

Urban Design Proposal for Nispero Parkway

California Polytechnic State University - City of San Miguel de Allende - Study Abroad Fall 2016

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A Special Thanks to Rafael, Andres, Liliana, and Oriana.



Table of Contents:

Page Number:

Chapter 1: Site Analysis	5
Site Location and Scale	6
Site Summary	7
Traffic Analysis	8
Chapter 2: Case Studies/Precedents	11
Case Studies 1	12
Case Studies 2	13
Chapter 3: Conceptual Development	15
Visions and Concepts	16
Vision Statement	16
Conceptual Diagram	19
Chapter 4: Final Design Proposal	21
Site Plan and Building Groups	22
Design Process of Nispero Parkway	23
Street Section	26
Site Renders	30
Housing Section	32
Final Thoughts	33

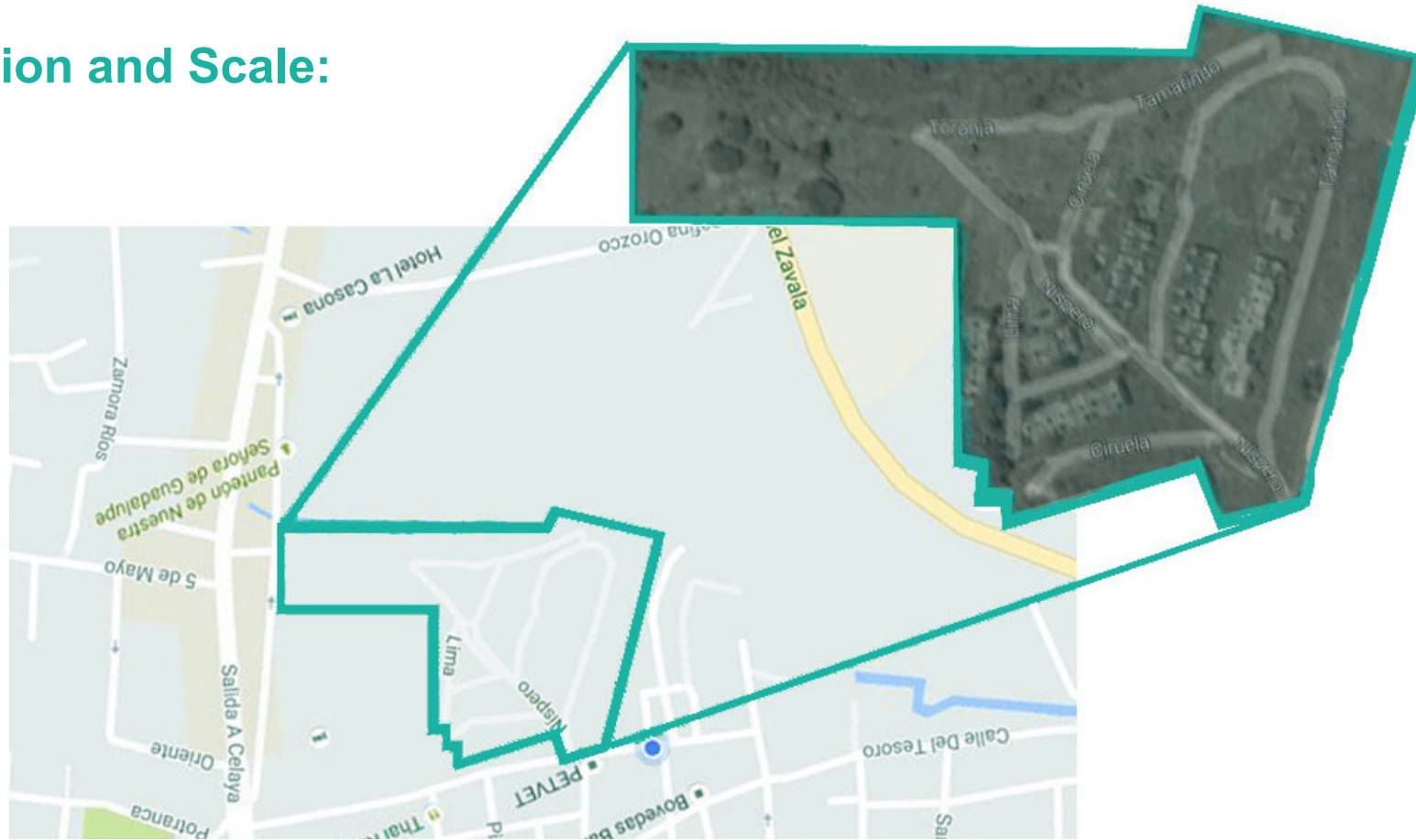
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Chapter 1: Site Analysis

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Site Location and Scale:



The site of Nispero Parkway is located in the city of San Miguel de Allende, and in the state of Guanajuato, Mexico. The site, along with Stirling Dickinson Street, lies at the edge of the historic downtown core and the district of San Antonio. Surrounding the site are a mix of local businesses, vendor spaces, gated communities, and educational facilities. Development around this area is sensitive and has a strong influence from both locals and foreigners.

Approximately 48,000 square meters of underdeveloped space occupies the site. Besides the abandon houses, the site is mostly just overgrown, wild plants. Also, a maintenance road to the back of a school is regularly used.

Site Condition and Detail:

Dirt roads with overgrown plants cover the site. Locals, especially students, utilize these narrow passages as a shortcut between the main streets of Stirling Dickinson and La Ancha/Salida. In its current state, it is not recommended to walk through. Foliage makes it difficult to navigate, both physically and visually. Not to mention, minor cuts and injury is a high risk when passing through.



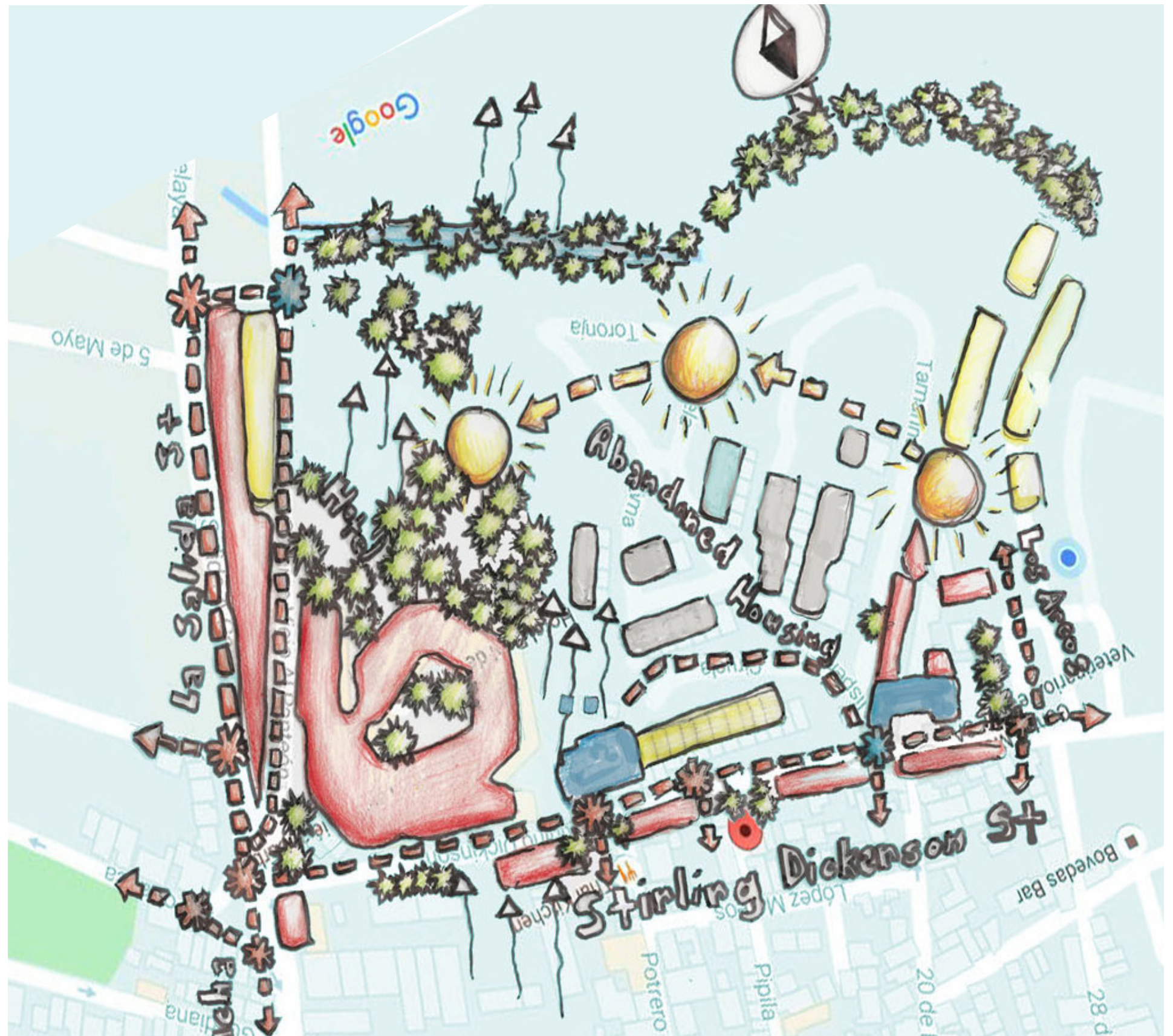
The more one travels away from the inner core, one may notice the many abandon housing complexes throughout SMA. One of these abandon complexes exists on site. Some of the buildings appear to be finished, while others are barely standing. Despite its unsafe appearance, some consider this a regular hangout, and some even sleep in these units. Graffiti is present throughout the housing complex.



Site Summary:

Legend

- Residential
- Commercial
- Public
- Abandoned Housing
- Vehicle Path
- Intersection
- Site Entrance
- Tree
- Sun's Path
- Wind's Path
- River



Chapter 1: Site Analysis

Introduction to Traffic Analysis

From the perspective of an outsider, the way traffic operates throughout San Miguel de Allende can be both confusing and frustrating. At first glance, one may notice a lack of traffic lights to direct vehicles and pedestrians. Sidewalks are narrow and are highly congested, especially during peak hours. To add to that, the cobblestone streets provide an uncomfortable car ride, while discouraging the implementation of painted crosswalks.

Despite the lack of Americanized infrastructure, SMA manages to incorporate traffic calming strategies without relying on the use of traffic lights or paved streets. SMA has a traffic calming approach consisting of traffic circles, elevated crosswalks, convex mirrors, cobblestone streets, and much more. These methods are well integrated into the built-environment, and they allow pedestrians to freely maneuver through automobile orientated streets.

In terms of both form and function, the traffic calming strategies of SMA are nothing like those of the U.S. However, these alternatives manage to establish safer streets for pedestrians, while adding a unique character to the city.

Cobblestone Streets

Cobblestone streets are popular throughout San Miguel de Allende and a majority of Mexico. Their rocky texture provides an old town feel and a bumpy ride, which is unpleasant to many outsiders. Despite the difference in aesthetics and comfort, cobblestone streets are functional and require little maintenance, while discouraging speeding and vehicle use.

Buffers



A buffer is needed to separate both vehicle traffic and pedestrian traffic. It serves as a protective barrier to alleviate the discomfort of head-on collision. While greenspace is typical for suburban areas, the street of Stirling Dickinson utilizes parking lanes to act as a buffer. This is common for streets in an urban setting.

Convex Traffic Mirrors



A convex traffic mirror increases a driver's field of vision around obstructed corners, including corridors with a blind spot. By installing convex traffic mirrors, drivers can take note of incoming vehicles and pedestrians before they complete a turn.

Pedestrian Bridges



A great alternative to crosswalks are pedestrian bridges. Pedestrian bridges are often followed by a staircase, and they allow pedestrians to cross over vehicle traffic. They are formidable for increasing circulation among different modes of traffic by preventing vehicles and pedestrians from obstructing each other.

Raise the Crosswalk



These crosswalks serve as a protective speedbumps. David Sucher, author of "City Comforts", refers to elevated crosswalks as "sleeping policemen" due to the crosswalk's nature of punishing drivers that refuse to slow down.

Traffic Circles



Traffic Circles are small curbs placed in the center of an intersection. By obstructing traffic, drivers are forced to slow down and be more aware of their surroundings. It is recommended to only place traffic circles in suburban areas, especially those with a high population of children or elderly.

Share the Street



During the holidays, streets become shared lanes between both vehicles and pedestrians. Quite often, pedestrians are seen jaywalking and even walking along side vehicle traffic.

Street Curb as Seating



Street curbs are elevated at just the right height to provide sufficient seating for anyone wanting to grub on street food. From appearance, they look similar to a pair of steps. This alternative to public seating is ideal for towns with a high rate of vending opportunities.

Street as Market Space



There is opportunity to set up your own business whenever there is open space available. Plazas and streets are the most common places for these vending opportunities.

Pedestrian Hazards

Sidewalk width is not sufficient and becomes congested during the peak hours of 12 to 1 pm, especially when school ends (3 schools are located on Stirling Dickerson)

No places of refuge:

- For rest, shading/seating
- For pick up after school
- For protection from elements
- For pick up for bus

Stripe of Green space limits space for pedestrian use and causes animal waste to serve as hazard

Streets flood during storms, making it difficult for pedestrians to cross the street.

Sidewalks and curbs are not ADA friendly:

- Sidewalks are narrow and do not allow commuters in wheelchairs to pass through.
- Curbs are steep and do not provide wheelchair accessibility.

Corners are obstructed by buildings, drivers are at risk of crashing due to lack of visibility of incoming vehicles and crossing pedestrians.

Suggestions

Bioswales for Flood Control

Bulb-outs for crosswalks, rest areas, and parking

Pedestrian Shortcuts through large parking lots

Plant trees and provide green or open space.

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Chapter 2: Case Studies/Precedents

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Case Studies 1:



“Japanese firm, Naruse Inokuma Architects, has designed a shared occupancy house in Nagoya with communal areas for eating, cooking and relaxing that encourage the residents to interact in different ways”



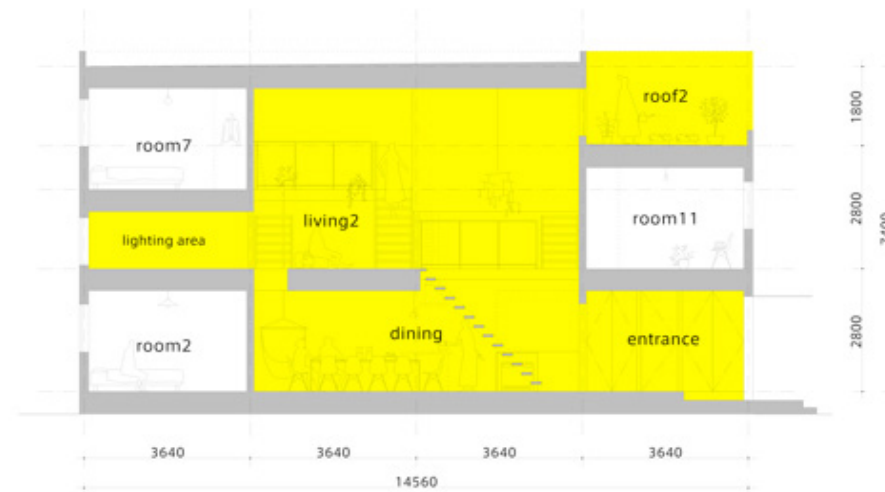
“Naruse Inokuma Architects says the building was designed in response to the increasing demand in Japan for houses where unrelated individuals share kitchens, living spaces and bathrooms.”



“Whereas most of these homes are adapted from existing properties, the architects based this new build on the principles of communal living and the need ‘or complete strangers to naturally continue to share.’”



“Bedrooms with identical dimensions are arranged across the building’s three levels, with the voids between them housing an open plan living, dining and kitchen area and a rug space on the first floor.”



“The 13 bedrooms each have floor area of 7.2 square metres and total floor space for each resident equates to 23 square metres, which architects believe compares to world’s many one-room apartments.”

Relationship to Project

The project of Nispero parkway is searching for an affordable alternative for housing. Shared Residential units are perfect, and they will be modeled after the the Shared Occupancy House by Naruse Inokuma Architects.

Similar to Naruse Inokuma Architects’s project, Nispero Parkway will provide future tenets the option of renting a private room with communal areas for eating and seating. While affordability is a primary goal, a secoWndary goal would be to spark a sense a community within each of these shared residencies.

Case Studies 2:



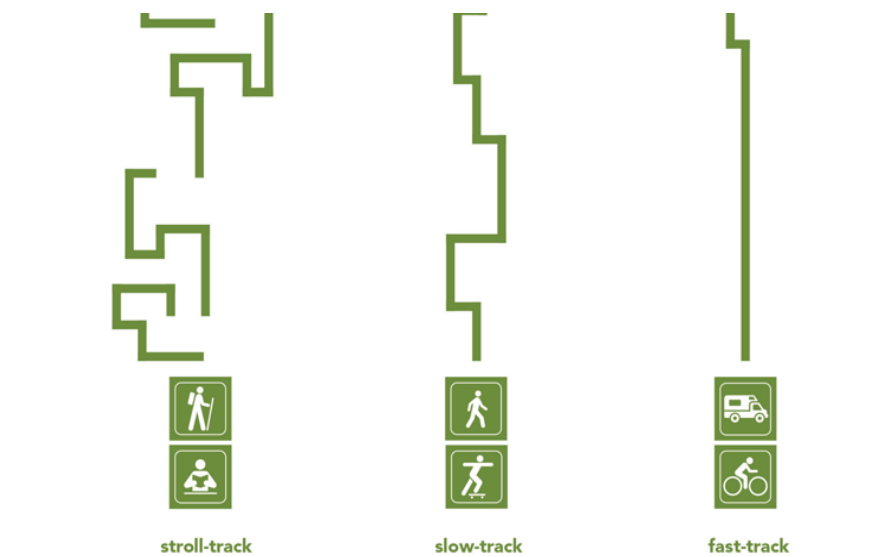
“Penda – a studio with offices in Beijing and Vienna – will create the 8,000-square-metre garden for residential complex in Hyderabad, India, which is also designed by team and set to begin construction this summer.”



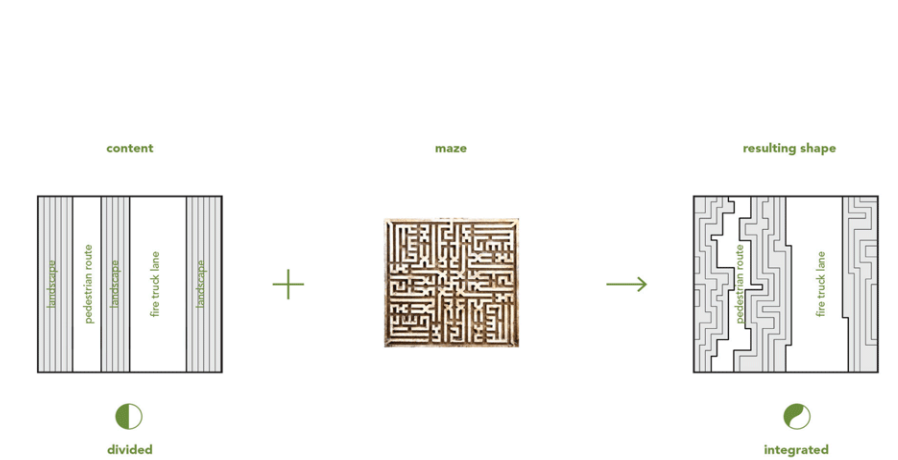
“The aim is to create a communal space where residents of the 127 apartments can host friends, walk their dogs or simply spend some quiet time away from their living spaces.”



“The studio’s design brings together elements of two traditional Indian landscape features: rectangular pools surrounded by steps, and shallow decorative mazes filled with water.”



“The layout includes three main routes, suited to different speeds of movement. There is a wide straight path for runners and emergency access, a narrower path for typical walkers, and a more winding trail for dog walkers and casual strollers.”



“The raised elements are filled with different plants, including flowers, herbs and grasses. They also incorporate water features, seating areas and cluster of bamboo.”

Relationship to Project

The project of Nispero parkway is searching for a way to preserve the existing elevation, while creating a park aesthetic. The Pendo Project is the perfect example of the two design concepts, which will add to Nispero Parkway.

Just like the Penda Project, Nispero parkway will provide public areas with elevated seating, which will integrate it self into the ecospace. This inspiration will manifest itself through staircases with gardens and through a grass amphitheaters. In addition, an outdoor art gallery will have a similar to the slow-walk track that the Penda Project offers.

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California Polytechnic State University - City of San Miguel de Allende - Study Abroad Fall 2016

Chapter 3: Conceptual Development

Chapter 3: Conceptual Development

4.1 Visions and Concepts of Nispero Parkway

The project of Nispero Parkway defines its approach using the seven of the eight principals from the book “Pedestrian- & Transit-Oriented Design.” The book was co-authored by Reid Ewing, renowned urban planning expert and University of Utah research professor, and Keith Bartholomew, professor and associate dean of the College of Architecture and Planning at the University of Utah. Moreover, the seven principles were used to direct an approach centered on developing several mix-used housing projects, catering to a pedestrian-orientated environment with organic park aesthetics.

The Seven Design Principles:

Imageability

Enclosure

Human Scale

Transparency

Complexity (in contrast to coherence)

Legibility

Linkage

To obtain a greater understand of the community’s issues, the class developed a problem statement. Individual students were then asked to create a vision statement that addresses the key concerns of the problem statement.

4.2 Problem Statement

Stirling Dickinson is at a pivotal moment in its development where there is a need for a unifying identity that benefits all of its residents without compromising its culture. Action needs to be taken to combat the uneven distribution of opportunities, so the community can reach its full potential.

4.3 Vision Statement

Nispero Parkway will establish a unifying identity for the neighborhood of Stirling Dickerson without compromising the locals’ lifestyle or culture. Members of the community, especially children and their families, will have the opportunity to engage in multi-use activities through the introduction of new gathering spaces. In addition, all outdoor spaces on site will be accessible to the public without threatening the security or comfort of its future tenants. Moreover, the connectivity of the San Antonio district will become a priority. Linkage will be created to alleviate pedestrian traffic, while attracting an audience to the proposed park and residential space. In the end, the site will set into motion an alternative to both gated communities and suburbia in a recreational and public settling.

Design Principle 1:

“Imageability is the quality of a place that makes it distinct, recognizable, and memorable.”

Objective 1.1:

Draw inspiration from the surrounding environment and its personal traits.



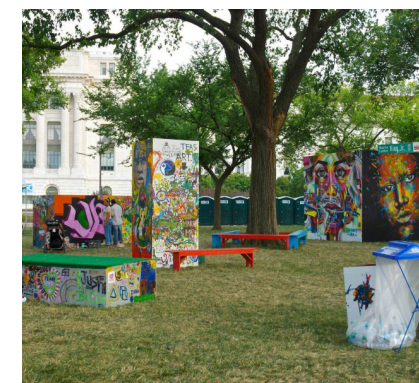
Design Concept:
Adopt SMA’s architectural elements in terms of color and style.



Design Concept:
Incorporate the indigenous plants of SMA.

Objective 1.1:

Invest in local amenities and habitual uses of SMA.



Design Concept:
Provide spaces for public art exhibits.



Design Concept:
Encourage mix-used or live work developments.

Design Principle 2:

“**Enclosure** refers to the degree to which streets and other public spaces are visually defined

Objective 2.1:

Create a sense of place by enclosing spaces.



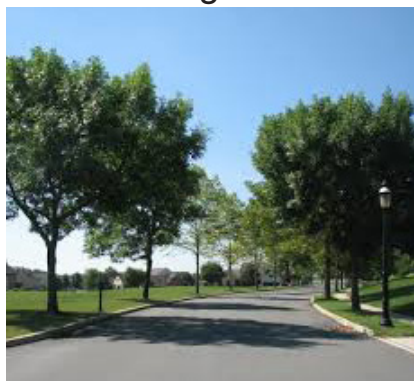
Design Concept:
Propose development in alleyways.



Design Concept:
Encourage discontinuity for facades.

Objective 2.2:

Create a park aesthetic by surrounding spaces with organic materials.



Design Concept:
Encompass main streets with trees.



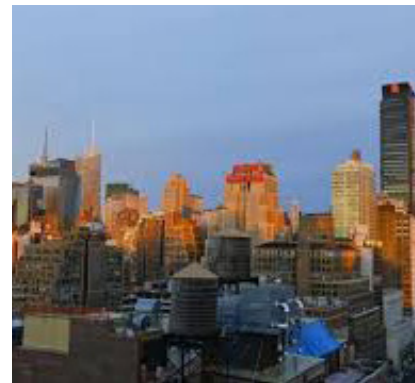
Design Concept:
Encompass parking lots with green spaces.

Design Principle 3:

“**Human Scale** refers to a size, texture, and articulation of physical elements that match the proportions of humans and, correspond to the speed at which humans walk.”

Objective 3.1:

Regulate the size and scale of buildings



Design Concept:
Allow more sunlight to reach enclosed spaces.



Design Concept:
Avoid competition with churches and existing focal points.

Objective 3.1:

Create a pedestrian friendly space through street scale.



Design Concept:
Narrow streets and widen pedestrian lanes.



Design Concept:
Add seating and rest stops along pedestrian heavy streets.

Design Principle 4:

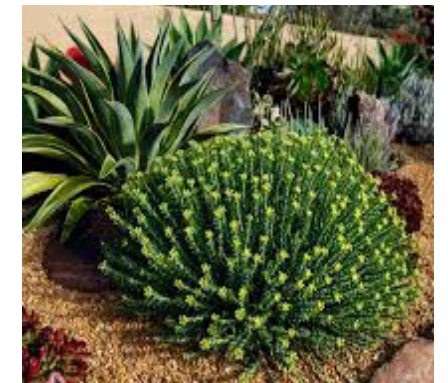
“**Transparency** refers to the degree to which people can see or perceive... human activity beyond the edge of a street or other public space.”

Objective 4.1:

Limit transparency to create a sense of privacy.



Design Concept:
Provide enclosed space in front of housing units.



Design Concept:
Provide private gardens with tall trees or shrubbery.

Objective 4.1:

Promote transparency to promote extroverted activities.



Design Concept:
Add large windows to commercials and public uses.



Design Concept:
Accommodate open space between buildings.

Chapter 3: Conceptual Development

Design Principle 5:

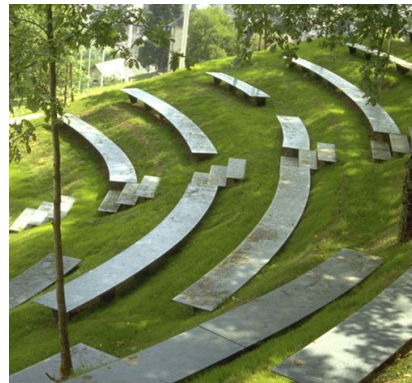
“**Complexity** refers to the visualize richness of a place.” (in contrast to coherence or sameness)

Objective 5.1:

Preserve elevation around existing structures.



Design Concept:
Provide incline succulent gardens for privacy buffer



Design Concept:
Utilize elevation as alternative seating for public areas.

Objective 5.2:

Encourage a diversity of social settings.



Design Concept:
Provide multi-use spaces for recreation, commercial, and more.



Design Concept:
Provide seating and vendor spaces around busy activities.

Design Principle 6:

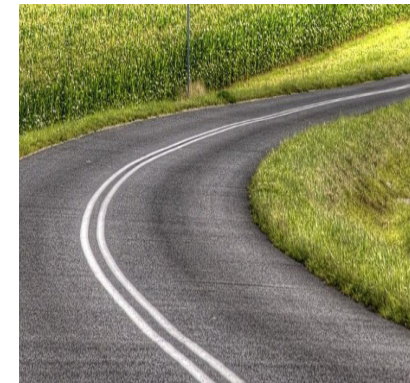
“**Legibility** refers to the ease with which the spatial structure of a place can be understood and navigated as a whole”

Objective 6.1:

Create a simple gridiron that is easy to navigate.



Design Concept:
Add unique elements to main streets.



Design Concept:
Avoid obstructing views of street corners.

Objective 6.1:

Provide signage to increase definition of place.



Design Concept:
Create points of interest by placing unique sculptures in plazas.



Design Concept:
Ensure visibility of signs, especially for retail.

Design Principle 7:

“**Linkage** refers to physical and visual connections—from building to street, building to building, or space to space—that tend to unify disparate elements by buildings, walls, trees, and

Objective 7.1:

Prioritize pedestrian linkage via traffic calming approaches.



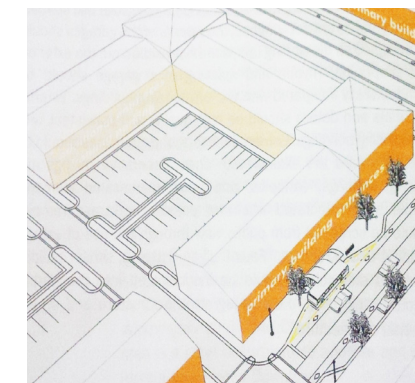
Design Concept:
Elevate crosswalks to serve as speedbumps.



Design Concept:
Provide pedestrian shortcuts in large parking lots.

Objective 7.1:

Address parking and its relationship to different land uses.



Design Concept:
Allocate parking away from view corridors, i.e. behind buildings.



Design Concept:
Create bulb-outs to regulate the location of parking spaces.

Conceptual Diagram:



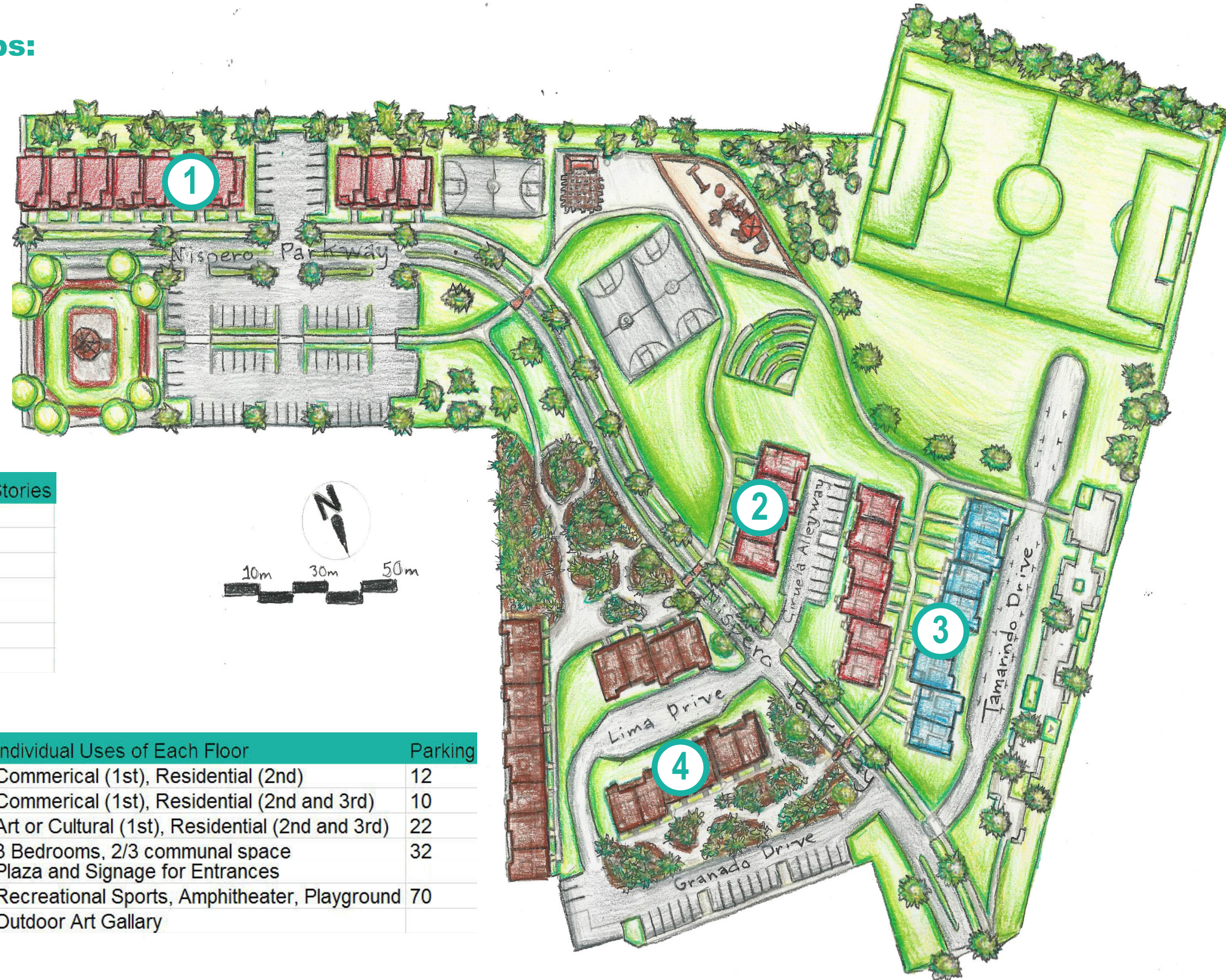
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Chapter 4: Final Design Proposal

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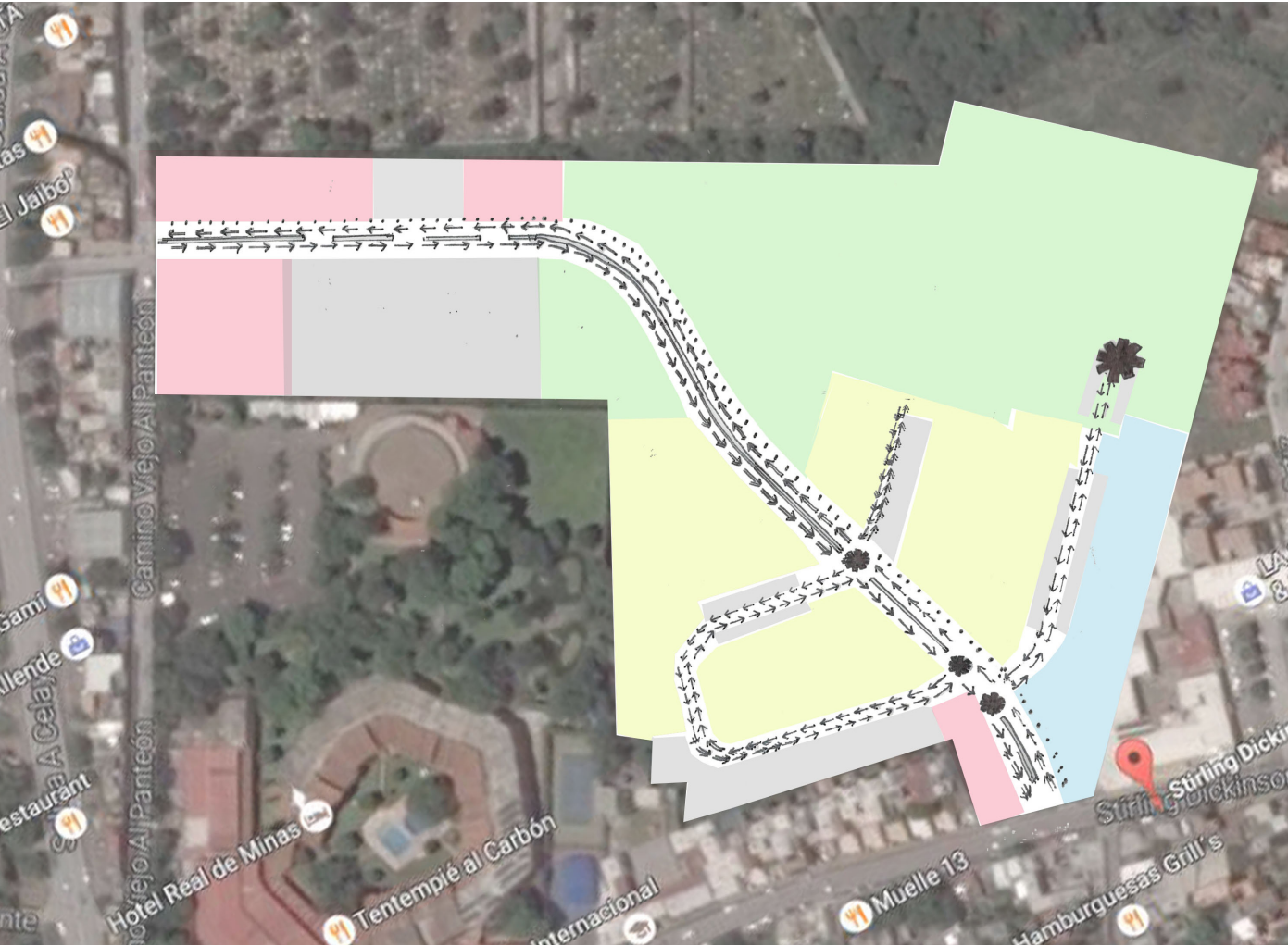
Site Plan and Building Groups:



Building Group	Area (sq2)	Build-Up Area (sq2)	No. of Stories
1	2400	4800	2
2	450	1350	3
3	600	1800	3
4	1650	4950	3
N/A	2100	2100	1
N/A	20000	20000	1
N/A	5000	5000	1

Building Group	Land Use	Individual Uses of Each Floor	Parking
1	Mix-Used Residential/Commercial	Commerical (1st), Residential (2nd)	12
2	Mixed Used Residential/Commercial	Commerical (1st), Residential (2nd and 3rd)	10
3	Mixed Used Residential/Art or Cultural	Art or Cultural (1st), Residential (2nd and 3rd)	22
4	Shared Residential	3 Bedrooms, 2/3 communal space	32
N/A	Open Space	Plaza and Signage for Entrances	
N/A	Park and Recreational Space	Recreational Sports, Amphitheater, Playground	70
N/A	Public	Outdoor Art Gallery	

Design Process of Nispero Parkway:



Phrase 1: Roads and Connections

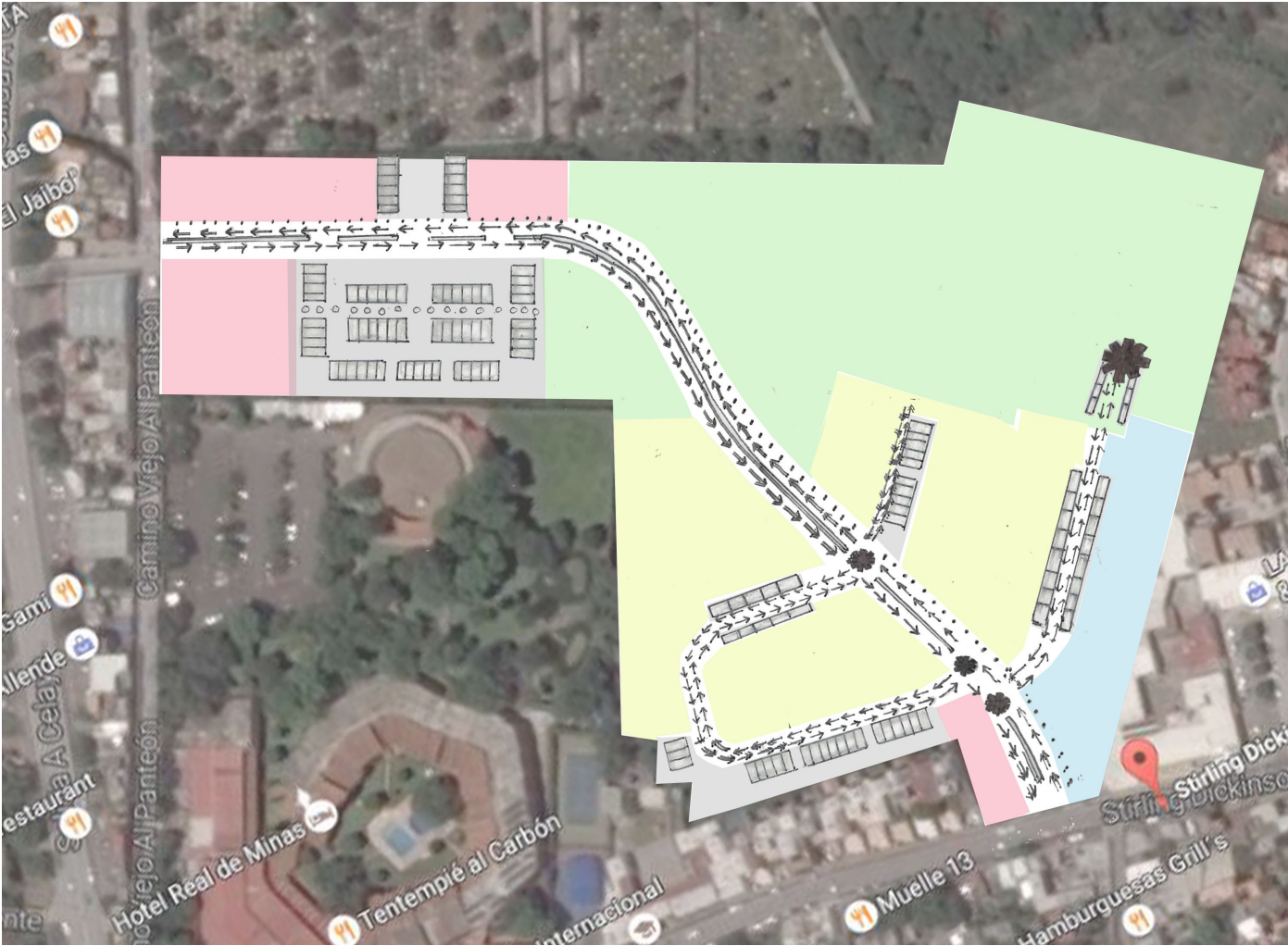
New roads will replace the dirt paths that are covered in overgrown weeds. As an effort to alleviate both vehicle and pedestrian traffic, an alternative route will be made to connect the main streets of Stirling Dickerson and La Ancha/Salida. A green median will be placed along the newly paved road of Nispero Parkway to control the direction of traffic, while establishing its formality as a main street. Moreover, the maintenance road to the school will be preserved, while an additional one will be created to reach the proposed art and recreational spaces.

Legend

- Phrase 1
- Phrase 2
- Phrase 3
- Phrase 4
- Phrase 5
- Phrase 6

Major Features:

- Paved Roads
- Wide Pedestrian Path
- Alternative Route
- Maintenance Roads
- Green Median



Phrase 2: Parking Spaces

With newly paved roads, the site will have more opportunities for parking spaces. Parking will be centralized and positioned away from important view corridors. A larger parking lot will have a pedestrian shortcut, which will also act as a park aesthetic. Bulb outs will be used to regulate the location of parallel parking. Most importantly, the site will provide minimal parking to promote pedestrian activity and discourage vehicle use on site.

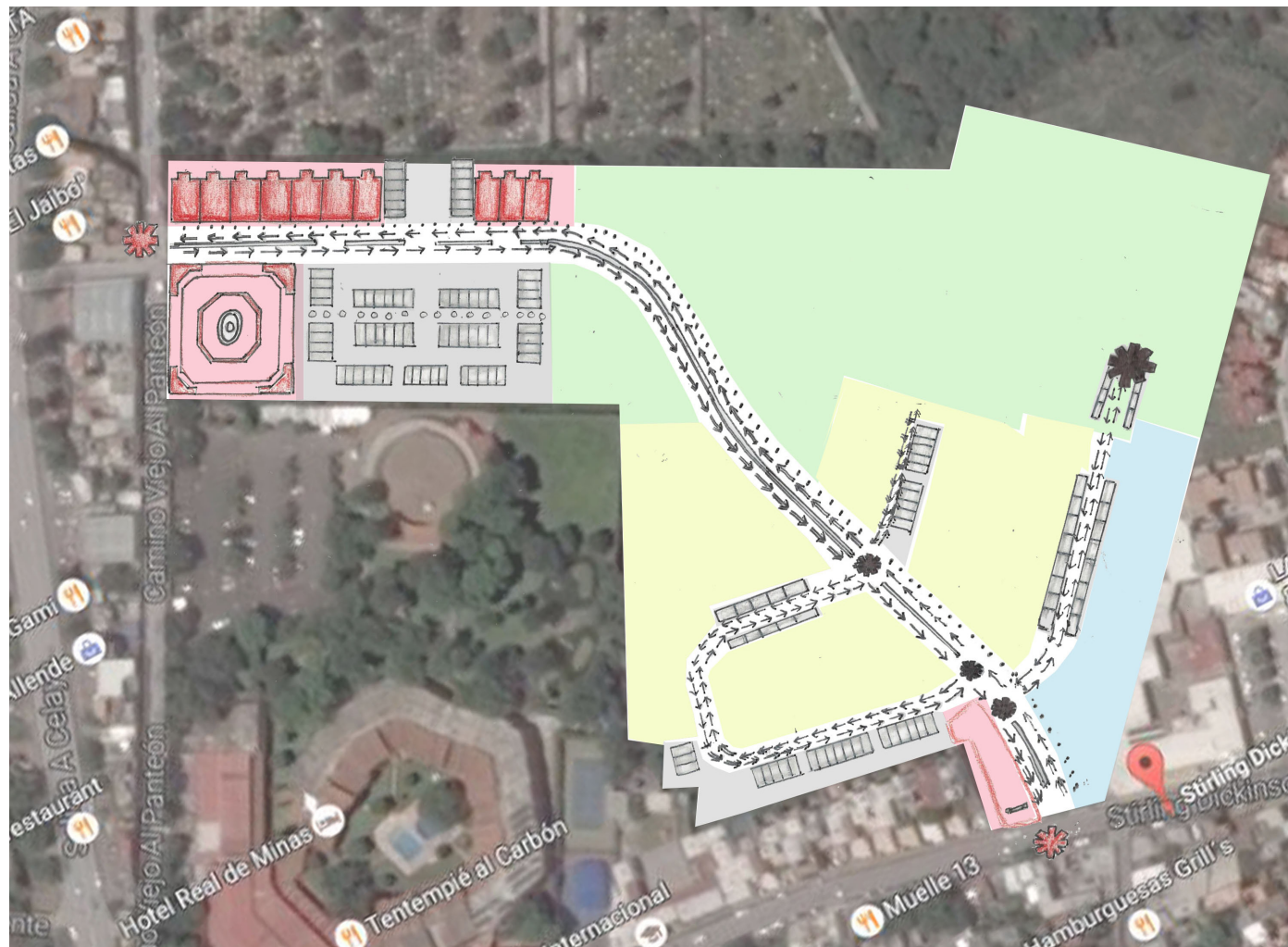
Legend

- Phrase 1
- Phrase 2
- Phrase 3
- Phrase 4
- Phrase 5
- Phrase 6

Major Features:

- Hidden Parking
- Bulb-out Parking
- Minimal Parking Spaces
- Pedestrian Shortcut through Parking Lot

Chapter 4: Final Proposal



Phrase 3: Visual Assessment

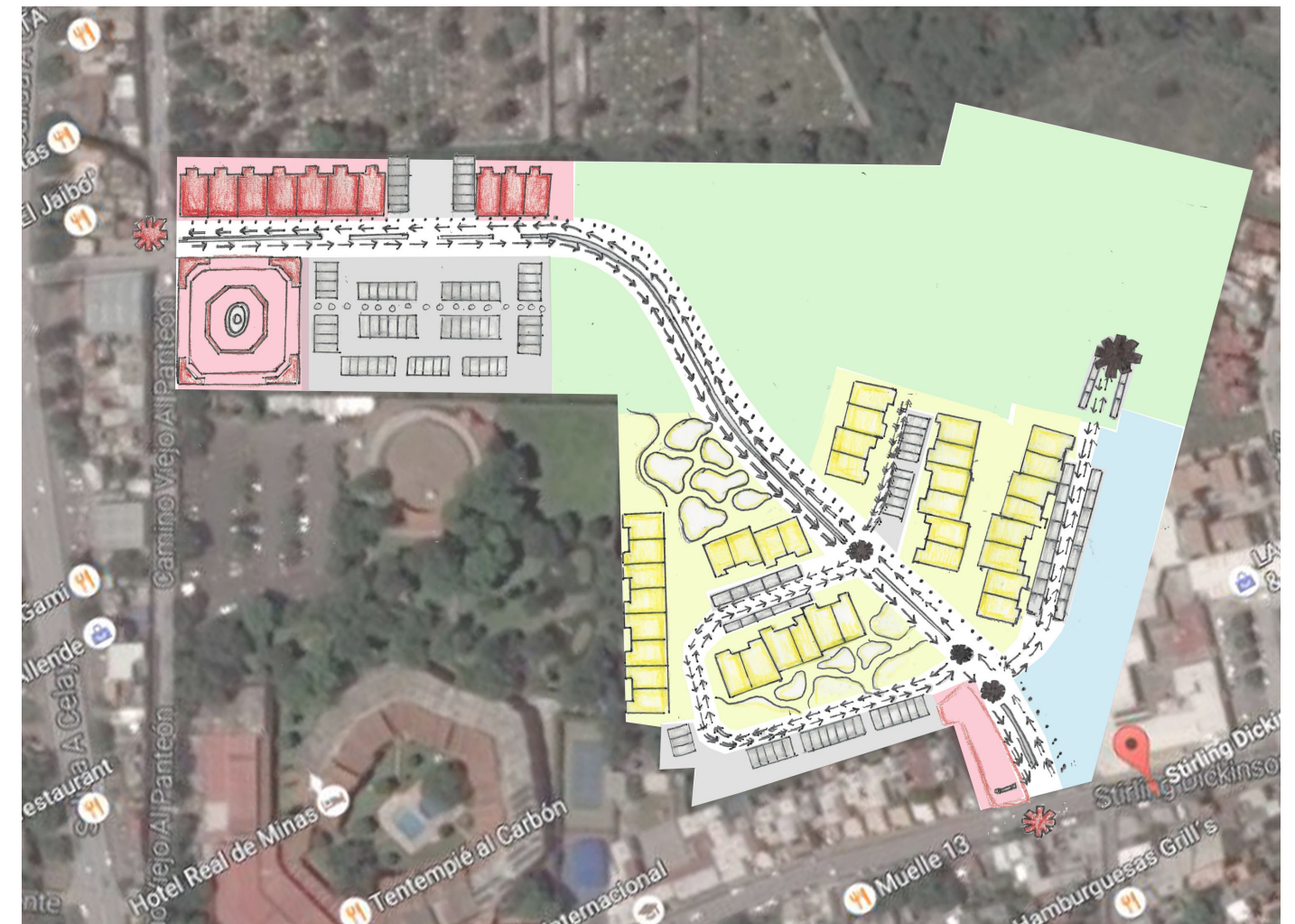
There are two large entrances to the site of Nispero Parkway. The first entrance is located along the main street of Stirling Dickerson. Open space and general signage will also be implemented at this entrance. Pedestrian orientated paths will lead to the mixed-use art development and outdoor art gallery. The second entrance is a public seating area adjacent to the main street of La Ancha/Salida. Formality will be established to this site entrance by adding a plaza space. Also, a small mixed-use commercial and residential development will help attract visitors from afar.

Legend

- Phrase 1**
- Phrase 2**
- Phrase 3**
- Phrase 4**
- Phrase 5**
- Phrase 6**

Major Features:

Gazebo
Open Space
Signage
Entrance Plaza
Mixed-Use R/C



Phrase 4: Repurposed Housing

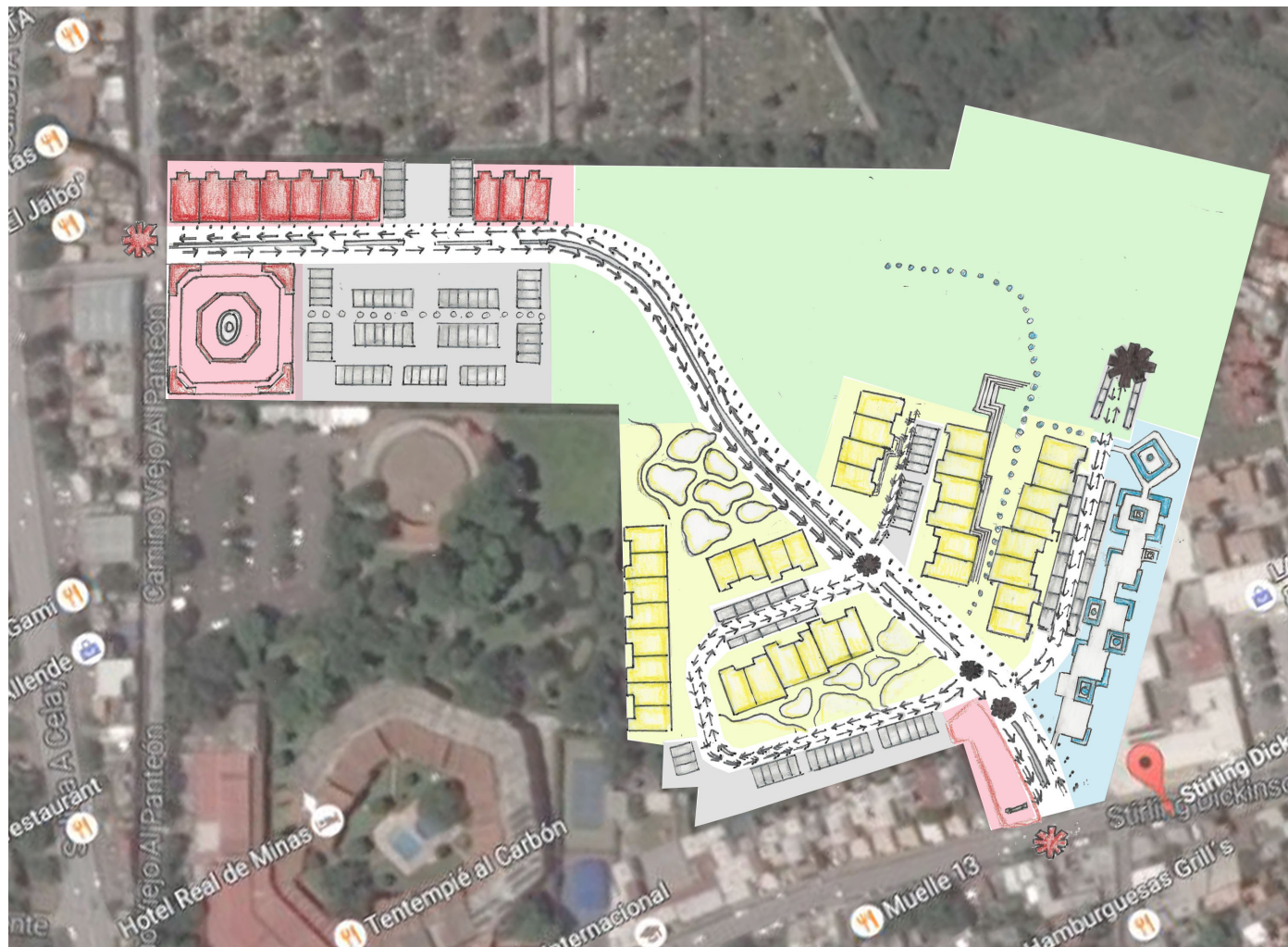
The development of Nispero Parkway cannot expand unless the abandoned housing issue is addressed. A total of 38 housing units is in need of being refinished. 18 of the units in the west section will be repurposed as shared residential. Future tenants will be able to rent their own private room, while having shared access to communal spaces, such as kitchens and rooftop gardens. Private gardens will be placed around these units as a noise and privacy buffer. The other 20 units in the east section will have two types of mixed use developments: mixed-used commercial and residential and mixed-used art/cultural and residential. The spaces between each row of these buildings will serve as public spaces.

Legend

- Phrase 1**
- Phrase 2**
- Phrase 3**
- Phrase 4**
- Phrase 5**
- Phrase 6**

Major Features:

Shared Residential
Private Gardens
Mixed-Use R/C
Mixed-Use R/P
Alleys as Public Spaces



Phrase 5: Outdoor Art Gallery

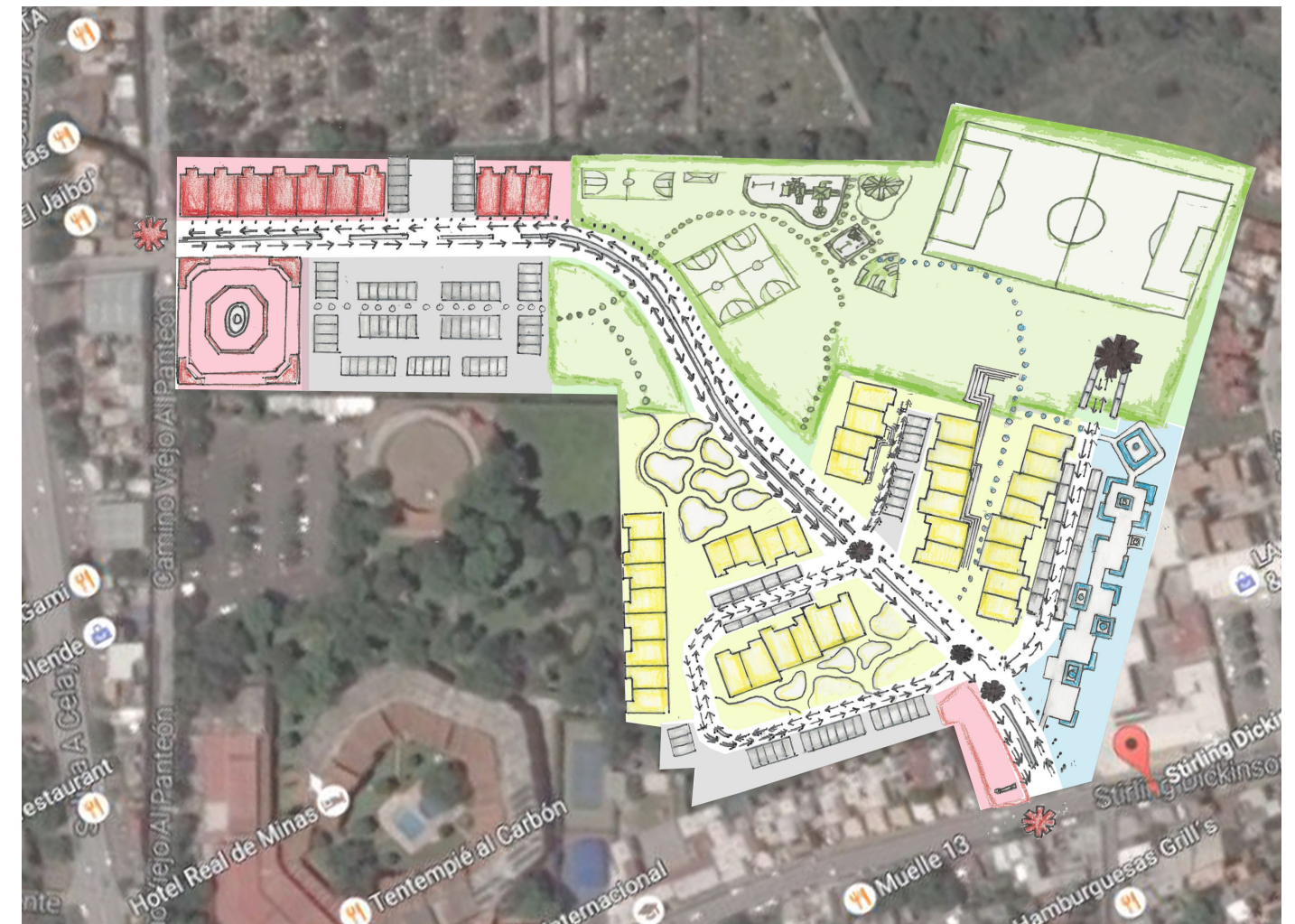
A vital public space will surround the mixed use development: an outdoor gallery. The outdoor gallery will served the artists of San Miguel de Allende by providing a space where they can create abstract murals and display their art temporarily. These art spaces are meant to work in unison with the adjacent mixed-use art/cultural and resident units. Also, a pedestrian orientated path will run through the gallery, creating linkage from the main entrance to the proposed recreational area. This path will encourage a slow pace.

Legend

- Phrase 1**
- Phrase 2**
- Phrase 3**
- Phrase 4**
- Phrase 5**
- Phrase 6**

Major Features:

Outdoor Gallery
Wall Murals
Temporary Art Exhibits
Linkage
Connectivity



Phrase 6: Recreational and Open Spaces

The last phrase of the development of Nispero Parkway would be the creation of recreational and open spaces. One of the ultimate goals of the project is to provide a multi-use space where locals, especially children and their families, can relax, have fun, and intermingle other residents. With the development of recreational spaces, locals will have a safe, open environment to play soccer, basketball, and on the playground. Moreover, a grass amphitheater will help preserve the existing elevation, while creating a unique space for socializing and entertainment.

Legend

- Phrase 1**
- Phrase 2**
- Phrase 3**
- Phrase 4**
- Phrase 5**
- Phrase 6**

Major Features:

Soccer Field
Basketball Courts
Playground Equipment
Green and Open Space
Public Restroom
Grass Amphitheater

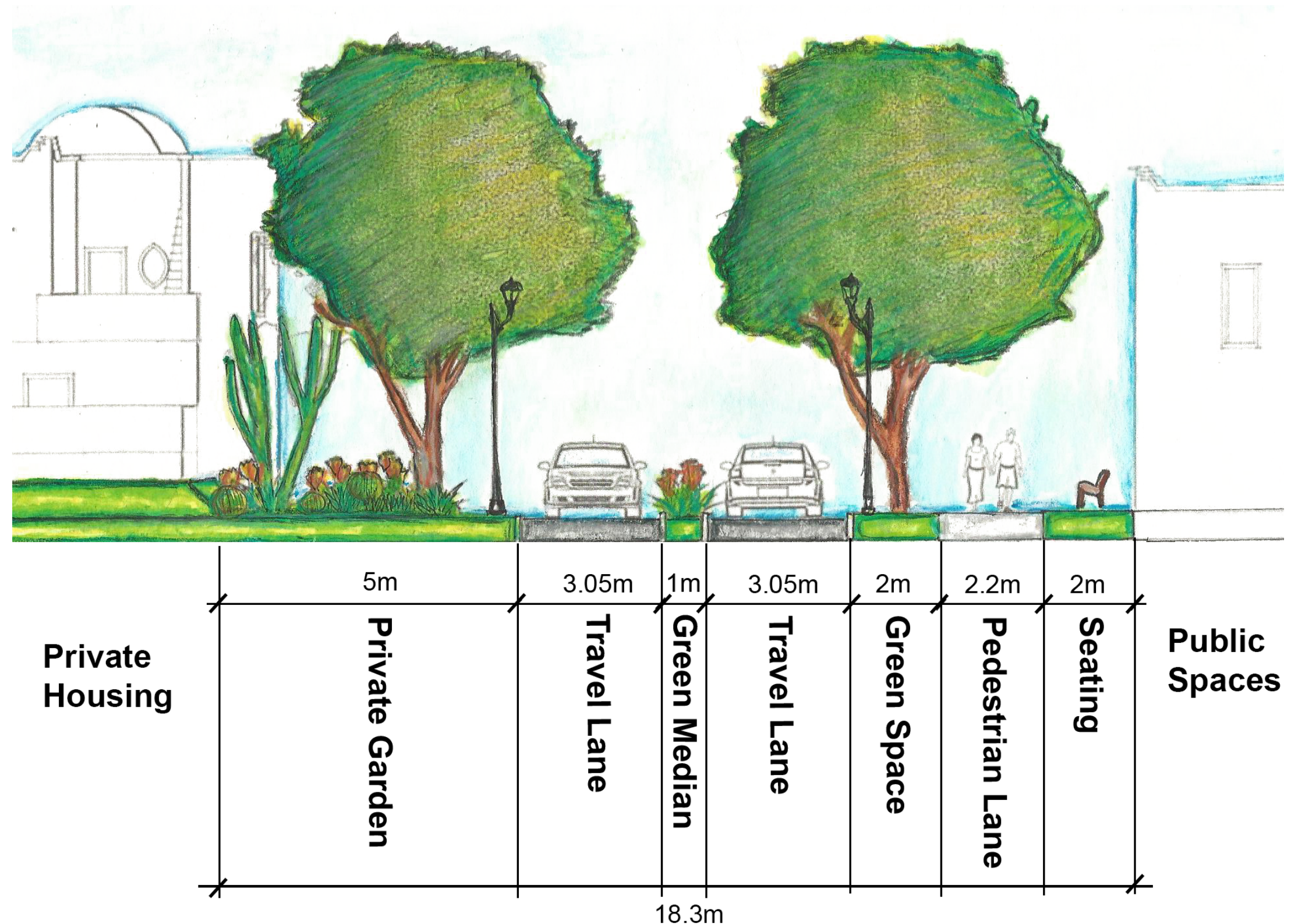
Section of Nispero Parkway:

The newly proposed road of Nispero Parkway will provide direct linkage between the two main streets of Stirling Dickerson and La Ancha/Salida. The route will prioritize pedestrian activity while creating an aesthetically-pleasing park atmosphere. To add to that, the street of Nispero Parkway will not only act as a physical barrier separating the the public and private uses, but also a visual transition between the two.

Most of the land on the left side (east) of Nispero Parkway is private, while most of the land on the right side (west) of the street is public. With this in mind, infrastructure along Nispero Parkway was selected with great thought.

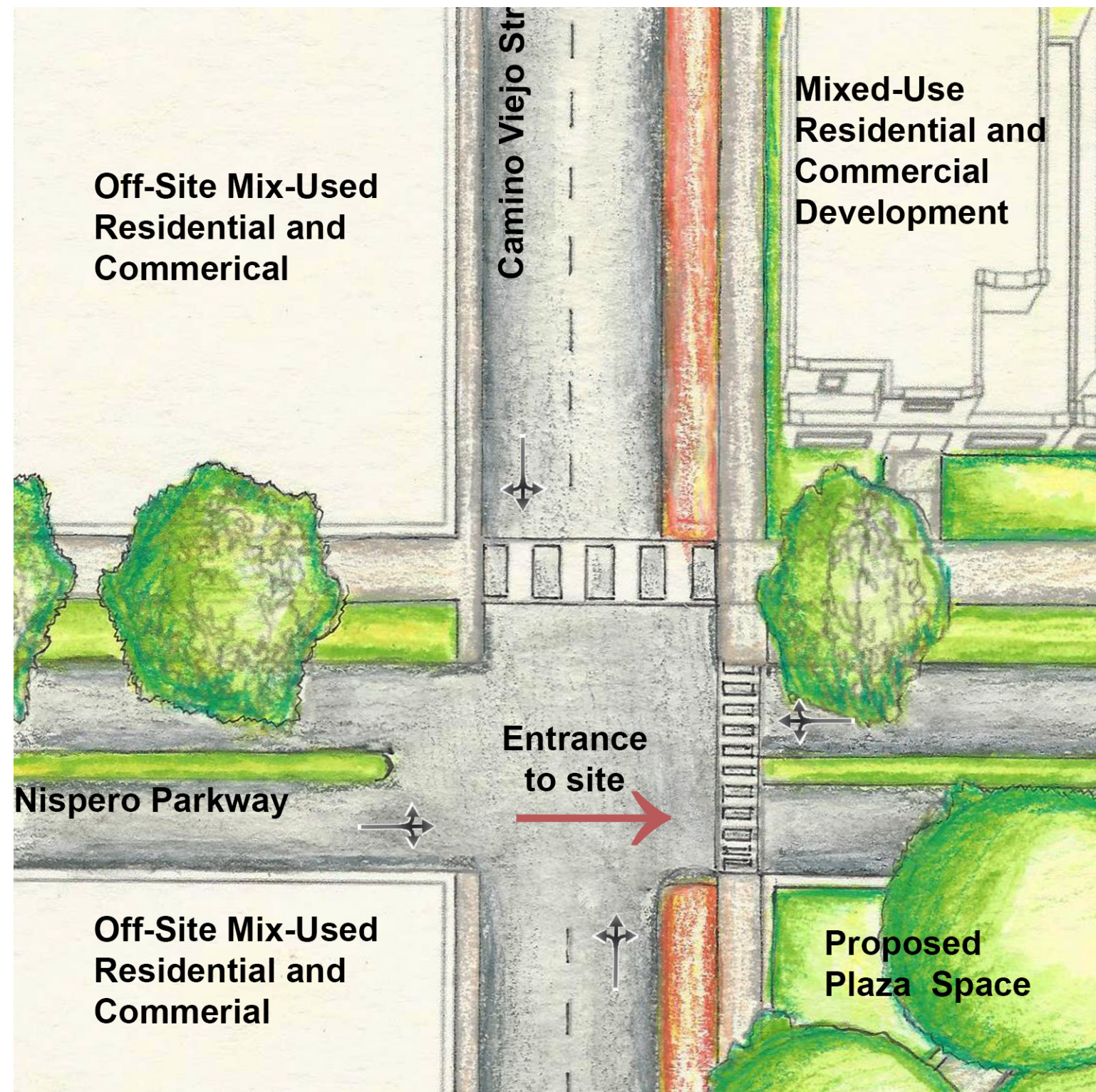
On the left side, a private garden will serve as a privacy buffer with paths leading to each of the private units. A green median will be placed in the center to control the direction of traffic, while green space on the right side will act as a buffer.

One large 2 meter wide sidewalk will be located on the right side. Adjacent to this pedestrian lane will be a strip of open space, which would provide seating. The seating would face the direction of the both the street and the private garden, providing an excellent view corridor for anyone wanting to take a break fro their walk.



Proposed Intersection 1:

Nispero Parkway and Camino Viejo Al Panteón



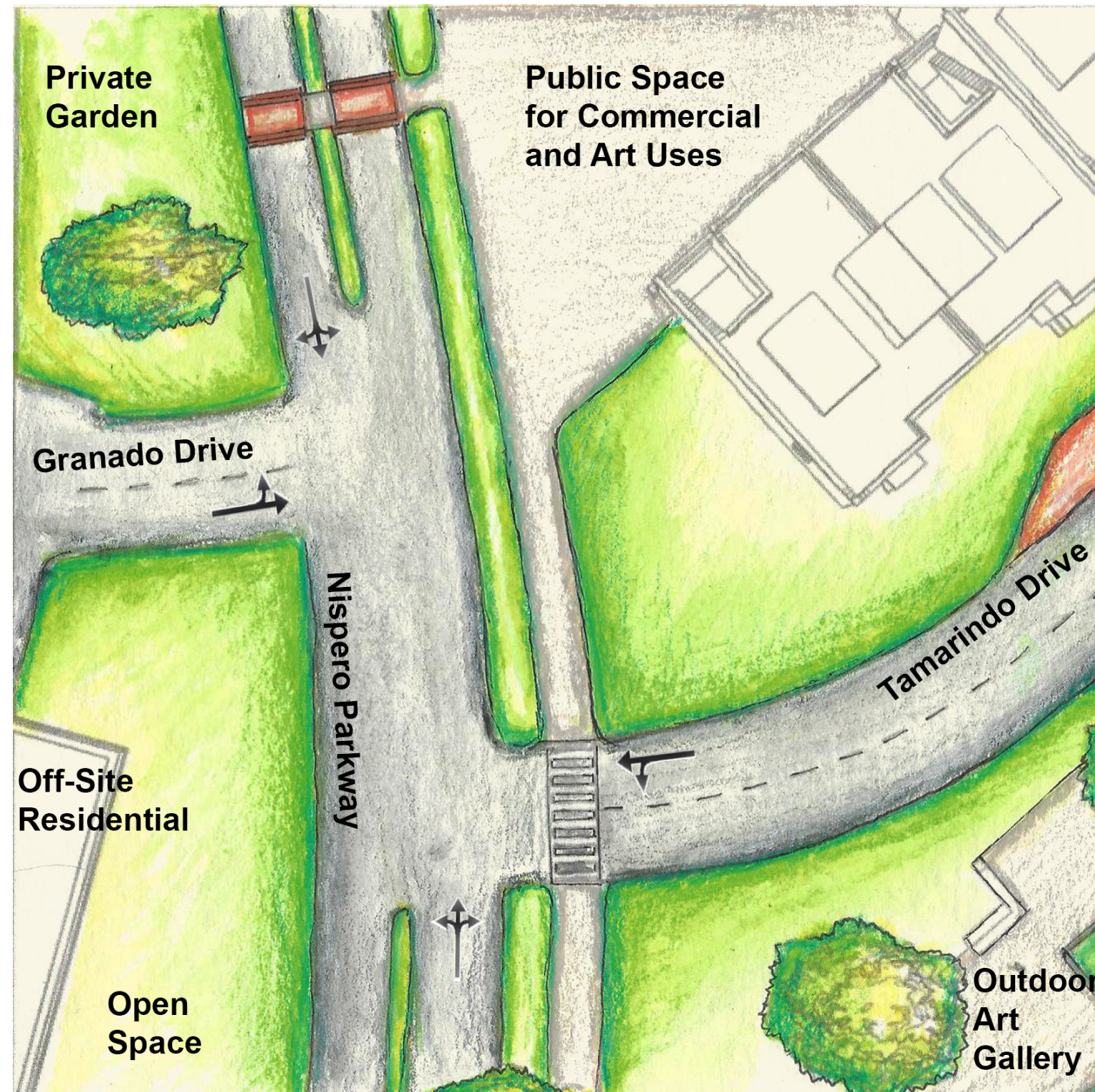
The Intersection of Nispero Parkway and Viejo Al Panteón will be developed as an essential view corridor to the site entrance. Existing sitting will be relocated across the street in the proposed plaza space. This will provide room to develop the alley between the existing Mix-Uses into a street, which will allow Nispero Parkway to extend to the main street of La Ancha/ Salida.

Legend

	Vehicle Path
	Pedestrian Path
	Parallel Parking
	Painted Crosswalks
	Raised Crosswalks

Proposed Intersection 2:

Nispero Parkway and Granado Drive, Nispero Parkway and Tamarindo Drive



Granado Drive and Tamarindo Drive are both proposed roads intersecting Nispero Parkway. They will act as service roads and entrances to alternative parking spaces. Granado drive will lead to the back of a local school and hotel maintenance area, while Tamarindo Drive will lead to a drop-off zone for the proposed soccer field and commercial/art uses.

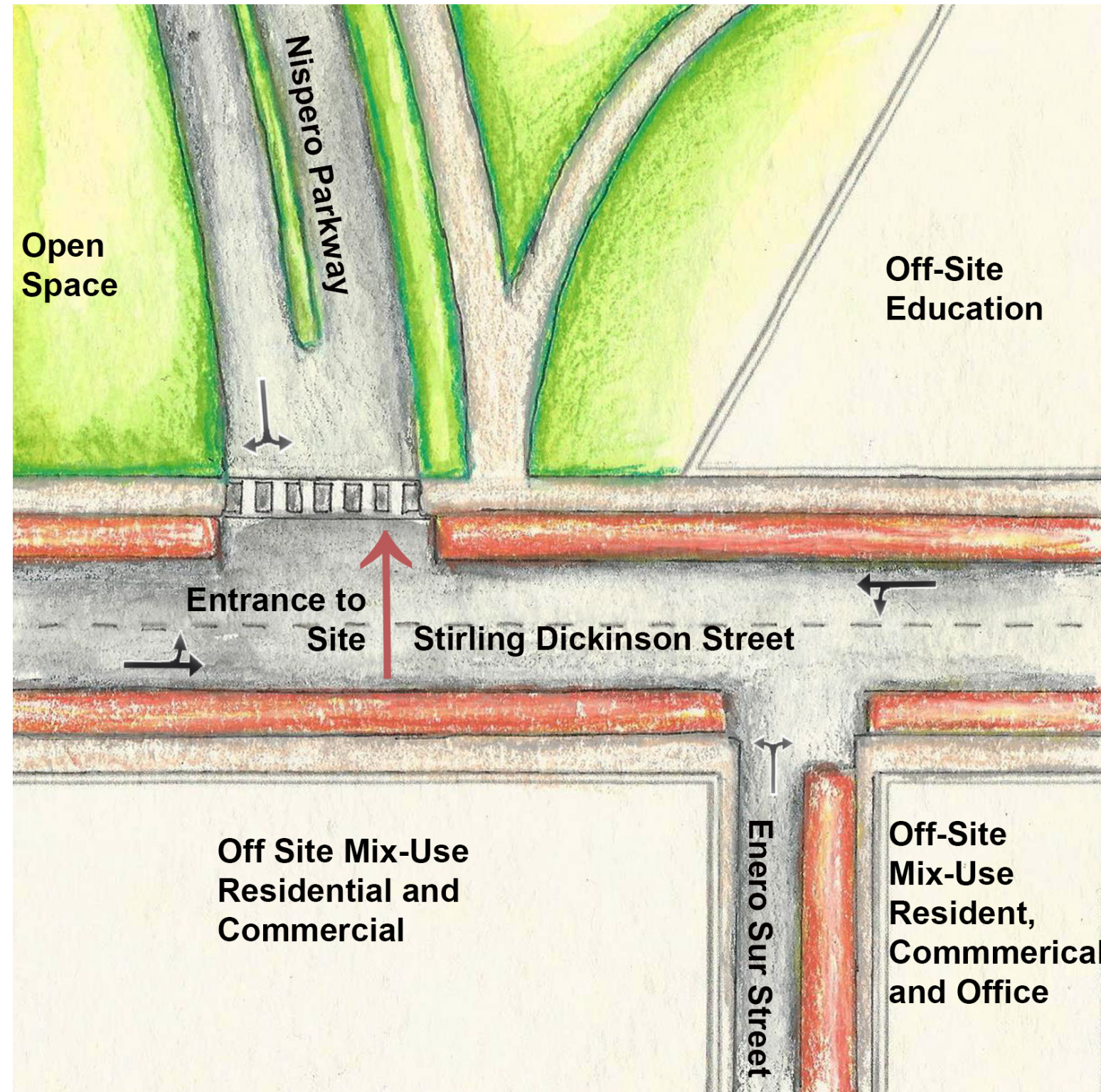
Also, there will be a Raised Crosswalk at this intersection.

Legend

	Vehicle Path
	Pedestrian Path
	Parallel Parking
	Painted Crosswalks
	Raised Crosswalks

Proposed Intersection 3:

Stirling Dickerson and Nispero Drive, Stirling Dickerson and Enero Sur



Here is the site entrance from the street of Stirling Dickerson. General signage and open space will help commuters identify the site and its location. In addition, the path to the Outdoor Art Gallery will be accessible from the right side.

The existing chain-linked fence that surrounds the entrance will be removed to show the site's transition as a fully-developed area.

Legend

	Vehicle Path
	Pedestrian Path
	Parallel Parking
	Painted Crosswalks
	Raised Crosswalks

Chapter 4: Final Proposal

Site Renders in Sketchup:

Park with Grass Amphitheater:



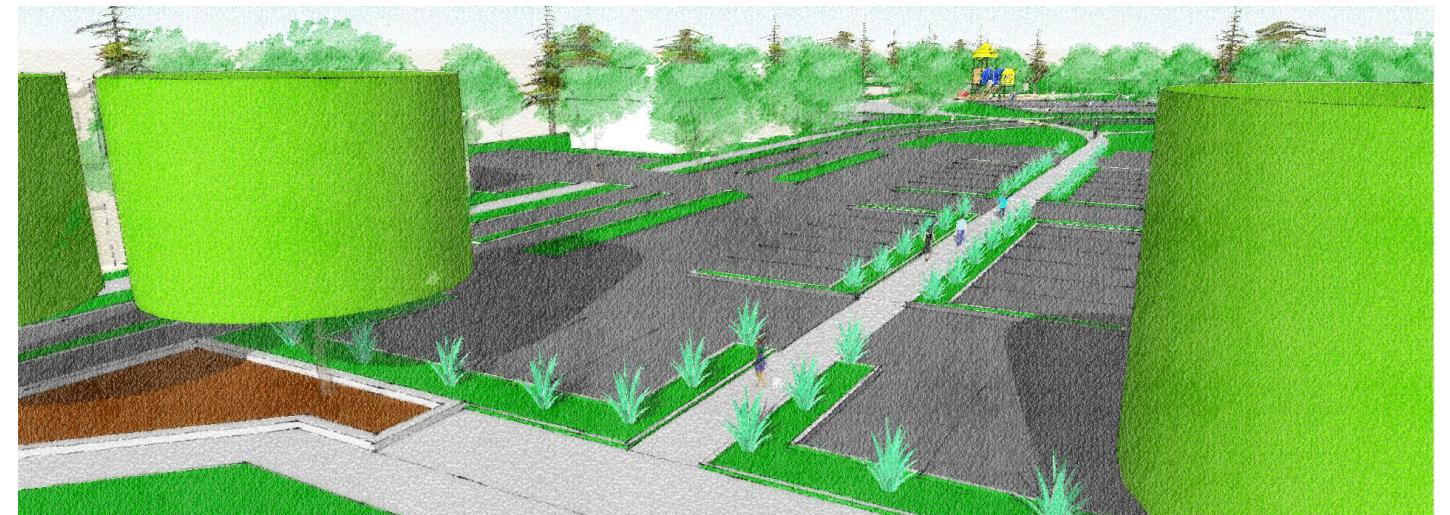
Repurposed Housing:



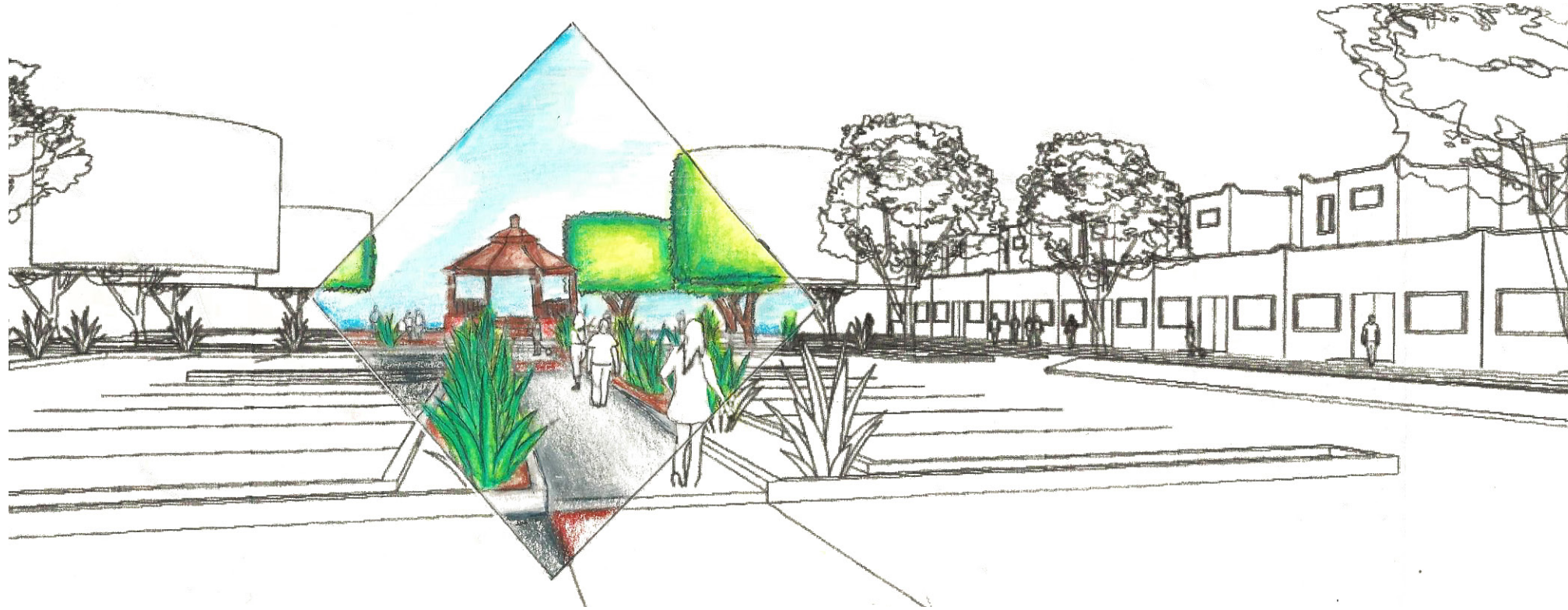
Outdoor Art Gallery:



Linkage from Plaza to Park:



Site Renders in Water Color:



Parking Lot and Plaza space:

A large parking lot will be located in front of the Mix-Used Residential and Commercial development near the site entrance of La Ancha. It will serve all the public uses on site, providing a total of 70 parking spots. Strips of green space will not only act as buffer, but they will also add to Nispero's park aesthetic. Moreover, a pedestrian shortcut will run through the center of the parking lot, providing linkage between the park space and plaza space.

The plaza will have cylinder-shaped ficus trees, which are a signature landmark to Mexican gathering spaces. In addition, a gazebo will serve as the plaza's main focal point.

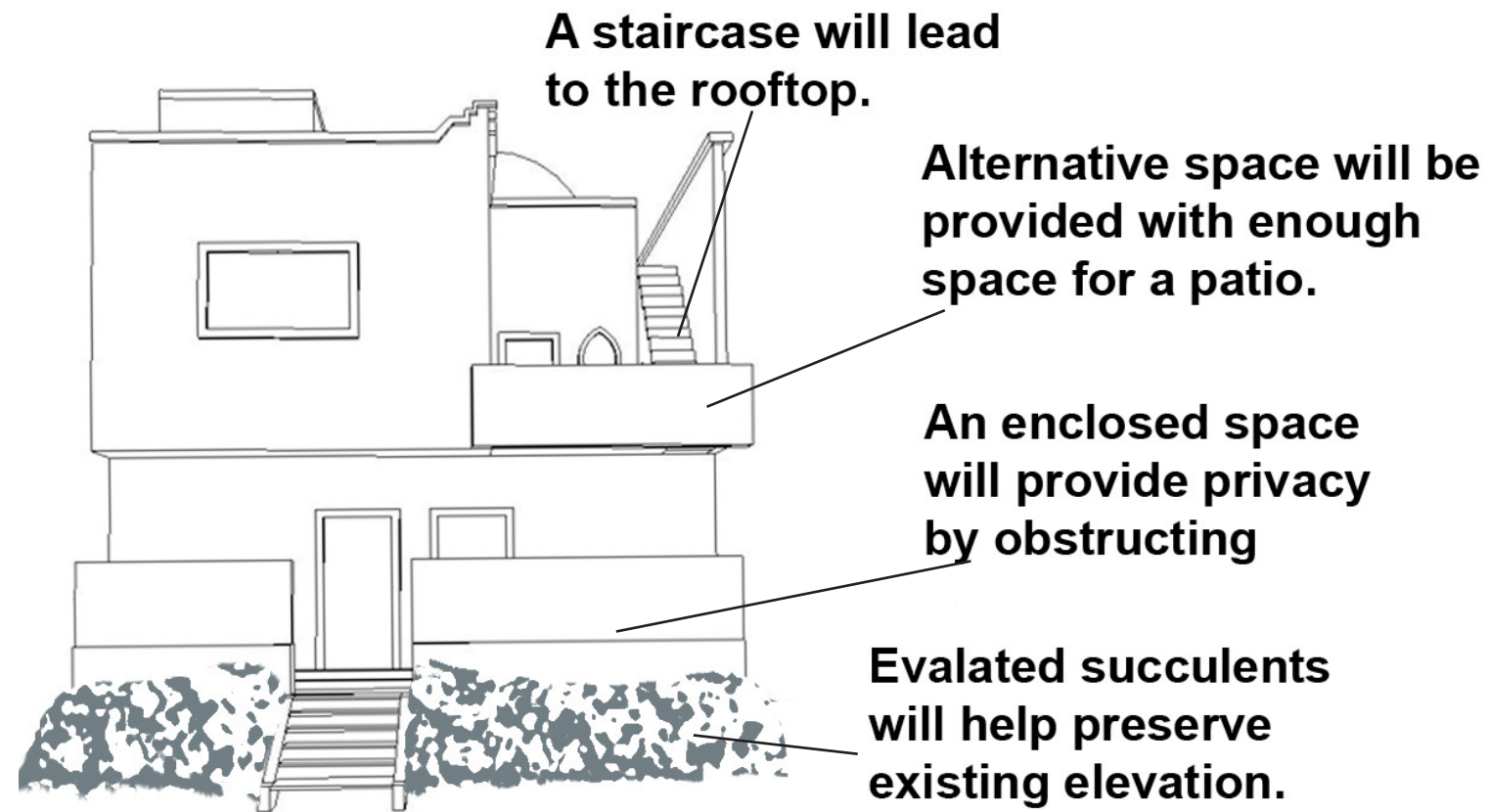
Outdoor Art Gallery:

An Outdoor Art Gallery will welcome visitors at the entrance of Stirling Dickerson street. It will accommodate the Mix-Used Residential and Art/Cultural development next door by providing a space where local artists can display their art. Throughout the gallery, sections of walls will serve as blank canvases for public murals. In addition, spaces will be reserved to display their art sculptures. These spaces will have a short green fence surrounding them, which is common aesthetic for public spaces throughout the state of Guanajuato. Lastly, the gallery will also serve as a pedestrian route from the main entrance of Stirling Dickerson St. to the proposed park space.



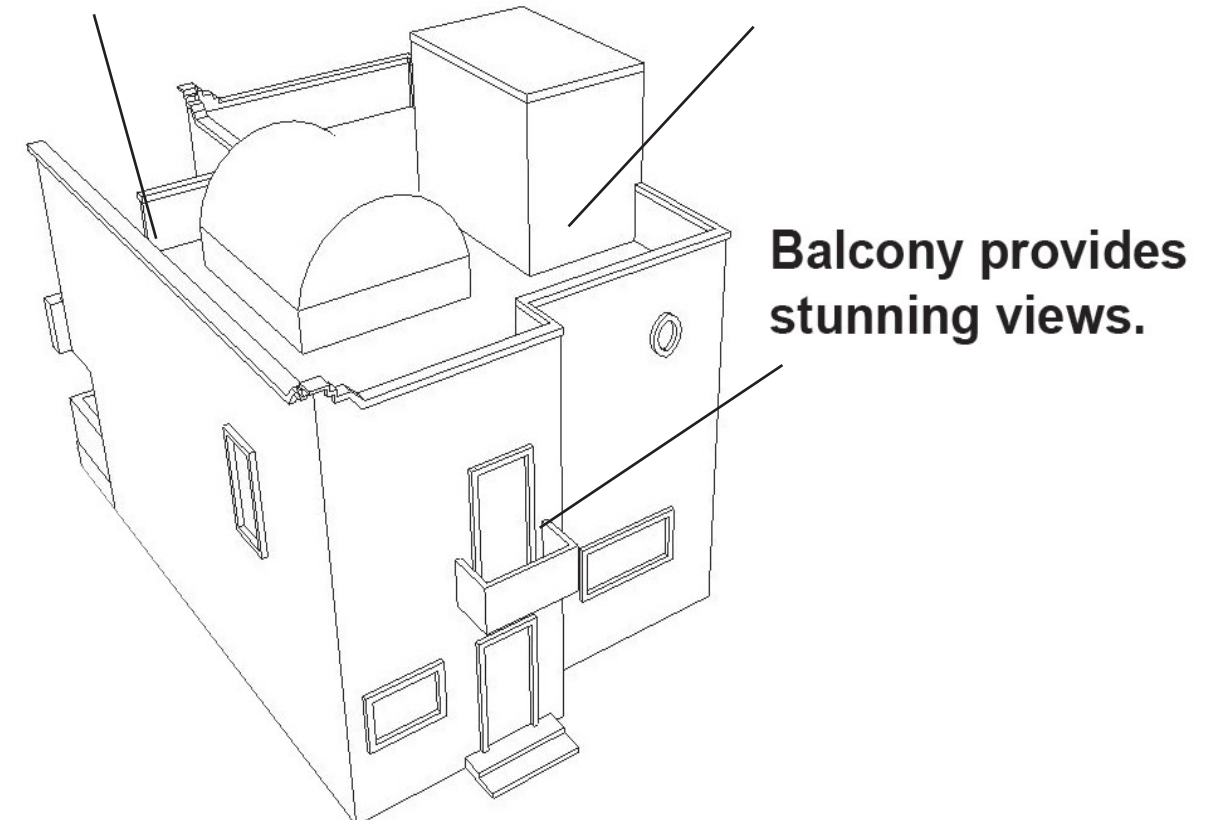
Chapter 4: Final Proposal

Housing Diagram and Description:



A staircase will lead to the rooftop.

Rooftop provides plenty of space for outdoor activity.



White half of the abandoned housing units are being converted to Mixed-Used Commercial and Mixed-Used Public, the other half will be converted into Shared Residential. A private bedroom can be rented, while amenities are communal, including the kitchen, living room, bathroom, patio, and rooftop. Ideally, each Housing unit can fit up to 3 bedrooms without obstructing the existing, interior courtyard.

Housing Cross Section:



Final Thoughts:



Taking on this project has been my biggest challenge yet.

As a **tourist, I adapted to a culture and a language that I was not familiar with.**

As an **artist, I tackled a new media of watercolor, while developing my own artistic style.**

As a **student, I altered my study habits to working independently with only three weeks to spare.**

As a **planner, I centered my approach to a broad city-scale, while narrowing it down to the architectural details.**

As a **designer, I learned how to make bold decisions, while making an attempt to remain culturally sensitive and politically correct.**

Overall, I am astonished with the outcome of Nispero Parkway, and I am satisfied with its deliverables. The contents of this portfolio showcases the many skills that the CRP department has taught me. From drawing, to painting, to digital art, to drafting, my skills as an urban designer will take me to unpredictable destinations.

-Tommy K. Chong

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