...
 The plan, which would combine train, bus, and other services in a single large building, is a day-one...



Multi-use Trails Brochure designed for Park District

Poster designed for Bike to Work week displayed on buses

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