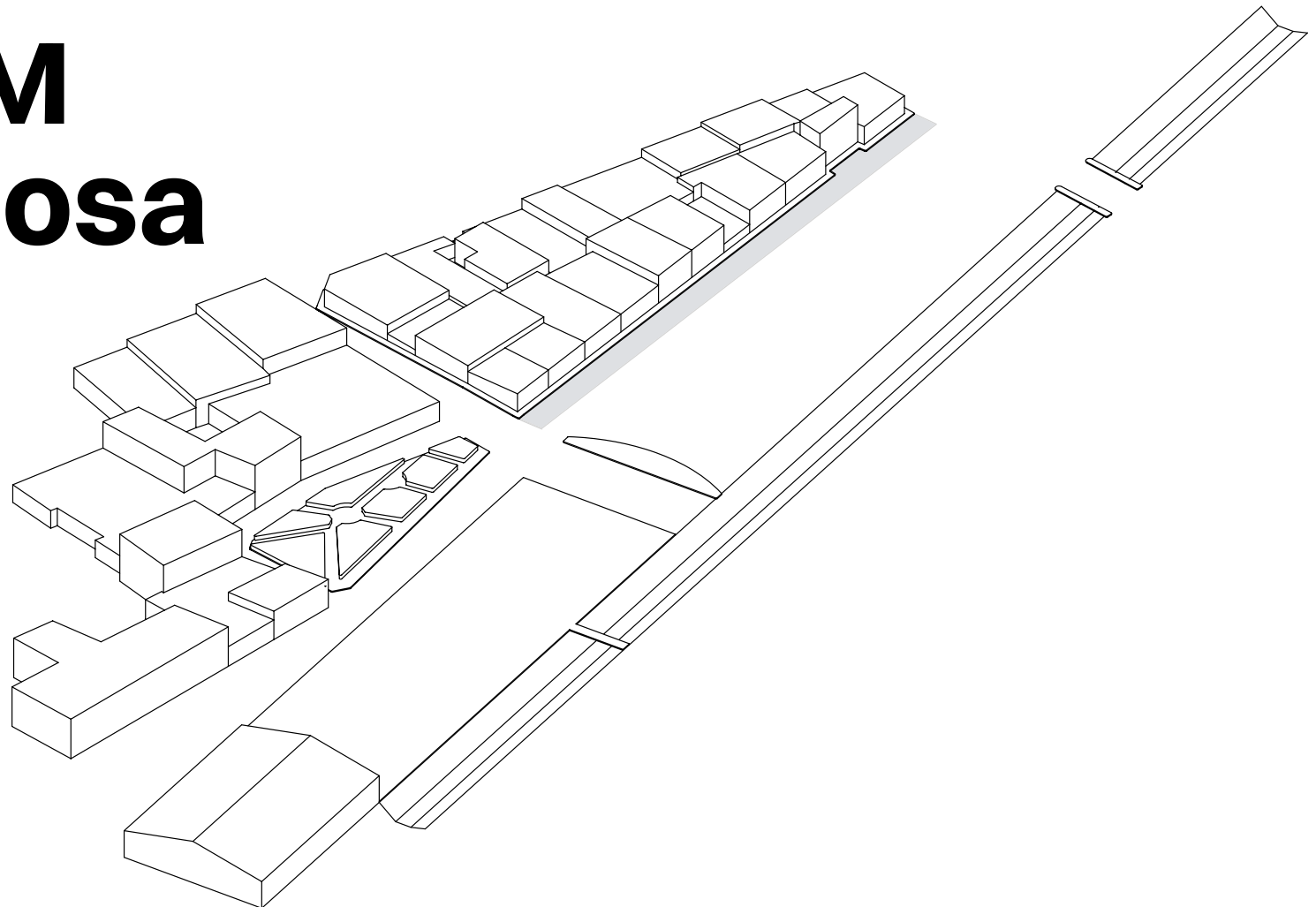


CETRAM Santa Rosa

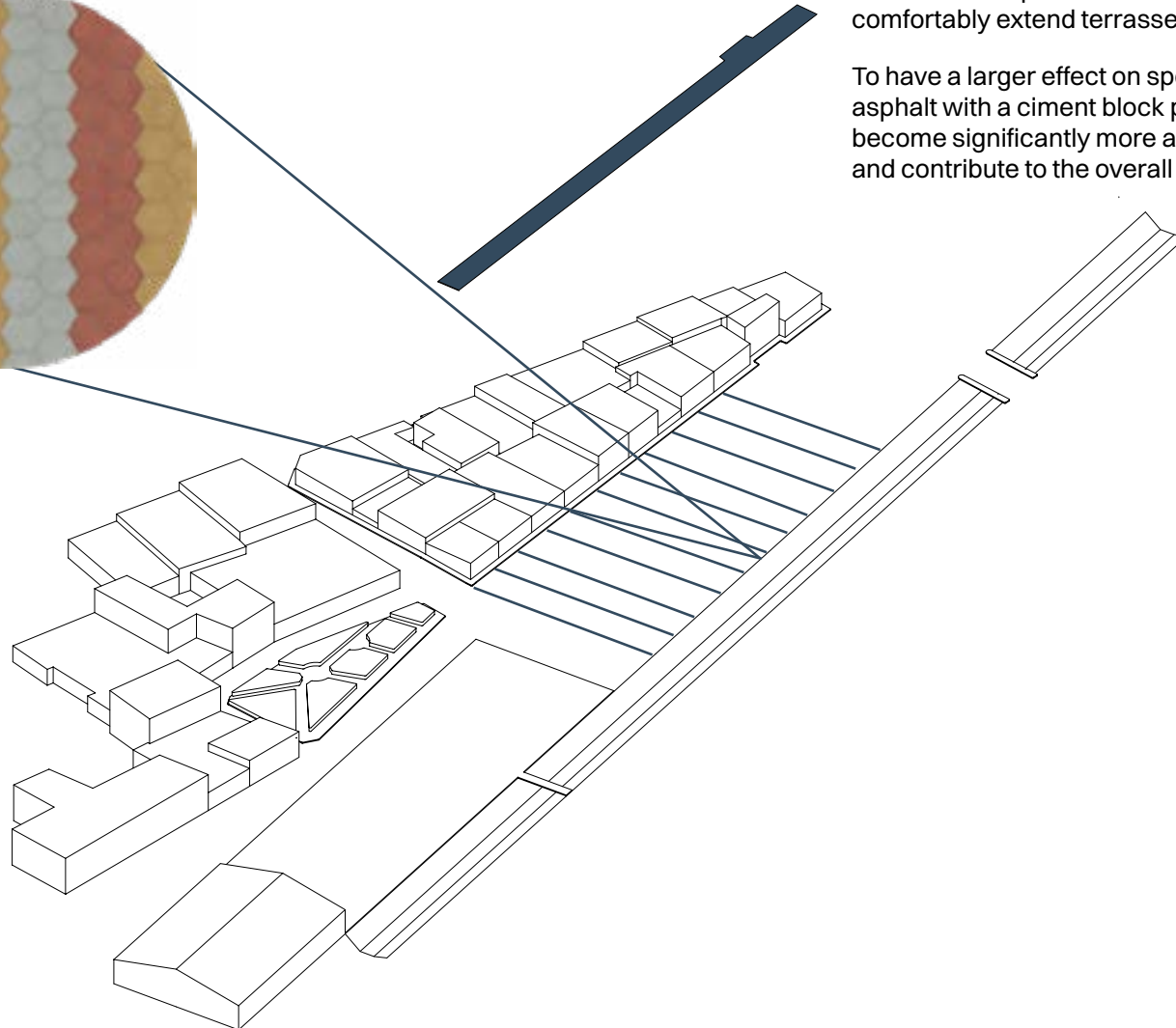
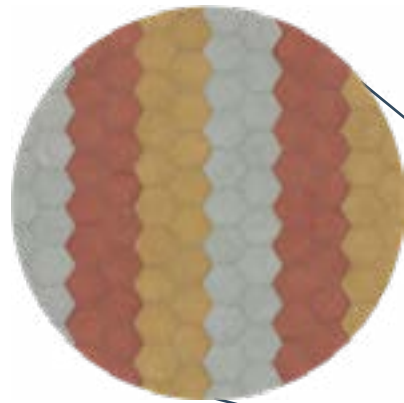
2023 Street Design
International Challenge

Tactical Urbanism Edition



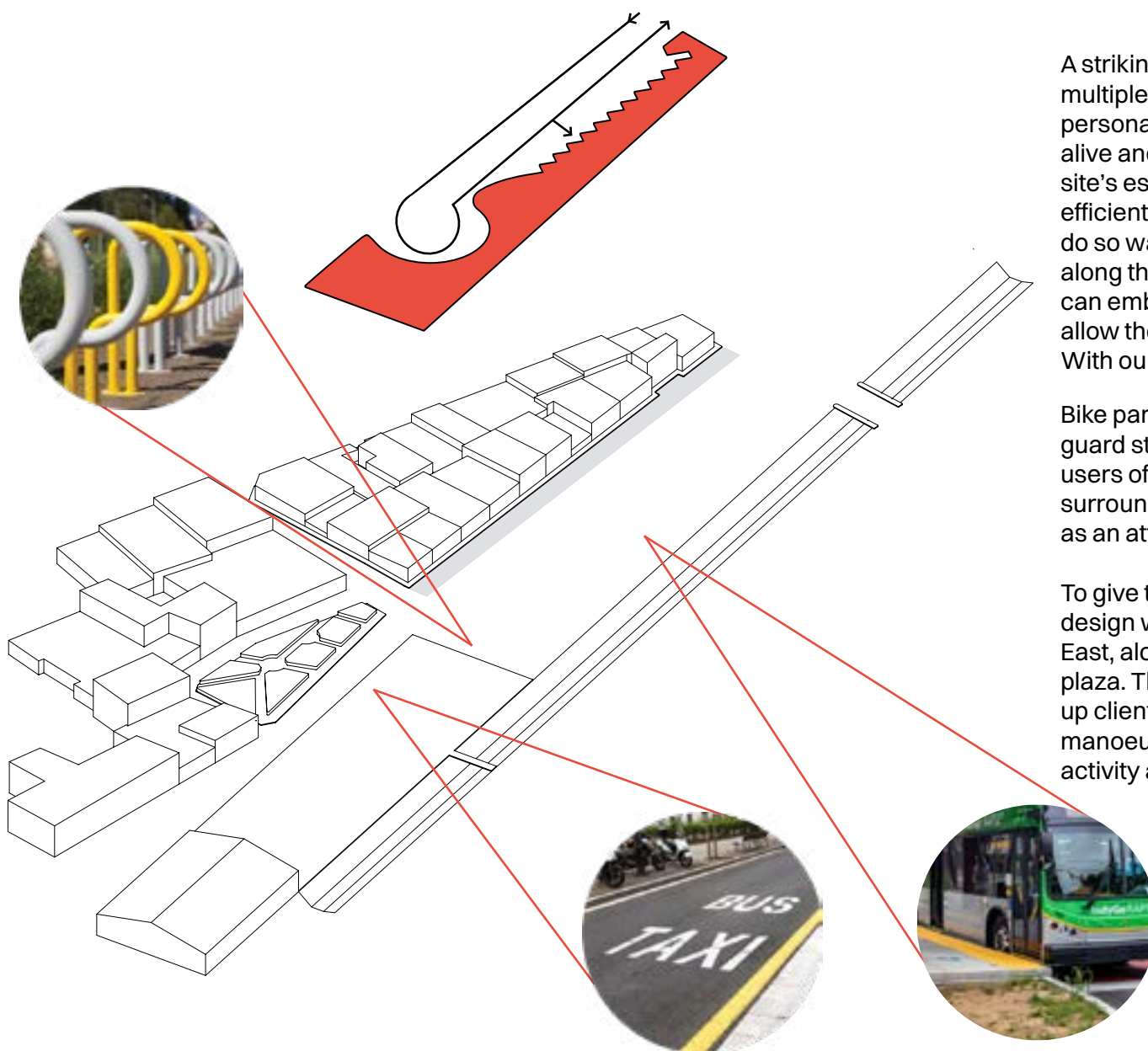
2023 Street Design International Challenge focuses on tactical urbanism. The mandate was to rework a mobility node where busses, cars, and pedestrians interact in the same space using biophilic design.

Our proposal focuses on creating a sustainable environment for the CETRAM in Santa Rosa Jauriguez in Querétaro.



Our first intervention on site was targeted on slowing down traffic on Calle De Dominguez coming West. In this sense, we narrowed the size given to moving cars and buses from 4 large lanes, to 2 medium size lanes. By doing so, we created a space in which storekeepers can safely and comfortably extend terrasses or kiosks.

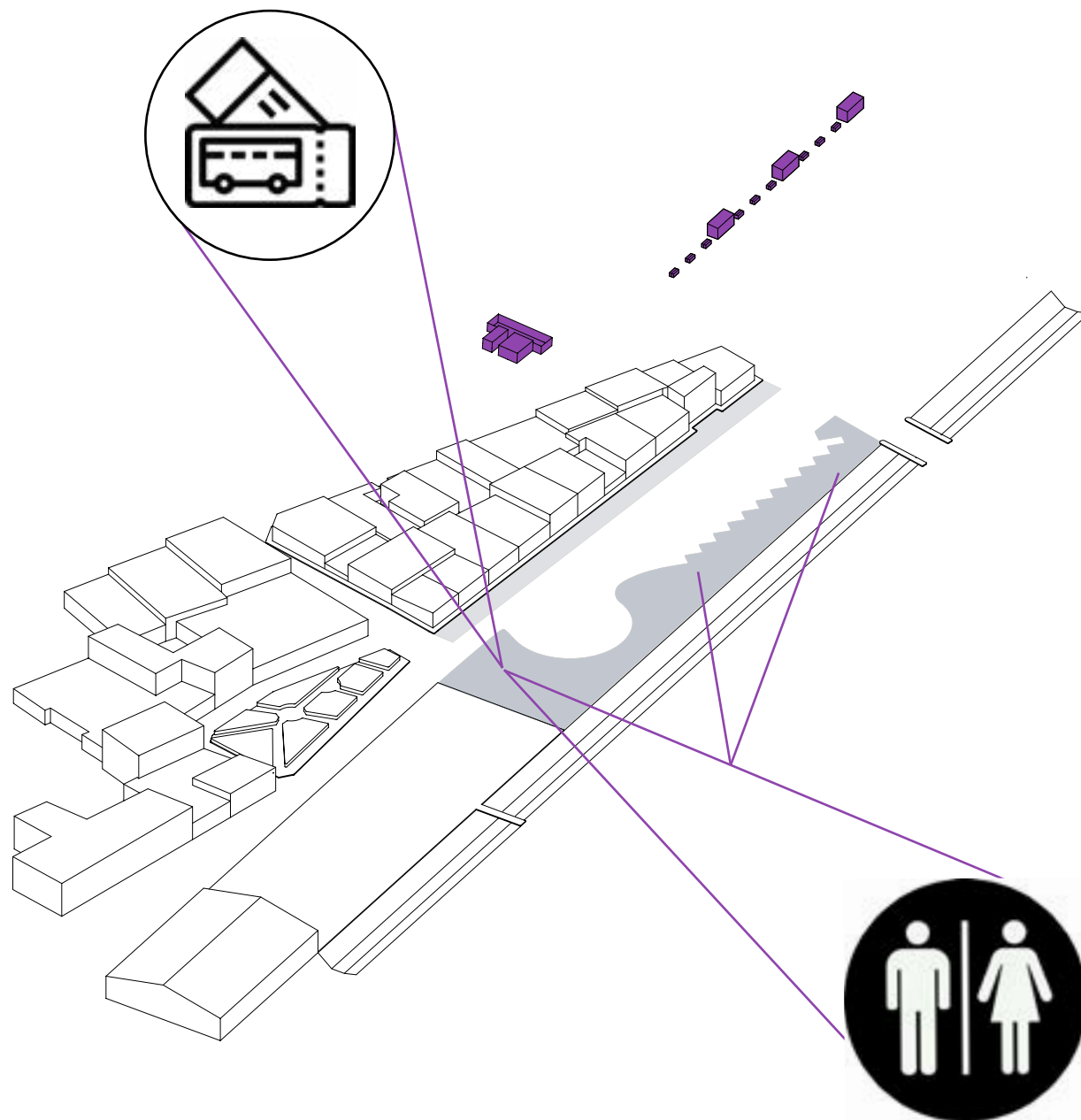
To have a larger effect on speed, we replaced the existing asphalt with a ciment block pave way. Cars and bus drivers become significantly more aware of their travelling speed and contribute to the overall safety of the site.



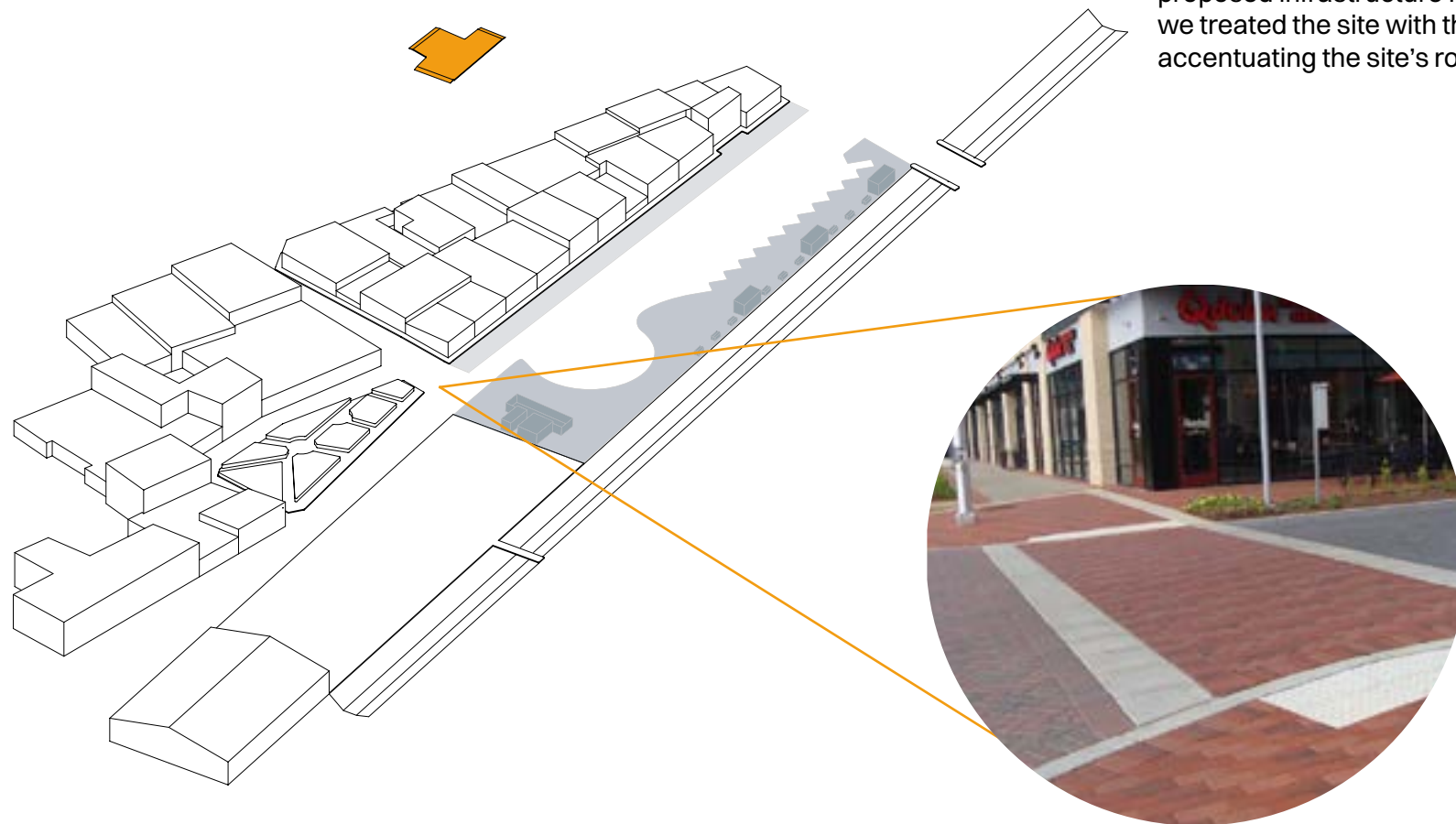
A striking aspect of the site is the intensity with which multiple transport methods coexist and interact. Bus, personal cars, taxis, and bikes make the site come alive and create a lively hub. We recognized this as the site's essence and wished to facilitate and to make efficient the constant flow of traffic. Our first tool to do so was to dedicate a raised and covered platform along the North flank of the site from which people can embark and disembark bus. Dents in the platform allow the bus doors to come up to the waiting areas. With our plan we accommodate a total of 11 bus.

Bike parking is also implemented on site, next to a guard station. Doing so, we give students and other users of the hub multiple options as to how to roam the surrounding area. Thus, strengthening the site's power as an attraction pole. A total of 20 spaces is proposed.

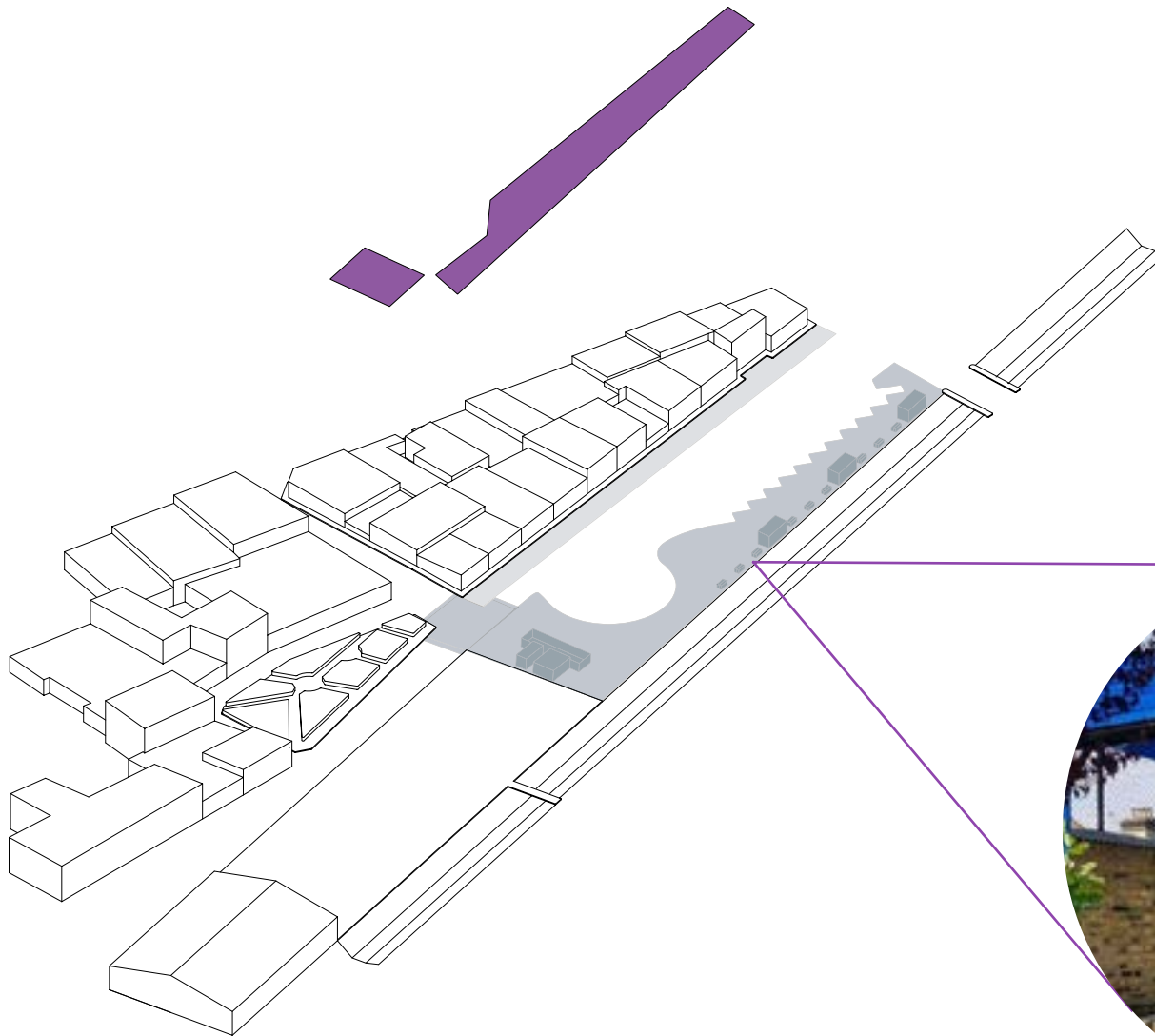
To give taxis a legitimate and honorable place in the design we moved the existing dedicated area to the East, along the parking lot and facing the existing plaza. The new taxi area will be able to efficiently pick up clients and leave the site free of any complicated manoeuvres. On market days, taxis edge all the market activity and human presence.



We deemed the public place, the ideal location to implement some services. Under a large roof, we placed a kiosk for activities pertaining to bus passages, a guard lookout, a broom closet and some private restrooms for personnel. In doing so, we give amenities for bus drivers who work long hours. By regrouping functions used by employees, we also create a sense of belonging between employees. The bus station becomes an established site and a comfortable work environment for employees and passing bus drivers.

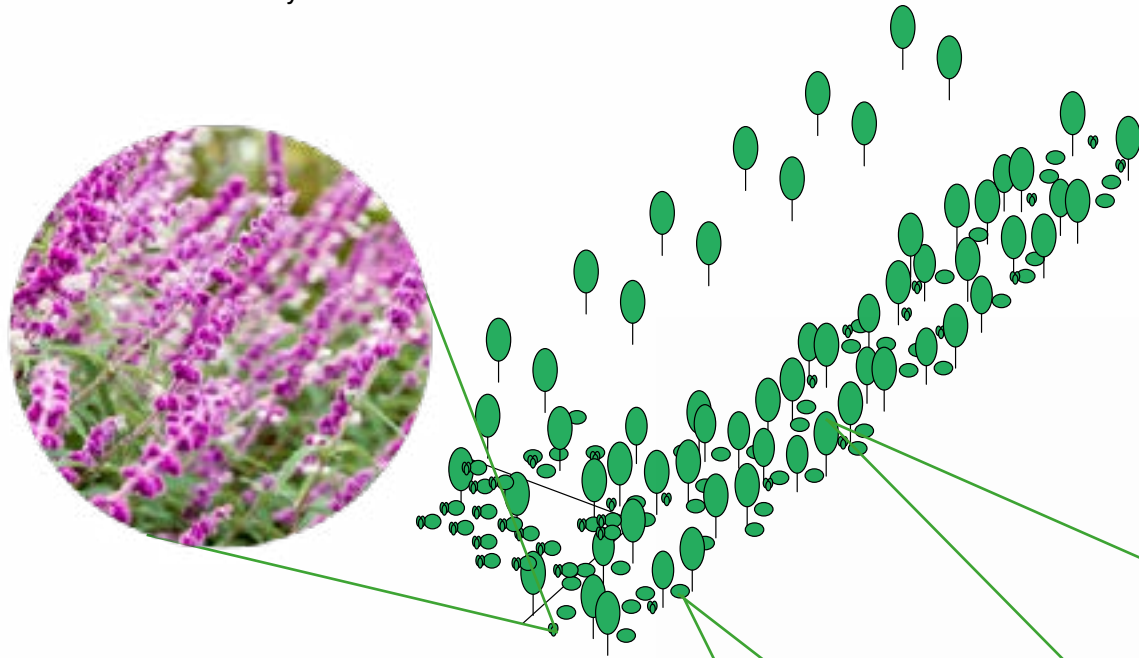


To make the site attractive to users, we tackled safety hazards such as the pedestrian crossing on the South East corner. Recognizing Calle De Dominguez as an attractive commercial area, our proposal was aimed at strengthening the bond between this area, the small plaza South of the existing parking area and our proposed infrastructure North of street. In this sense, we treated the site with the surrounding area in mind, accentuating the site's role as a hub.



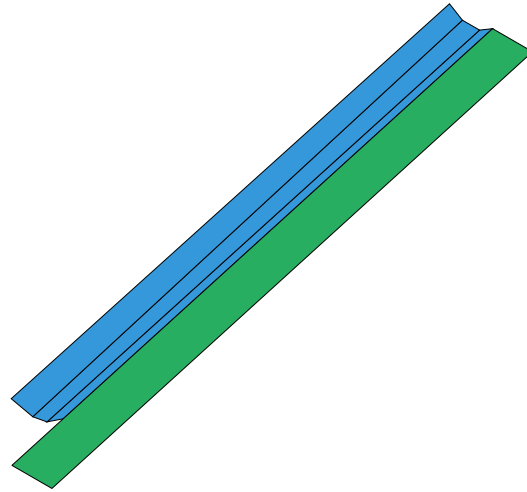
An important objective of our proposal was to provide shaded areas. Previously, no infrastructure of any kind provides any shelter from the strong sun to add to the heat created by running bus motors. Users resorted to hiding under a tree, near an unclean canal. To remediate to this situation, we propose an extensive coverage of all waiting areas. This way, users can comfortably wait for bus or friends next to a reinvigorated wildlife along the canal. The material we propose to build this roof are all chosen, in parallel to practicabilty, with an attention to their heat retention capacity. We use lightly coloured metal roofing with low heat retention along with the previously mentioned ground pavement to mitigate the heat island effect.



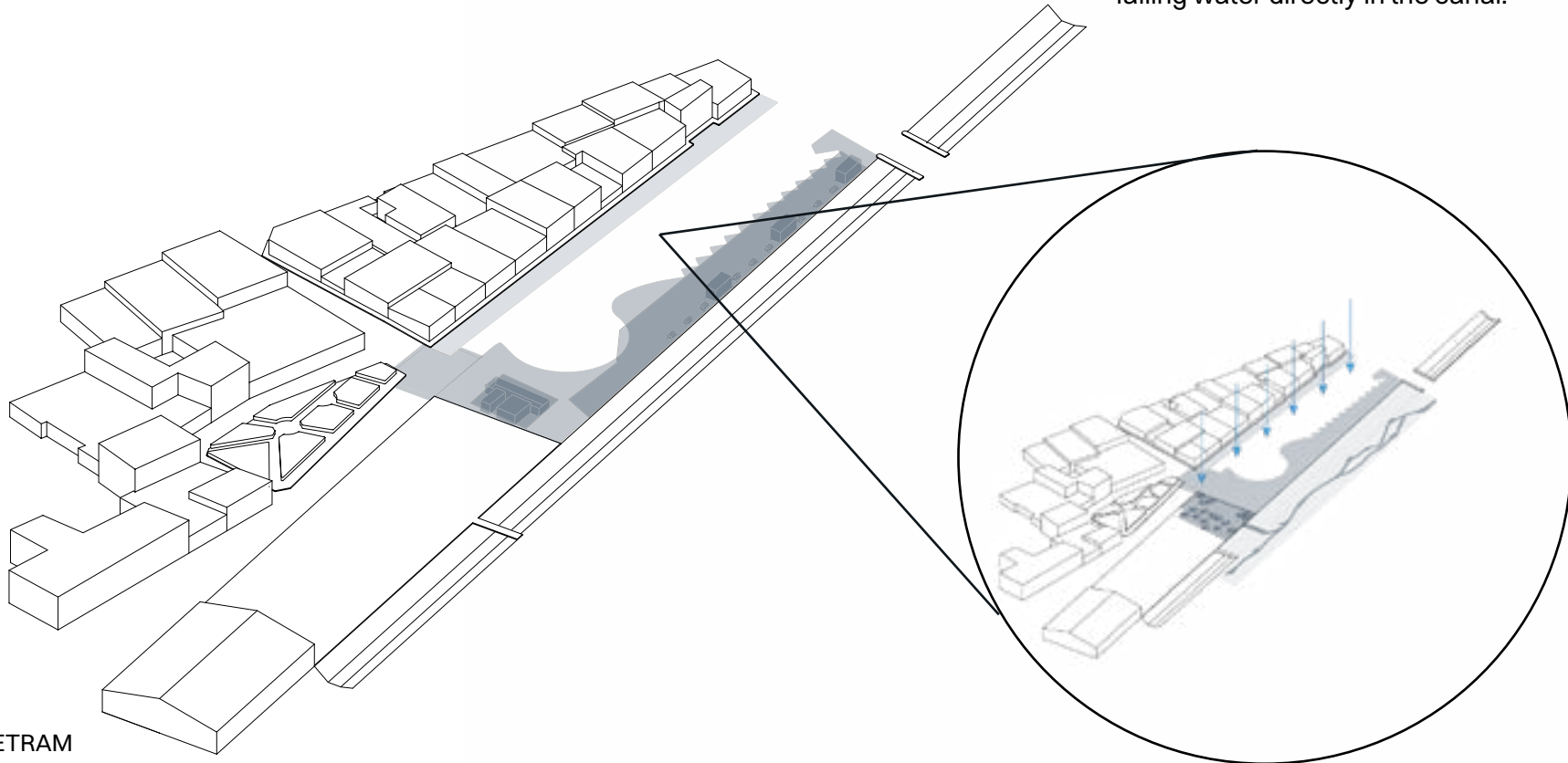


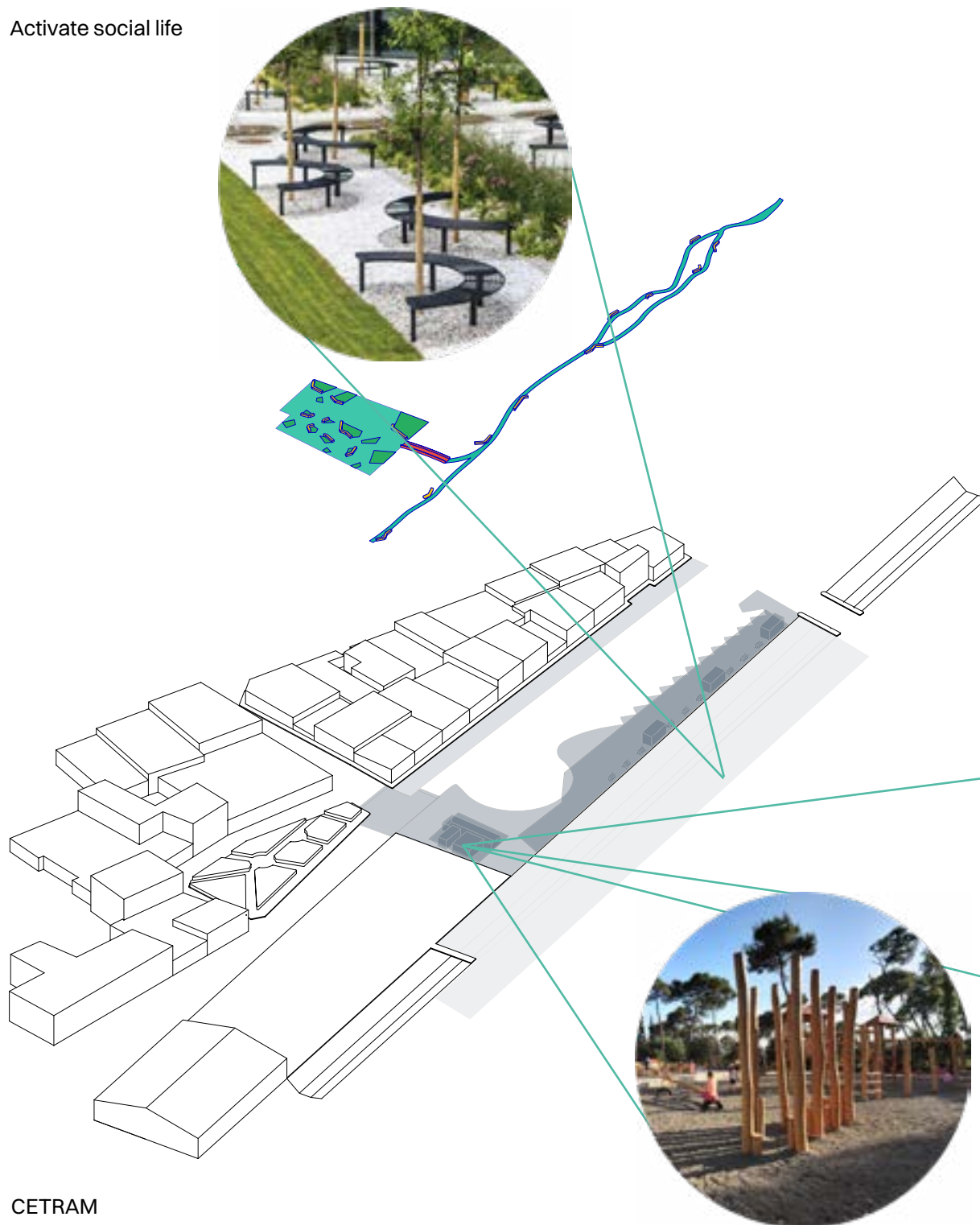
To compliment our previous objective of giving the site the ability to handle severe rainfalls through soil, we aimed to create lively and strong ecosystem. By diversifying local plant species on site, specifically on the canal's bank, we wish to create a healthy and sustainable greenery on site. To oppose large mineral masses, we propose green areas to clean and to refresh the air. By doing so, we wish to have an exponential impact on the site biodiversity: to attract insects and bird with a lush plant life.



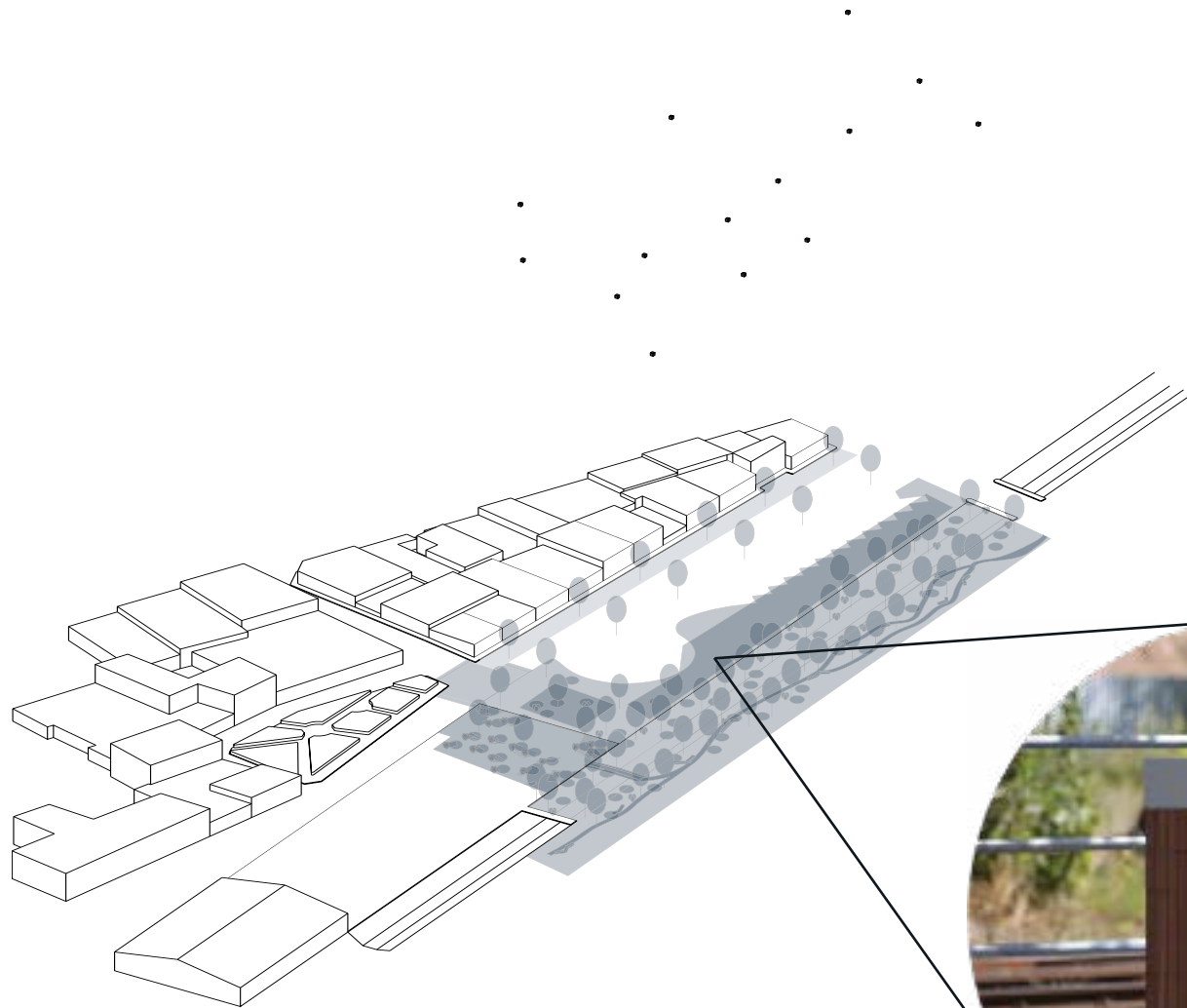


One of our objective was to provide a site that would be able to handle severe rain events. Our main concern in this sense was to give the site's land the ability to digest large amounts of water efficiently. To do so, we relied on the soil's water retention capacity. Extending the pave way we used in the street to the transport hub ensures the largest area on the site can deal with water in its own constitution. Water will percolate in between the cement blocks and ultimately reach the existing canal on the North flank of the site. Covered waiting areas along the canal will divert the falling water directly in the canal.





In our analysis of the context and the site, we noted that a market took place once a week on an adjacent parking lot. This event highlights the importance of the site in everyday life. In this sense, one of our intention throughout the development of the project was to give space to existing social events and prospectively extend their impacts. At the confluence of the commercial street the small plaza and the bus station, we placed a public space organized around free flowing urban equipment and playful. In this regard, we wished to implicate all group ages in our new proposal. We believe that giving safe spaces to families is a way to increase usage of the site. Linking the park North of the canal was also a way to better the experience of the site. The public place becomes a junction point between multiple interest points. On market days, the place can be used as an exten-



An important aspect of the brief was to tackle waste management. Previously, bus users and drivers were disposing of garbage in the lone garbage bin on site. This bin was rapidly full and subsequent trash was thrown in the canal, or left on the ground. As a solution, we implemented multiple trash containers on the waiting area and on the small public place to keep the space clean and enjoyable. The main building also houses a broom closet, which will ultimately make maintenance simpler and executed more frequently.

