TRANSIT ORIENTED DESIGN

DRIVING TOWARDS SUSTAINABLE, FUTURE-FORWARD COMMUNITIES

SMITHGROUP

TRANSIT ORIENTED DEVELOPMENT

Creating affordable, sustainable, vibrant communities for generations to come.

The way we plan and experience our cities has been largely dictated by the automobile for the better part of a century. Those paradigms are currently being challenged by emerging technologies and opportunities that could drive a new mobility future. Autonomous and connected vehicles will offer new ways to think about and use street right-of-way, and potentially provide more flexible and equitable forms of mobility. At the same time, these opportunities pose new challenges. For example, making personal automobile travel easier and more attractive could increase the number of trips taken and the distance people are willing to drive, increasing rather than reducing traffic congestion.

As planners, designers, and citizens, we must creatively rethink, adapt, and improve our cities to prioritize human contact and public health, advance sustainability and resiliency, and minimize the negative impacts of new forms of vehicular travel. This won't be easy, as this isn't only about changing physical environments, but changing firmly established living, working, and commuting patterns and individual preferences.

Transit oriented development, when done effectively, can address many of these issues and create integrated solutions that build more resilient, affordable, and sustainable communities. At SmithGroup, we believe better land use and transportation integration are essential to solving today's challenges. We have a dynamic set of specialists and thought leaders who work together across our urban design practice to bring integrated solutions that effectively address these issues through equitable community engagement, data-driven planning, multi-modal mobility integration, and beautiful, resilient infrastructure.

Transportation has become the largest emitter of greenhouse gasses in the United States, vehicle miles traveled continue to increase, and fatalities are on the rise. At the same time, housing costs continue to escalate, and affordable, middle-income and workforce housing is harder and harder to find, particularly within cities and connected to robust transit. Additionally, people want to live in 15-minute neighborhoods, where they can access basic services easily and have safe proximity to parks, public spaces, and vibrant streets. All too often, these trends combine to create inequitable and unjust communities that either disproportionately displace people of color and minorities or disinvest in the places where they live. To address these issues, we must build communities that combine density with walkability, access to transit with placemaking, and wrap-around multi-modal services with affordability.

Transit Oriented Development

INFORMING THE FUTURE OF MOBILITY

To sustainably advance new technological innovations in mobility and transportation, three core principles should guide our planning and design thinking.

ADAPT SPACES FOR PEOPLE FIRST.

Our cities should be built and adapted for people first, emphasizing public health outcomes and human-powered movement, and balancing space for cars with places for human connection and contact.

CREATE TRULY SUSTAINABLE & RESILIENT PLACES.

While compact urban cores represent the most sustainable form of development, they often fall short of goals to not only do less environmental harm but also mitigate climate change, withstand and recover from chronic stresses and acute shocks, and generally improve the quality of life for all residents. Along with technological advances, cities must emphasize systematic, sustainable, and resilient performance of their public realm and mobility networks to ensure success for generations to come.

Robust, integrated public transit is key to achieving sustainability. Combined with electrification or other forms of zero-emission fuel sources, transit creates a clean, affordable, resilient backbone to connect communities and a strong foundation to plug and play a variety of shared-use e-mobility options and active transportation choices.

BE ACTION ORIENTED.

Our cities must work to establish a new, paradigm-shifting relationship with automobiles. We don't need to wait for autonomous vehicles to reduce or remove zoning parking minimums, decouple proximate requirements for parking from land uses, and recapture space for affordable housing, naturalized open space, and people-oriented uses to ensure that our cities are inclusive and accessible to all. We must lead with flexible and forward-thinking solutions and policies. And we must start now.

CROSS MARKET INTEGRATION DRIVES INNOVATION

SmithGroup blurs the boundaries between live/work/play, bringing an empathetic eye towards design from the overall concept to the most precise detail.

With rapidly changing technologies, new ways of working, living, learning, playing, celebrating, preserving, researching, and transporting, a change in the way projects are funded creating new partnerships, and a need to be more resilient than ever, it is apparent design solutions should be holistic in nature. This is not new nomenclature at SmithGroup. Our bench depth across markets, each specializing in their project type with an affinity to reach out to their peers, allows us to think beyond the current problem and help define and solve challenges that may arise in the future. We converge and blur the boundaries to create the unimaginable.

Working in the community development, science & technology, healthcare, municipal, and workplace sectors, we have completed an extensive number and variety of master plans. SmithGroup's master planning and design solutions for communities and campuses across the country range from compact infill sites to parks, campuses, districts, neighborhoods, and downtowns all the way up to community-wide and regional efforts. We provide an integrated set of planning and design services ranging from master planning, district planning, and design guidelines for urban environments.

In both the planning and implementation of design, we strive for specificity—representing each client's mission within its environmental and cultural context to create clear and compelling communities. **Our commitment to people, quality, and sound land utilization has been recognized by over 250 design and planning awards**, and we focus our interdisciplinary approach to land planning and site design with an emphasis on the sustainability of natural resources. Our interdisciplinary approach provides comprehensive guidance for architectural and site design and development phasing. We work closely with clients to confirm the market and financial feasibility of plan recommendations. This evidence-based approach provides a compelling vision; it establishes an effective blueprint for implementation.

Transit Oriented Development

ROCK CREEK WEST CORRIDOR PLANS

WASHINGTON DC

Recent changes to the District of Columbia's Comprehensive Plan allow greater heights and densities in support of the District's housing equity goals. The Rock Creek West Planning Area was identified as the part of the city with a significant need for affordable housing. SmithGroup is currently leading a team working with the DC Office of Planning to develop plans for how to shape future development along Connecticut and Wisconsin Avenues, west of Rock Creek Park. Future development focuses on four Metro Stations: Woodley Park, Cleveland Park, Friendship Heights, and Tenleytown. The project's scope includes:

- An Existing Conditions Analysis.
- A Public Life Study for Connecticut Ave.
- Design Guidelines for future development in the Woodley Park and Cleveland Park historic districts.
- Streetscape Guidelines for Connecticut Ave.
- A Development Framework including a Commercial Action Strategy for Wisconsin Ave.
- A Public Realm Design Plan and Zoning Study to guide future development in the Tenleytown and Friendship Heights neighborhoods along Wisconsin Avenue.
- Community design conversations, focus group meetings, and other engagement activities with community members and stakeholders.

The goal for both the Connecticut and Wisconsin Avenue corridors is to maximize development potential for additional housing while creating a vibrant public realm and promoting a socially and economically equitable, active, and sustainable commercial corridor.

SCOTTS RUN MASTER PLAN

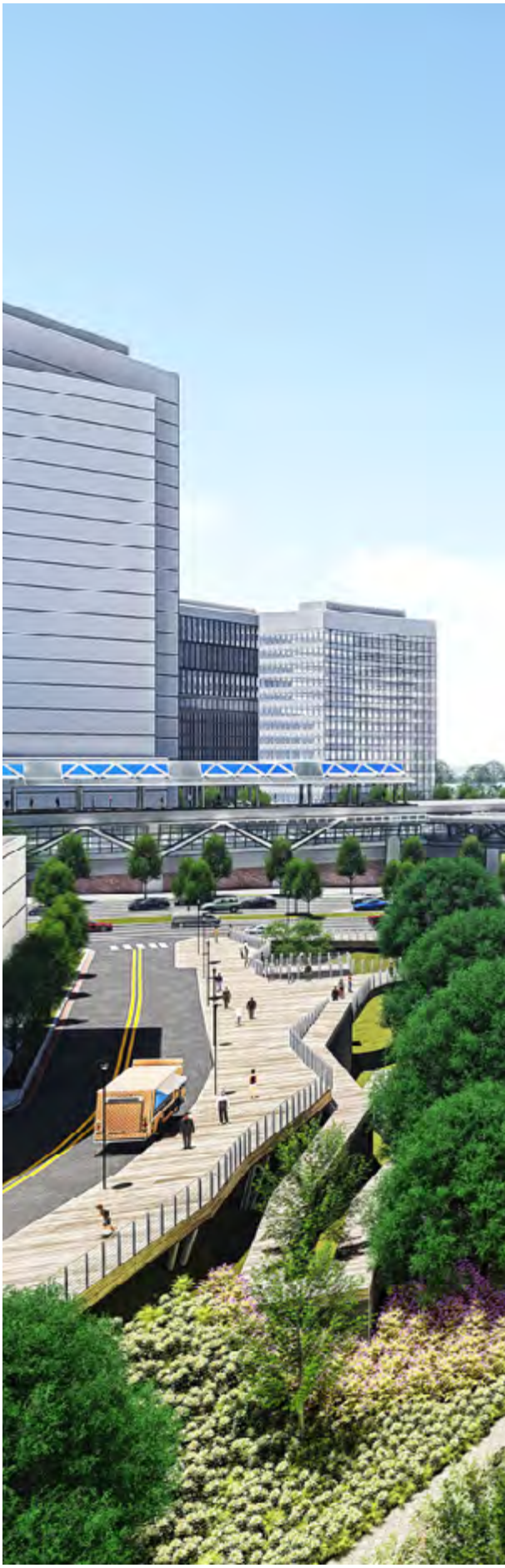
TYSONS CORNER, VIRGINIA

The Scotts Run master plan represents the vision for transforming an aging, disconnected, 40-acre suburban office park in the "edge city" of Tysons Corner adjacent to the new Mclean Metrorail station, and transforming it into a highly livable, walkable, vibrant, community and a mixed-use, transit-oriented, sustainable, and connected urban place.

The heart of the 8.5 million square foot mixed-use master plan is the Scotts Run Stream Valley Park, the focal point, and a visual, natural, and recreational amenity for the residential, office, hotel, retail, and restaurant uses surrounding it. Commercial office buildings are focused on Rt. 123, taking advantage of opportunities for identity and visibility. Residential and hotel buildings are focused on the park itself, to create a sense of "eyes on the street" and "eyes on the park".

The master plan implements a significant portion of the Tysons Corner Comprehensive Plan including:

- A pedestrian-scaled grid of streets.
- A mix of uses including retail and restaurants along Platform Avenue, a new "main street.
- Sustainable design features in buildings, landscape, and streetscape.
- Restoration of the Scotts Run stream valley.
- Passive and active recreational experiences and connection to nature.



"Realizing the vision for Tysons requires collaboration. This is a beautiful, beautiful application and something we welcome to Tysons Corner and Fairfax County."

Fairfax County Board of Supervisors Chairman Sharon Bulova (D)

AWARDS

Best Master Plan Award, NAIOP Northern Virginia

Outstanding Private Sector Award, APA Virginia Chapter

Excellence in Urban Design Award, APA Sustainable Communities Division

CREATE SAFE AND COMFORTABLE ROUTES FOR PEOPLE ON BIKES AND SCOOTERS

STREETS AND STREETSCAPES

Make cycling and scooting comfortable and enjoyable for people of all ages and abilities to discourage riding on sidewalks and conflicting with pedestrians.

- Consider designating O Street NE as a cycling relief valve for those riding east and west, connecting to P Street, both in the short and long term. (See Appendix for map of O Street NE public easement area.)
- Install sturdy vertical barriers, not just flex posts, for protection, integrating plantings and artwork as a softer buffer from the high volume of vehicular traffic.
- Add hand and foot rails to provide comfortable stops at long signals.
- Consider where a Capital Bikeshare station may be placed as both a buffer from traffic and to not induce pedestrian/bicycle conflicts.

O Street NE could be a cycling relief valve

Safe and comfortable bikeways

Bikeway protected with vertical planter, not just flex posts.

Hand and foot rails for cyclist comfort at signals.

Public easement area

HOW ARE PEOPLE MOVING

The main flows of pedestrian movement in the study area are along Florida Avenue and First Street NE. Very little pedestrian movement was observed along New York Avenue. Numerous pinch points are found along Florida Ave. People often jaywalk across New York Ave. NE in front of the McDonald's and at multiple locations along Florida Ave. NE.

Narrow sidewalks along Florida Ave. west of 1st St. NE

Pinch point at Peoples building and 1st St. NE

PUBLIC LIFE STUDY AT FLORIDA & NEW YORK AVENUES

WASHINGTON DC

The intersection of Florida and New York Avenues NE has long been a source of significant concern due to dangerous traffic patterns, poor urban design, and strained mobility. Yet it is in a neighborhood where numerous people live, work, and go to school; one that is experiencing significant growth and development, and one through which many people need to travel daily. SmithGroup assisted the DC Office of Planning in conducting a Public Life Study to better understand how people want and need to use this space now, and in the future and to make recommendations for the design of new public spaces in the area which will result from a future reconfiguration of the intersection underway by the DC Department of Transportation.

A Public Life Study Applies observational, people-centric measures in order to inform policy, regulations, and public space design so as to remove barriers to participation in public life. A physical conditions analysis was conducted followed by several days of fieldwork during which hourly data was collected on how people use the intersection now and their aspirations for its use in the future. Data included movement of people through the intersection, stationary activity, and in-person intercept surveys in addition to observations over the course of each day. Over 500 responses were received to an online survey that was distributed to local residents, workers, and students. The analysis resulted in recommendations and strategies for urban design, streetscape, multimodal connectivity, architectural form, and building programming to promote a vibrant public life for future public spaces in and around the intersection. Together, these recommendations re-imagine how this area can become an inviting place for public social life that accommodates all ages and abilities, and all types of mobility, in attractive high-quality public spaces.

EISENHOWER WEST SMALL AREA PLAN

ALEXANDRIA, VIRGINIA

Eisenhower West is a 620-acre warehouse and light industrial district in the City of Alexandria, Virginia, focused on the Van Dorn Street Metrorail Station. The Eisenhower West Small Area Plan guides the future development of 240 acres of the area over the next 25 years. SmithGroup's integrated team provided urban design, planning, architecture, landscape architecture, community engagement, MEP engineering, civil engineering, stormwater management, a market economics analysis, and an implementation strategy, and was coordinated with a concurrent transportation plan. The community engagement process included public workshops with interactive exercises and online engagement.

The plan is built on the following elements:

- A mix of land uses including residential, office, hotel, institutional, educational, retail/restaurant, and innovation/flex/maker space, with appropriate densities for future redevelopment,
- A high-density mixed-use node with high-quality buildings and public spaces at a redeveloped Van Dorn Metrorail station,
- Smaller, lower-density mixed-use nodes distributed in key locations within 6 distinct new neighborhoods in the district,
- A new Innovation District established west of Van Dorn Street, mixing residential and retail with light industrial/innovation/maker space,
- A new grid of multi-modal complete streets and blocks building off the existing major streets, and replacing large swaths of surface parking, and pedestrian-only bridges where roadway crossings over the railway rights-of-way are not possible,
- New parks, trails, and public gathering spaces integrated into each neighborhood, including the revitalization of Backlick Run as a greenway and stormwater management amenity,
- The potential for a District Energy/Combined Heat and Power system leveraging the presence of the existing Covanta waste-to-energy plant, and
- The potential to supply non-potable water from the AlexRenew water treatment facility ("purple pipe") to meet building water requirements and supplement Covanta's cooling needs.

Transit Oriented Development

"The Eisenhower West Small Area Plan was ground-breaking in its process of engaging the community throughout the length of the planning effort. The end result was a plan that truly reflected the core ideas generated by the community coupled with economic feasibility."

-Karl W. Moritz, Director, Department of Planning & Zoning, City of Alexandria

AWARDS

Outstanding Plan Award, APA Virginia Chapter

Award of Excellence for Urban Design, APA Sustainable Communities Division

SOUTHEAST BOULEVARD PLANNING STUDY

WASHINGTON DC

The Southeast Boulevard project is a land use and urban design study reimagining a decommissioned stretch of highway adjacent to the Anacostia River. The Capitol Hill neighborhood is disconnected from the river by this highway and adjacent railway line. Three concepts include new land uses, extension of the neighborhood fabric, physical connectivity to the waterfront, and multimodal complete streets. Topography is used to park buses under the site, addressing a citywide need.

Concept A envisions a tree-lined four-lane boulevard with sidewalks, on-street parking, and bike lanes immediately north of the CSX right-of-way. Neighborhood streets and blocks are extended toward the river ending at the boulevard and creating development parcels. Connections across the CSX tracks are provided at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps. New residential and green spaces would be developed on the new blocks. Parking for buses would be provided under the 4-lane boulevard. Concept B explores the integration of a neighborhood street, one lane in each direction instead of a four-lane boulevard but does not allow for bus parking. Concept C proposes a four-lane boulevard split around either side of a large new neighborhood park with bus parking below.

ILLUSTRATIVE RENDERING CONCEPT A

AWARDS

American Planning Association, Nevada
DeBoer Award, 2022

Transit Oriented Development

LAS VEGAS MASTER PLAN

LAS VEGAS, NEVADA

With a vision to be the leader in resilient, sustainable cities and leverage the pioneering innovative spirit of its residents, the master plan will aid the city in providing equitable access to services and jobs in the new economy. Serving as a strategic framework, the Las Vegas Master Plan will lead future economic, social, cultural, and quality of life improvements in Las Vegas by 2050. It will build on the effort, research, and consensus that has been part of previous plans in the region and customize a set of solutions for the City of Las Vegas. SmithGroup led a team of consultants working collaboratively with city staff to create a vision framework while focusing on catalytic land use and open space strategies. Engagement efforts were focused on education and building consensus among officials and the public to tackle challenges ranging from affordable housing to transit-oriented development to sustainable and smart development.

This transformative opportunity allowed the community to express their long-term vision, build health and resilience, energize programs, and proactively shape their environment. The planning process served as a mechanism to build collaboration between neighborhoods and their residents, the commercial districts and their businesses, and institutions and their services—improving the quality of life.

The 2050 Master Plan was formally adopted by the Las Vegas City Council in July 2021. As part of the plan, 16 new areas have been established throughout the city's territory, comprised of existing neighborhoods and districts.

NORTH-SOUTH COMMUTER RAIL FEASIBILITY STUDY

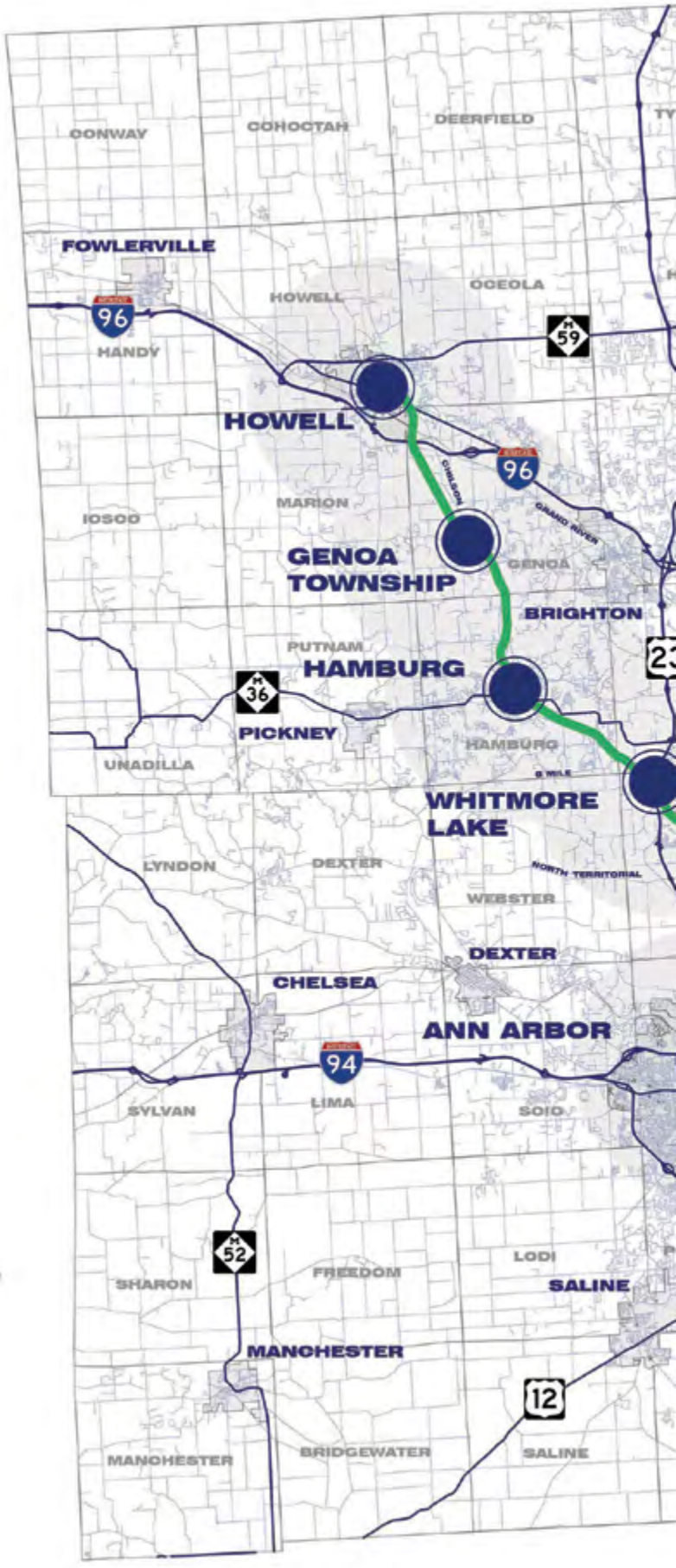
ANN ARBOR, MICHIGAN

The North-South Commuter Rail (formerly WALLY) was a proposed 27-mile-long rail service to connect Ann Arbor and Howell with several intermediate stops. It was developed as a cost-effective alternative to ease traffic congestion along US-23 between Howell and Ann Arbor, promote economic development, and create jobs in the region.

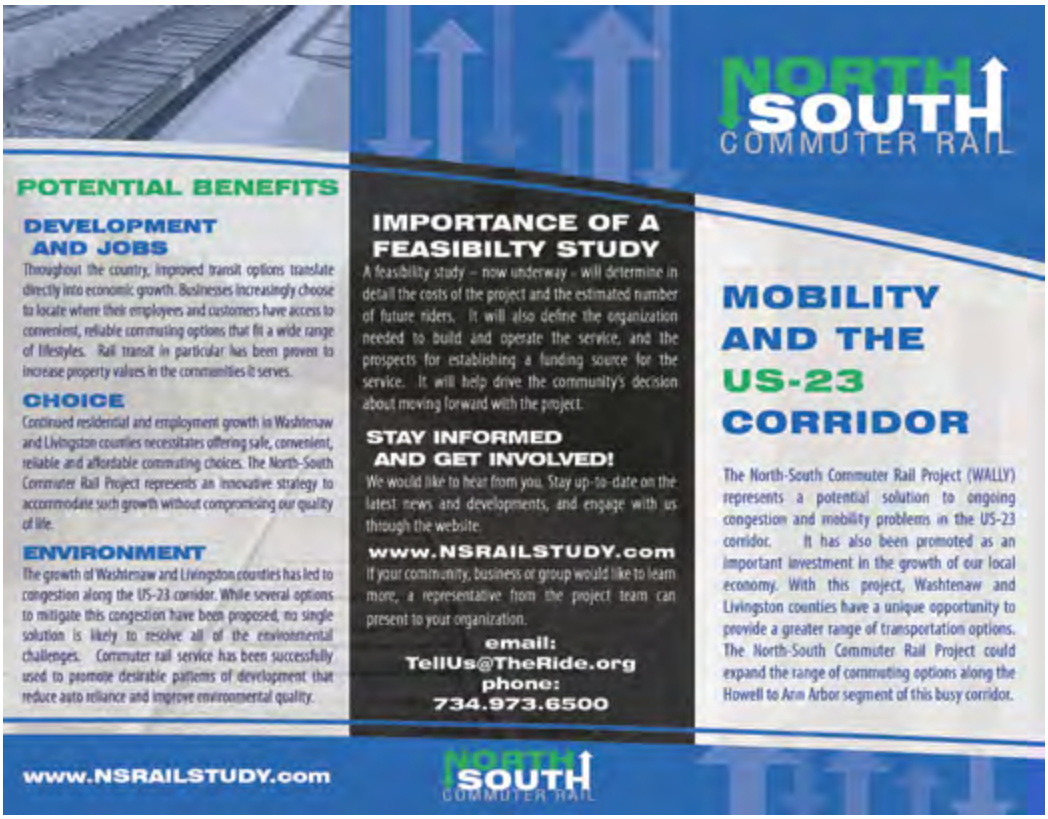
Station locations were evaluated for Howell, Hamburg Township, Whitmore Lake, and Ann Arbor, with additional sites under consideration. The stations will feature a boarding platform, shelters, and lighting, and will provide parking, bike racks, and, where feasible, infrastructure to accommodate connecting buses. Commuter service was initially proposed to include four trains in each direction per day.

SmithGroup was responsible for providing engineering and environmental screening for potential station locations. The analysis includes environmental considerations, NEPA/Fatal Flaw assessment, documentation of federal agency requirements, and commuter rail operational requirements within the context of acceptable railroad parameters. This information provided the basis for selecting final station locations.

One of Quandel's key roles was to define service alternatives which included developing schedules and operating plans, identifying infrastructure improvements and associated capital costs, and creating track schematics that depict existing and proposed track configurations. Quandel coordinated with host railroads Watco and Great Lakes Central to discuss operational and infrastructure requirements for operating a commuter rail service in the corridor.

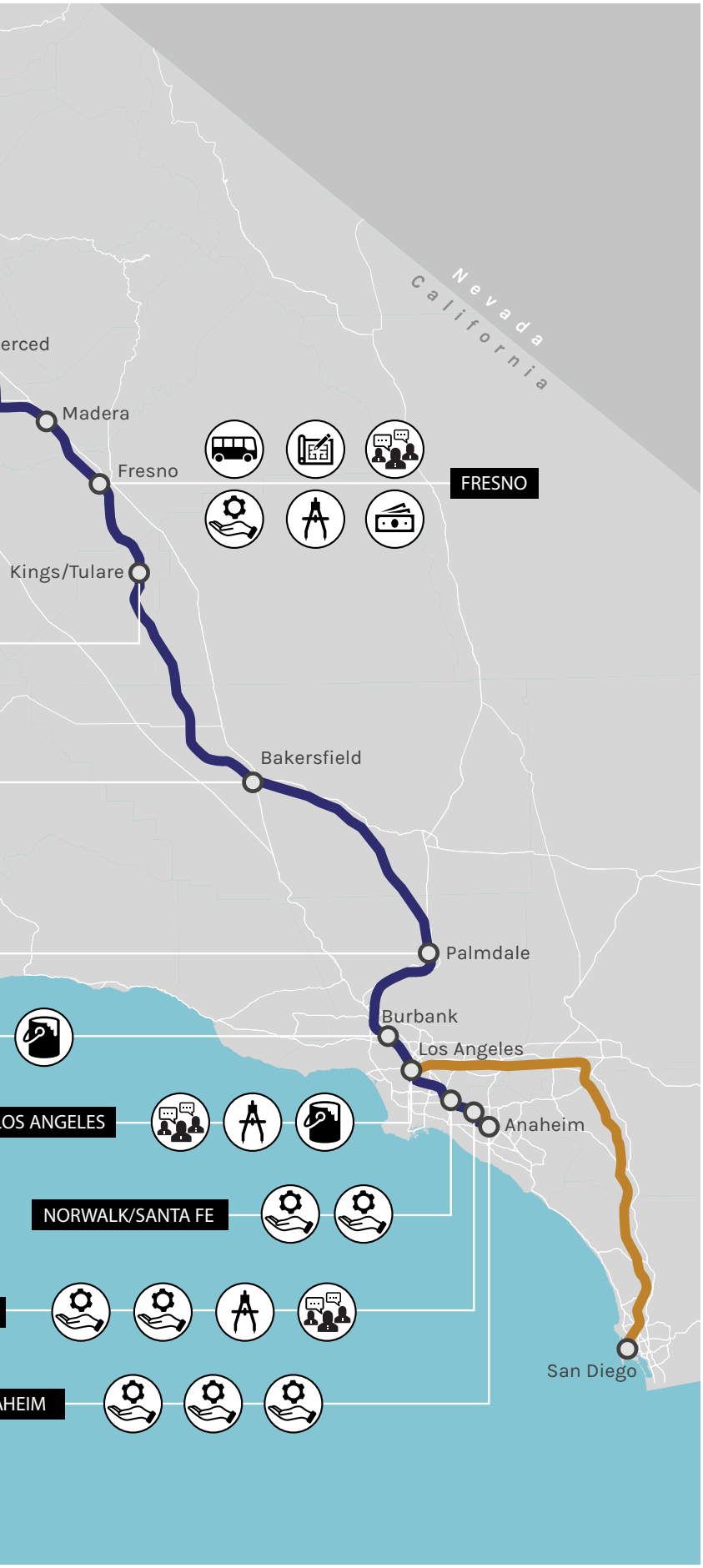



NORTH SOUTH
COMMUTER RAIL
POTENTIAL STATION LOCATION
COMMUTER RAIL LINE ROUTE
RONE
ARTLAND
BRIGHTON
GREEN OAK
NORTHFIELD
SALEM
PONTIAC TRAIL
ANN ARBOR
SUPERIOR
YPSILANTI
YPSILANTI
TTSFIELD
YORK
AUGUSTA
MILAN
14
23


NORTH SOUTH
COMMUTER RAIL
POTENTIAL BENEFITS
DEVELOPMENT AND JOBS
Throughout the country, improved transit options translate directly into economic growth. Businesses increasingly choose to locate where their employees and customers have access to convenient, reliable commuting options that fit a wide range of lifestyles. Rail transit in particular has been proven to increase property values in the communities it serves.
CHOICE
Continued residential and employment growth in Washtenaw and Livingston counties necessitates offering safe, convenient, reliable and affordable commuting choices. The North-South Commuter Rail Project represents an innovative strategy to accommodate such growth without compromising our quality of life.
ENVIRONMENT
The growth of Washtenaw and Livingston counties has led to congestion along the US-23 corridor. While several options to mitigate this congestion have been proposed, no single solution is likely to resolve all of the environmental challenges. Commuter rail service has been successfully used to promote desirable patterns of development that reduce auto reliance and improve environmental quality.
IMPORTANCE OF A FEASIBILTY STUDY
A feasibility study – now underway – will determine in detail the costs of the project and the estimated number of future riders. It will also define the organization needed to build and operate the service, and the prospects for establishing a funding source for the service. It will help drive the community's decision about moving forward with the project.
STAY INFORMED AND GET INVOLVED!
We would like to hear from you. Stay up-to-date on the latest news and developments, and engage with us through the website.
www.NSRAILSTUDY.com
If your community, business or group would like to learn more, a representative from the project team can present to your organization.
email:
TellUs@TheRide.org
phone:
734.973.6500
MOBILITY AND THE US-23 CORRIDOR
The North-South Commuter Rail Project (WALLY) represents a potential solution to ongoing congestion and mobility problems in the US-23 corridor. It has also been promoted as an important investment in the growth of our local economy. With this project, Washtenaw and Livingston counties have a unique opportunity to provide a greater range of transportation options. The North-South Commuter Rail Project could expand the range of commuting options along the Howell to Ann Arbor segment of this busy corridor.
www.NSRAILSTUDY.com
NORTH SOUTH
COMMUTER RAIL


PROJECT STUDY AREA
The project study area includes the communities on either side of the existing railroad tracks between Howell and Ann Arbor, roughly parallel to US-23 and I-96.
PROJECT CONCEPT
The North-South Commuter Rail Project (WALLY) is a proposed 27-mile long commuter rail operation on existing tracks that would provide service between Ann Arbor and Howell, with intermediate stops along the way. It has been embraced by a number of local public and private organizations in Washtenaw and Livingston counties as a way to expand commuting options in a rapidly growing part of southeast Michigan. The Ann Arbor Area Transportation Authority (TheRide) has taken on the role as the "designated authority" for studying and developing the concept.
HOWELL
GENOA TOWNSHIP
HAMBURG
WHITMORE LAKE
ANN ARBOR
96
23
94
STATION SITES
Potential station sites along the rail line will be evaluated to maximize connections to the communities on and near the line. Lighting, shelter, convenient parking, as well as pedestrian, bus and bicycle connections, would be typical features at all stations.
NORTH SOUTH
COMMUTER RAIL
Rail Study Partners:
TheRide
MDOT
SEMCOG
FTA

Transit Oriented Development



CALIFORNIA HIGH SPEED RAIL AUTHORITY

MULTIPLE CITIES, CALIFORNIA

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building, and operating the first high-speed rail system in the nation. It will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. When it is completed, trains will run from San Francisco to the Los Angeles basin capable of speeds exceeding 200 miles per hour. It will eventually connect to Sacramento and San Diego.

The completed High-Speed Rail system will connect extremely different social, geographical, environmental, and economic locations. Station delivery will honor community diversity and connectivity to create meaningful places forming an impressive network throughout California.

KENOSHA INNOVATION NEIGHBORHOOD MASTER PLAN

KENOSHA, WISCONSIN

The Kenosha Innovation Neighborhood Master Plan provides a vision for the redevelopment of the 107-acre former Chrysler Assembly Plant in downtown Kenosha. The plan is for an innovation district that will bring new industry-leading technologies and businesses to the region as well as retrain and attract young professionals.

However, unlike some other innovation districts, this plan seeks to make the redevelopment as much a neighborhood, nested within and as an extension of existing surrounding neighborhoods with housing, a commercial district, and even a High School.

Transit Oriented Development

EaRTH CENTER

Community first transit and housing

CANOPY & PV PANELS

WIDENED SIDEWALK & CROSSINGS

1. Pedestrian comfort zone (8') access route. Obstacle free pedestrian zone with contrasting materials, colors and smoother surface textures to enable people who are blind or have low vision to navigate safely. Street furniture can also define the space for people with vision difficulties to navigate more easily.
2. Servicing & Loading is primarily on Alley to prioritize 3rd as a pedestrian first street.
3. Raised level boarding on H Street to facilitate ADA onboarding.
4. Building frontage zone (8')adjacent to buildings for porch awnings, bicycle store display and food vendor seating.
5. Street furniture zone (8') bus benches, bus tops, poles, trees, stormwater, bike racks etc.

SIDEWALKS & STREETS DESIGNED FOR SAFETY

The public realm will be designed to be pedestrian friendly, accessible, and safe.

GROUND FLOOR TRANSPARENCY TO PROVIDE "EYES ON THE STREET"

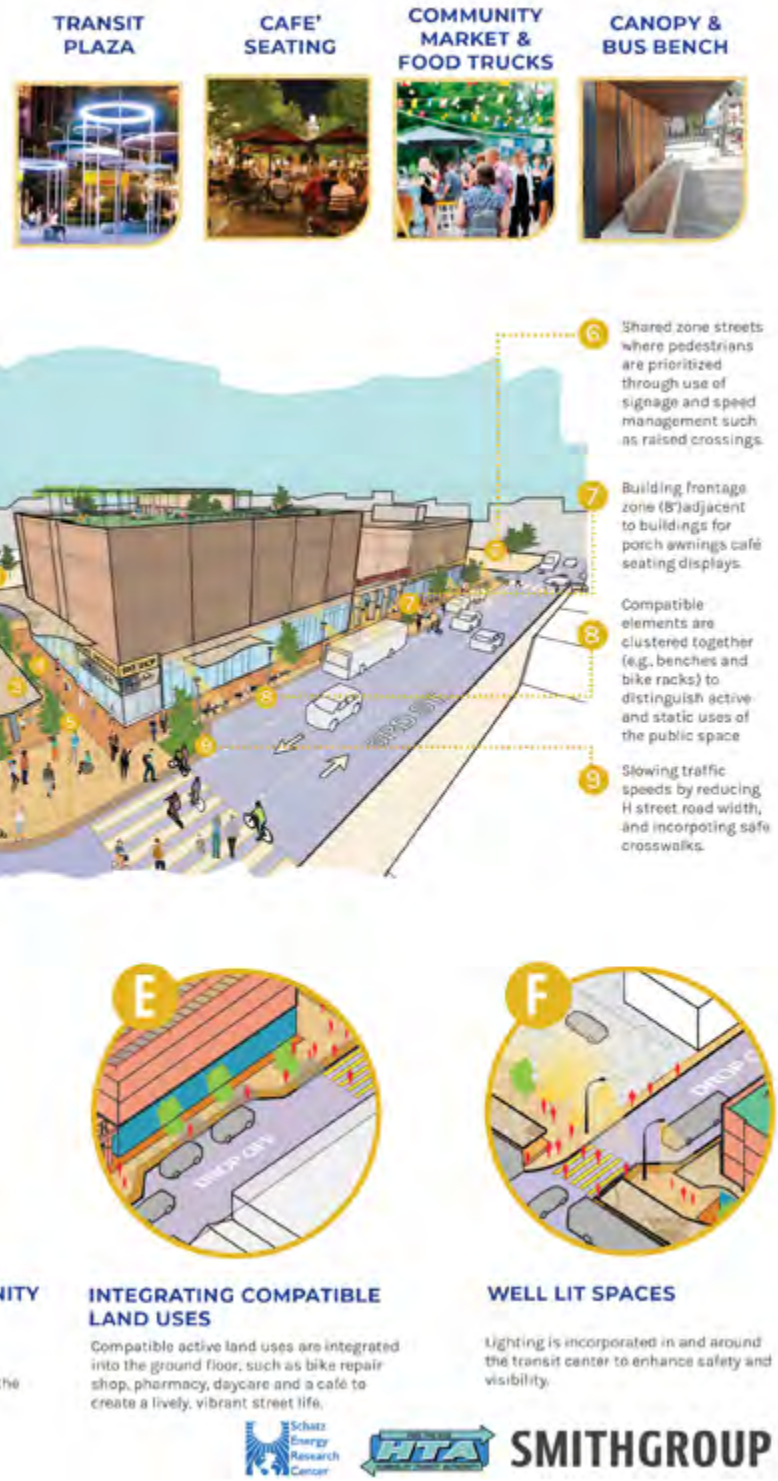
The ground floor façade provides good views between inside and outside to promote safety on the streets, plaza and alley.

BIKE PATHS, PARKING/ STORAGE

Bike paths, parking & storage are incorporated into Center design to make biking a safer experience.

PARTNERING WITH COMMUN BASED ORGANIZATIONS

Create a sense of ownership and activate the public spaces and plaza. Potential incorporation of safety ambassadors into t management of the center.



EUREKA TRANSIT CENTER

EUREKA, CALIFORNIA

The new Eureka Intermodal Transit Center and Affordable Housing project brings the best in transit center design together with placemaking and work force and student housing to create a new center of gravity in downtown Eureka. SmithGroup was retained by the Humboldt Transit Authority to ensure that the development would create a transit center that was truly multi-modal and best-in-class, holistically serving the needs of the Authority and the community. This included the creation of a transit plaza and community courtyard, the integration of a daycare facility, pharmacy, and bicycle shop, and the reshaping of the surrounding sidewalks, streets, and alley to create a pedestrian-first design that integrates several bus services and a range of multi-modal services.

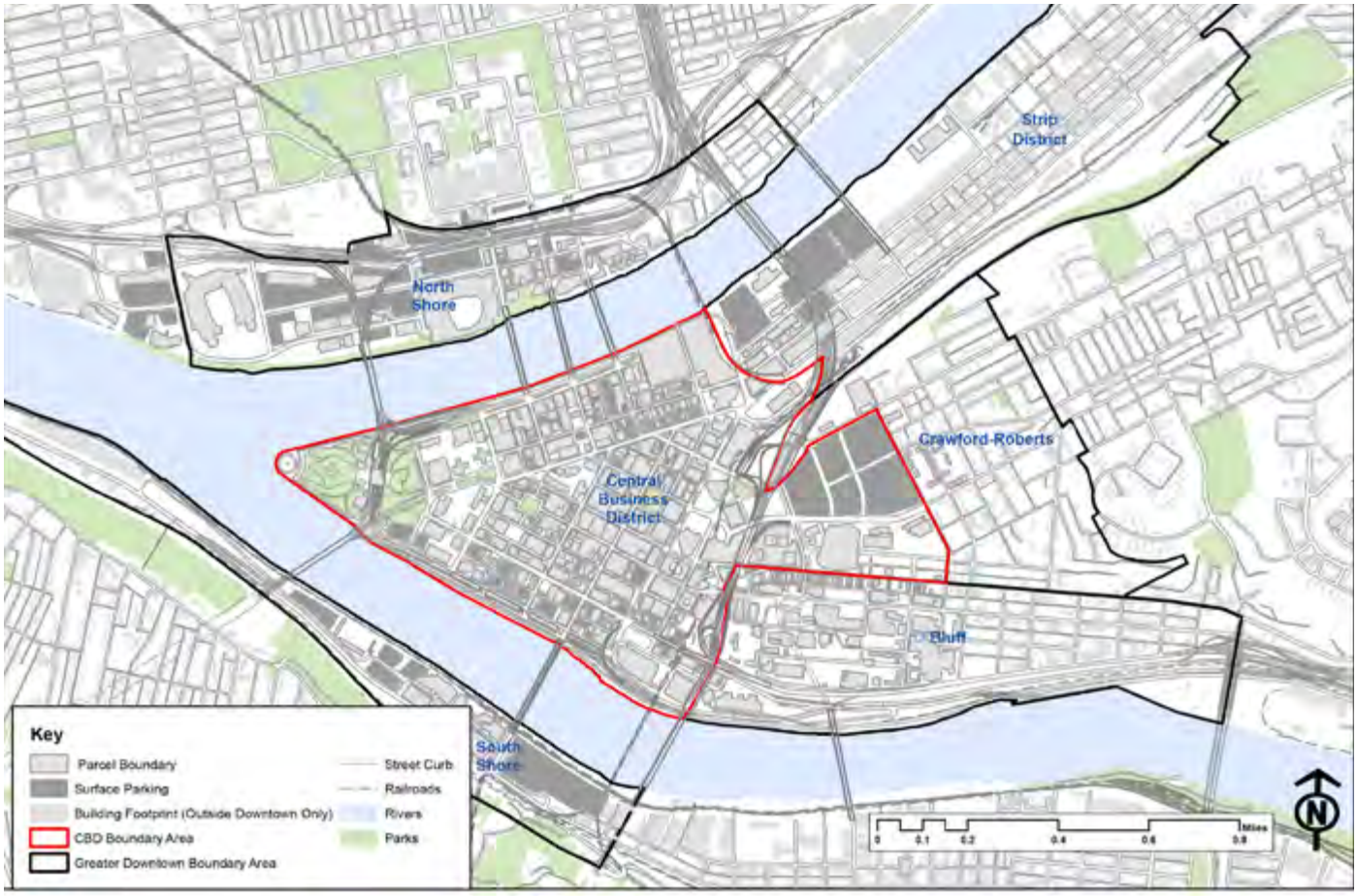
SmithGroup supported the Authority's grant application to the Transit and Intercity Rail Capital Program and worked closely with the City of Eureka, The Schatz Energy Research Center, and the developer Servitas LLC to help ensure a fully integrated and equitable project outcome.

ANN ARBOR AFFORDABLE HOUSING & TRANSIT CENTER

ANN ARBOR, MICHIGAN

The City of Ann Arbor has a very competitive and expensive real estate market that poses a heavy burden on low to moderate-income families, additionally, the University of Michigan, brings in employees regionally, with the burden of high transportation costs. SmithGroup was hired to facilitate a series of innovative community engagement sessions to showcase design and programmatic alternatives for affordable housing downtown on sites immediately adjacent to the Ann Arbor Area Transportation Authority's Downtown Transit Center and bounded by 4th and 5th Avenues, both of which are used for on-street bus boarding as part of the Transit Center. These facilities are under capacity and provide a less-than-ideal set of conditions for AAATA operations and passengers.

SmithGroup was asked to explore opportunities to incorporate additional transit facilities into the development site and to study options for 4th and 5th Avenues that would improve operations for both AAATA and the development. Different scenarios were explored within the building footprint and analyzed both for the impact on transit operations and building feasibility, including impacts on cost, retail opportunities, and number of units. It was decided to explore closing part of 4th Avenue and turning it into a transit mall to supplement both the existing transit facility and the proposed new facilities as part of the affordable housing development. During our on-site workshops our team used virtual reality to bring the concepts to life.



Greater Downtown

Golden Triangle (CBD)
North Shore
Strip District
Lower Hill/Uptown
South Shore (Station Square)

DOWNTOWN PITTSBURGH MOBILITY PLAN

PITTSBURGH, PENNSYLVANIA

This Plan is intended to serve as a seminal document that will guide transportation and development investments, projects, programs, and policies in Downtown Pittsburgh. The plan will catalyze enhancing the existing multimodal transportation network that is optimized for new development opportunities while still retaining the historical and natural assets of Greater Downtown.

Through a collaborative process with key stakeholders and the community, the project establishes guiding principles each with specific goals, and creates a set of street typologies, projects, and policies. The projects and policies were prioritized, and concepts were developed for each. The Golden Triangle CBD is the primary study area for the Plan. The CBD is bounded by the Allegheny River to the north, the Monongahela River to the south, Point State Park to the west, and 11th Street to the east. The Plan also considers adjacent neighborhoods and regional travel patterns to explore how changes in Greater Downtown and beyond will impact the CBD.

SMITHFIELD STREET FRAMEWORK PLAN

PITTSBURGH, PENNSYLVANIA

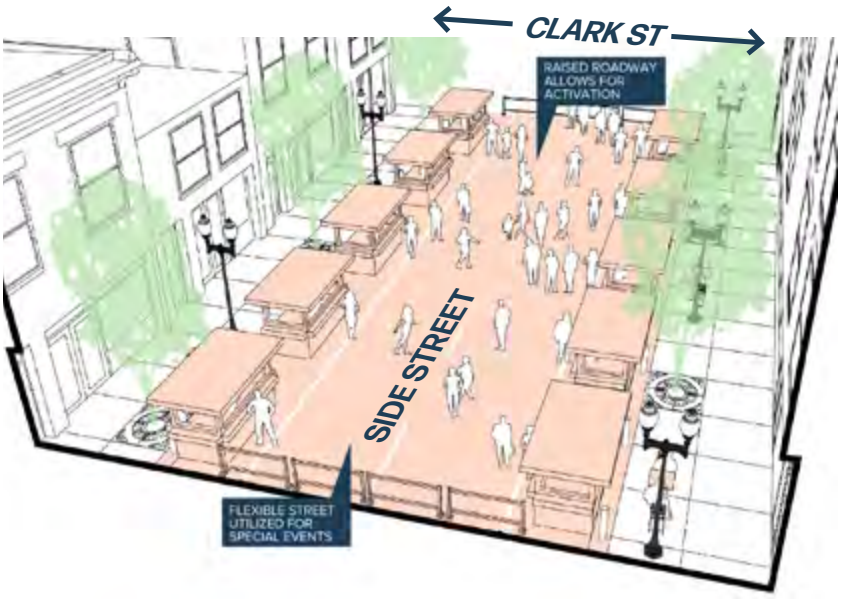
SmithGroup partnered with the Pittsburgh Downtown Partnership to develop a Vision Plan reflecting extensive research, stakeholder engagement, and study of design options. The vision plan recognizes that Smithfield Street already possesses many fundamental characteristics of an active and vibrant corridor, however strategic and coordinated efforts will have a significant positive impact on how the corridor feels and functions today. This vision plan is being used to advocate for improvements, help solicit funding, and coordinate priorities with public agencies and private businesses, including the City of Pittsburgh as it embarks on an upcoming reconstruction project on Smithfield Street between 6th and Forbes Avenues.


Fifth Ave
500
BANNER
DESIGN
BANNER
DESIGN
BUS
ONLY

PUBLIC REALM ACTIVATION

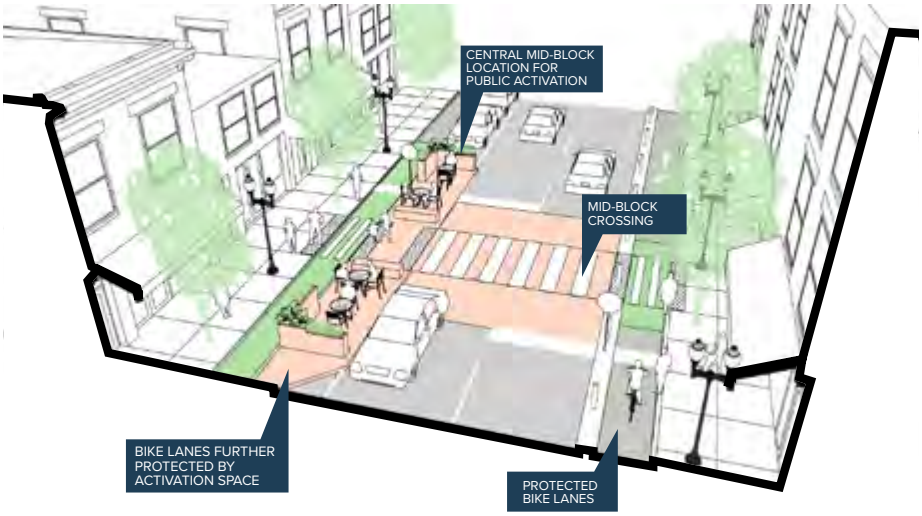
Flexible Side Streets

Develop shared use, flexible side streets at strategic locations to allow for greater flexibility for public events. Side streets can be designed to accommodate occasional road closures for special events, enable greater accessibility with flush curbs and serve to activate the corridor while maintaining an open thoroughfare on Clark Street.



Extended Outdoor Activation Spaces

Extend the public way into the parking lanes with outdoor dining, seating, plantings and spaces for gathering.

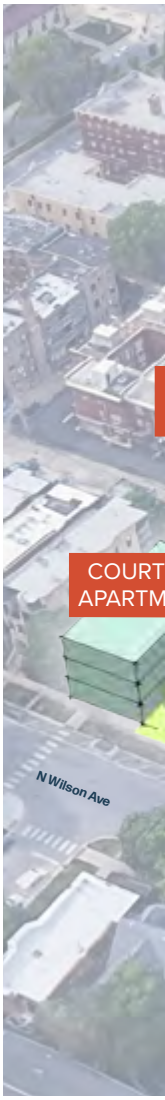


Elimination of Curb Cuts

Work towards removing and reducing curb cuts along the corridor.

Note: Thorough analysis and community outreach is needed to finalize designs prior to implementation.

EXAMPLE



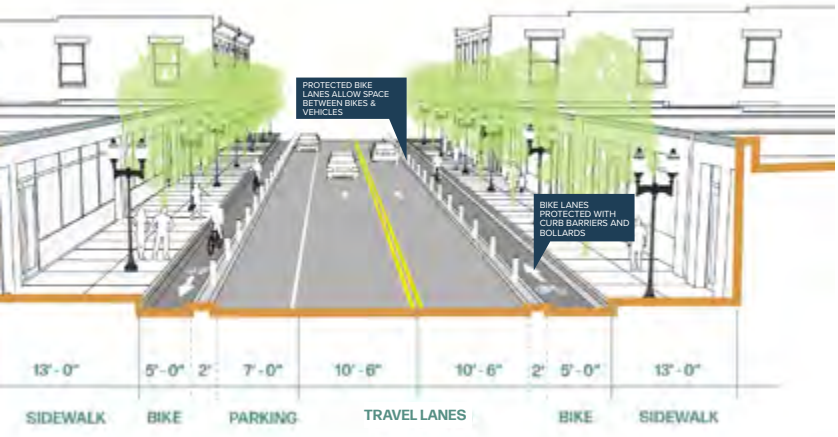
PROTECTE

SECTION D: CL

DEVELOPMENT SITE CONCEPT

ED BIKE LANE CONCEPT

LARK STREET AT SUNNYSIDE



CLARK STREET CORRIDOR PLAN

CHICAGO, ILLINOIS

SmithGroup is currently partnering with All Together Studio and SB Friedman to collaborate with the Chicago Department of Planning and Development on a long-range vision for the Clark Street corridor between Montrose and Foster in the Uptown/ Ravenswood/Andersonville neighborhoods. As an intersecting 'Crossroads' where several aldermanic wards, Special Service Areas as well as a diverse fabric of existing neighborhoods overlap, the study focuses on the corridor's overall land use, character, and physical appearance to support and inform existing local businesses, identity, and future corridor development. The plan will provide a vision for the corridor through community-informed urban design guidelines advising future growth, development, and investment. A robust community engagement-focused process, land use framework plan, design guidelines, prioritized development sites, and implementation strategies will be all provided within the final plan.

INVEST SOUTH/WEST

CHICAGO, ILLINOIS

As part of Chicago's Invest South/West initiative, SmithGroup designed conceptual plans for the Bronzeville, Englewood, and Roseland communities envisioning urban and economic development opportunities for each neighborhood.

Working directly with local stakeholders we developed site-specific developer RFPs that were crafted to achieve the community's goals around equity, small business development, and affordable housing, and targeted to local and minority developers. The community was then invited to participate in the development selection process to help ensure development reflected their needs and drive development without displacement.

Transit Oriented Development

FORD CITY:ONE MOBILITY HUB

DETROIT, MICHIGAN

Working with the Mercy Education Project, an organization dedicated to empowering educationally disadvantaged women and girls of Corktown, North Corktown, and Southwest Detroit, and the eight young women who won the Ford City:One challenge, SmithGroup facilitated a design and construction process to create Detroit's first community-led mobility hub. Located in Roosevelt Park along Michigan Avenue directly in front of Michigan Central Station, SmithGroup worked closely with the young women and Ford to create a coalition of public/private partnerships, including Verizon's Emerging Vehicle Technology Group, SPIN, DTE Energy, the City of Detroit and others to bring the girls' vision for a safe and user-friendly mobility hub to life in the Corktown neighborhood. The project featured:

- 100% onsite solar power and electric vehicle charging station for shared scooters.
- Bike parking.
- Integrated bus stop for City and FAST buses.
- Real-time transit information, bike share, and scooter location and availability.
- 5G wireless public access WIFI and phone charging stations.
- DJ Booth with color-changing lights.
- 24/7 security.
- Picnic tables with festoon lighting and murals.
- Selfie walls and murals painted with local artists and young women featuring young women of color.
- On-site programming including vaccination clinics, live musical performancess, and a women's mentoring event.

THE EXCHANGE MOBILITY HUB

DETROIT, MICHIGAN

The Exchange Mobility Hub (the Hub) is an integral part of the Exchange and its effort to be an innovative living environment for its residents and the broader community. As a private-public partnership, the Hub will be fully functional by the section quarter of 2023, concurrent with the completion of the Exchange. The Hub will provide leadership and support to similar projects in the planning stages across the City of Detroit and the State of Michigan.

Exchange was created on the principles of sustainability, technology, and providing a unique and balanced urban living experience—all of which will provide an economic development catalyst to the community. Having multiple mobility options is a critical part of this mission.

From its inception, Exchange sought not to build new traditional parking spaces, but rather cooperate with owners of existing structures in offering 24/7 valet services to those who own vehicles to be supplemented by a variety of mobility options incorporated into the Hub. Given the evolution of traditional direct-car ownership, the Hub will complement these needs with a host of options.

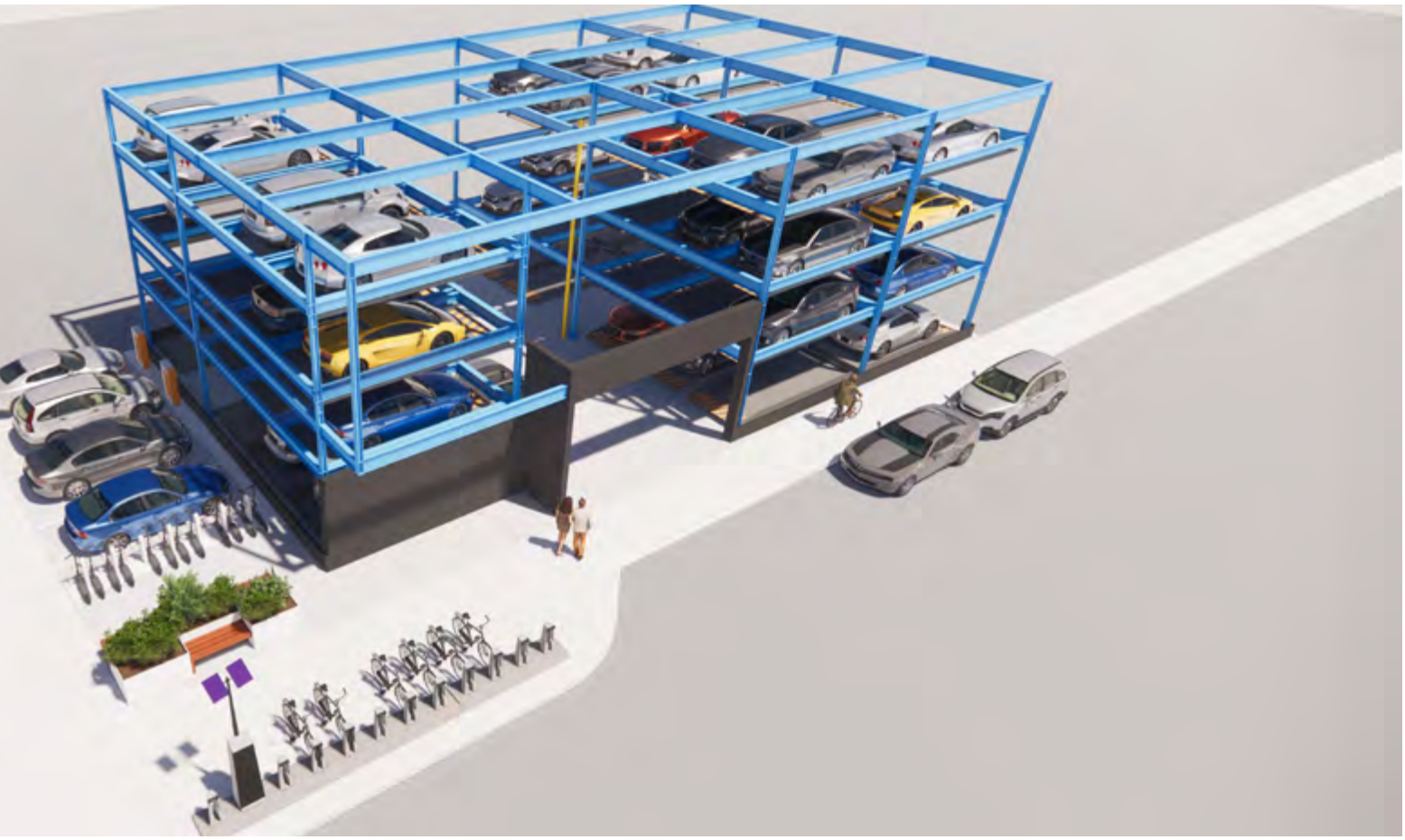
With the evolutionary nature of mobility technology and alternatives, the Hub will collaborate with several private and public organizations to share ideas that can be leveraged well beyond the Hub.

The corner of Brush and Macomb Streets will host an array of mobility resources that will activate and serve the Greektown and larger downtown community. The co-location of services accommodates ease of transfer between systems. Access to EV charging and the integration of photovoltaic power look to the future of renewable energy platforms within the mobility realm.

BY THE NUMBERS

Electric Vehicle Charging Stations	2
Rideshare Parking Spaces	2
Food Delivery / Ride Share Staging	2
Scooter Share Charging/Parking Spaces	12
E-Bike / Bike Share Spaces	11
Bike Parking Spaces	10
Seating Area + Meet-up Point	1


exchange Hub



DESIGNING COMPLETE STREETS & BIKEWAYS

JOE LOUIS GREENWAY FRAMEWORK PLAN & IMPLEMENTATION
DETROIT, MICHIGAN

MIDTOWN LOOP
DETROIT, MICHIGAN

DEQUINDRE CUT GREENWAY
DETROIT, MICHIGAN

Our goal is to create sustainable transportation and infrastructure systems that create places and provide healthy, safe, and affordable mobility choices for all people. We focus on integrated solutions for moving people, rather than solving for individual modes of travel.


ADELINE RESIDENCES AT COLLIER CENTER
PHOENIX, ARIZONA


DEARBORN INTERMODAL RAIL FACILITY
DEARBORN, MICHIGAN


EMERYVILLE TRANSIT CENTER
EMERYVILLE, CALIFORNIA


M-DOT M5 STREETSCAPE
DETROIT, MICHIGAN


EASTERN MARKET STREETSCAPE & PEDESTRIAN ENHANCEMENTS
DETROIT, MICHIGAN


FIRST, ASHLEY & WILLIAM STREETSCAPE DESIGN & ENGINEERING
ANN ARBOR, MICHIGAN

SMITHGROUP

Design a
Better Future