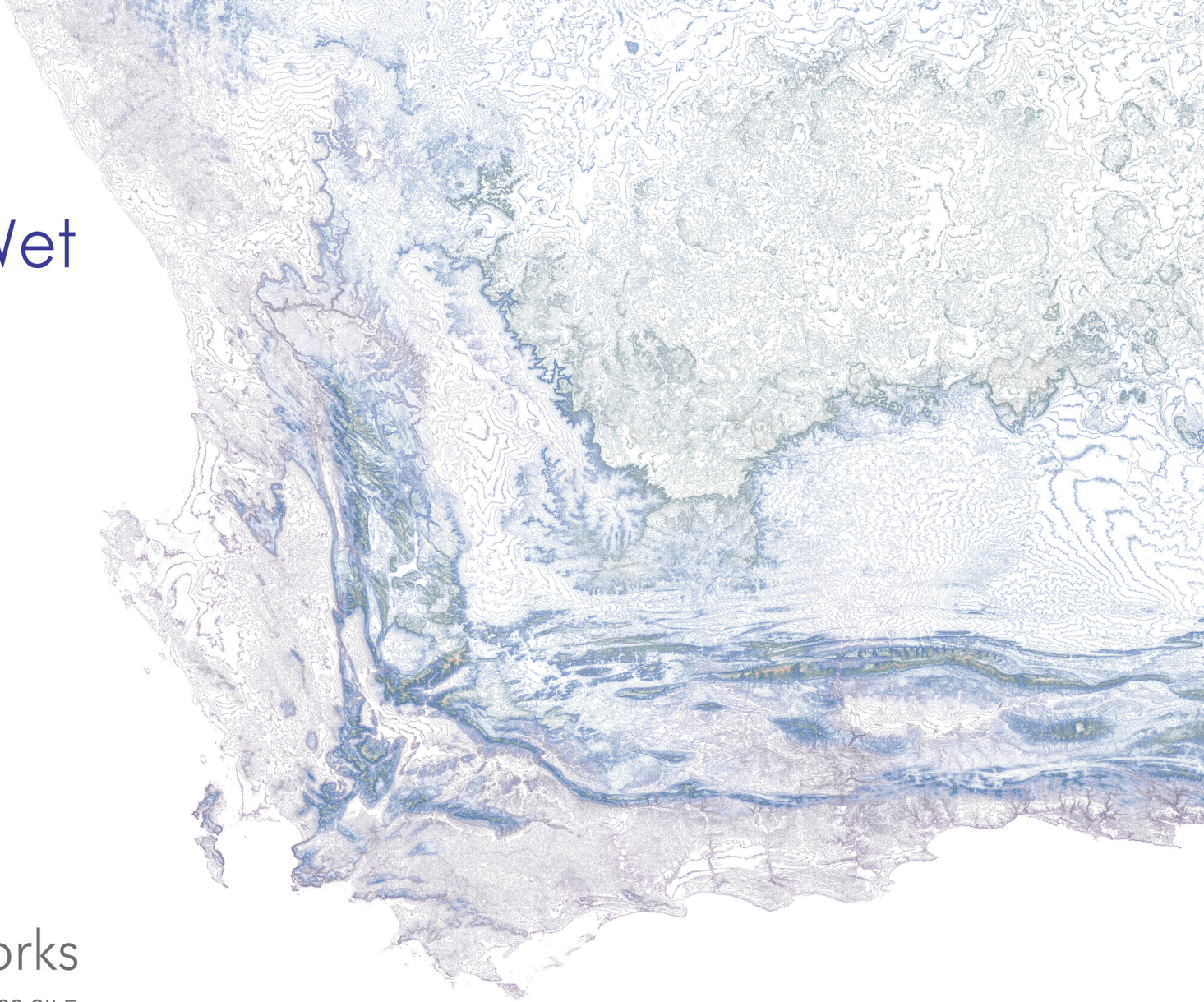




Andres de Wet



Portfolio | selected works

33° 55' 7.9" S 18° 25' 23.9" E

**URBAN DESIGN  
TOWN PLANNING**



## About

Andres de Wet is an urban designer and planner with experience across South Africa, North America, Central America, and Europe, working at the intersection of public realm, mobility, landscape, infrastructure, and long-range spatial planning. His work focuses on the design of integrated urban systems that strengthen connectivity, civic identity, environmental resilience, and economic vitality across multiple scales.

Professional experience spans institutional and campus masterplanning, transit-oriented development and transportation systems, urban regeneration, public-private partnerships, and multidisciplinary planning and design frameworks within both public-sector and consultancy environments.

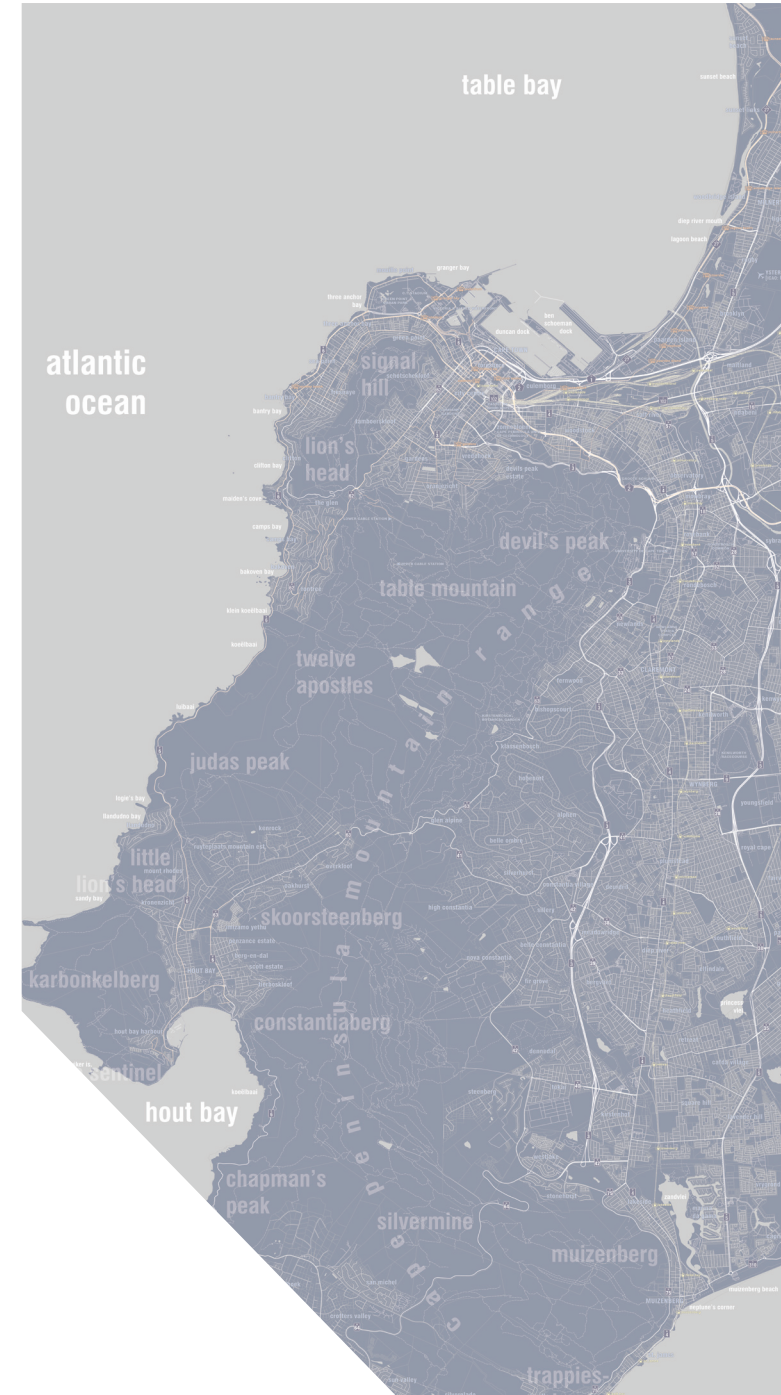
Having grown up in the Cape Winelands and later worked internationally across complex planning contexts throughout the Northern Hemisphere, Andres brings both local grounding and globally informed perspective to urban development challenges. He is particularly interested in projects that connect infrastructure, ecology, movement, and public life in ways that create more durable, equitable, and place-responsive urban environments.

## Contact

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[Location](#) / Cape Town, WC, South Africa



**ANDRES DE WET**  
URBAN DESIGNER & PLANNER



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01 A

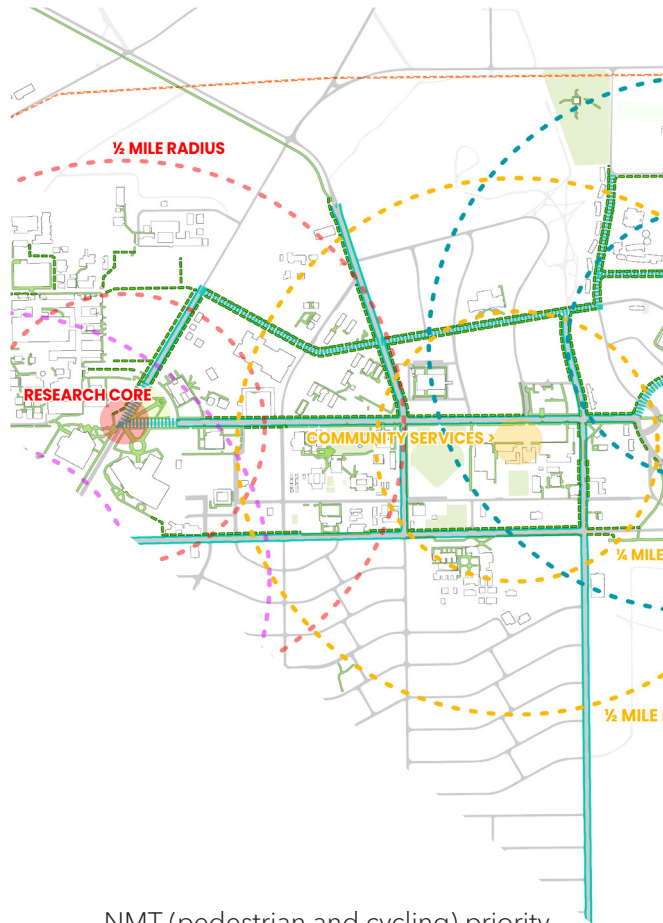
# Institutional & Systems Planning

## Context

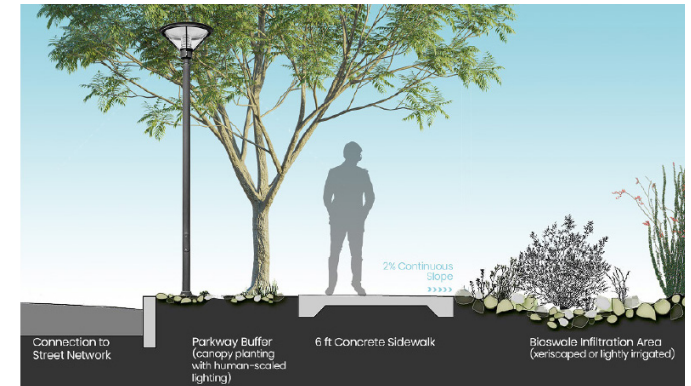
Contributed to the preparation of a long-range institutional planning and urban development framework for a large-scale federal campus in the United States. The project required the integration of land use, movement systems, infrastructure, landscape, public realm, and future development planning within a highly complex operational environment.

The planning process involved responding to fragmented development patterns, ageing facilities, operational constraints, and long-term growth and climatic pressures, while establishing a more coherent spatial structure and development vision for the broader campus.

**NOTE:** Client undisclosed due to government classification protocols.

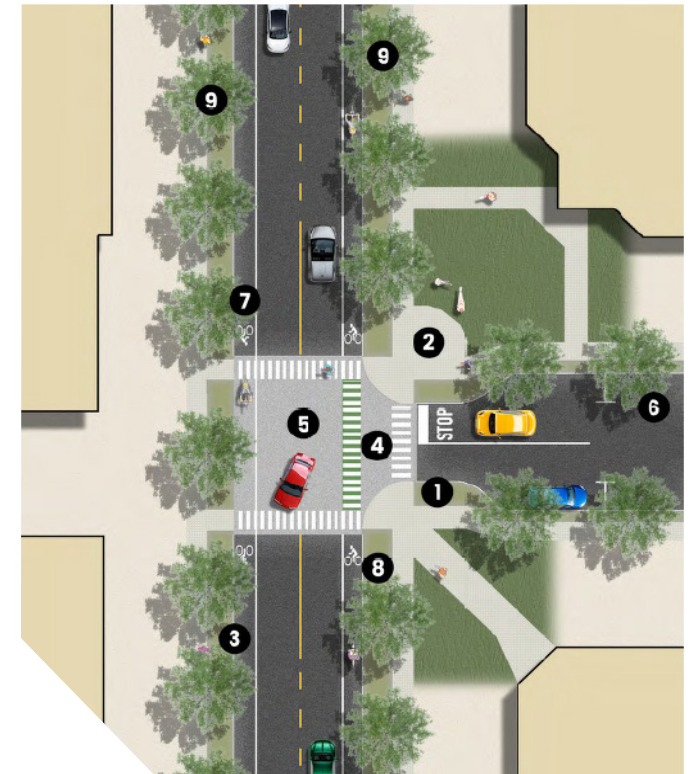


NMT (pedestrian and cycling) priority and masterplan map



Sidewalk cross section as part of NMT Guidelines

Diagram illustrating Street, NMT, & Building Guidelines





## Role & Contribution

Led the development of the overarching spatial planning and urban design framework, including:

- district and land use planning,
- movement and circulation systems,
- redevelopment opportunities,
- streetscape and public realm frameworks,
- landscape structure planning,
- institutional mixed-use integration,
- and long-range development and implementation strategies.

Worked across multidisciplinary planning, engineering, infrastructure, and operational teams to synthesise technical and spatial inputs into a coordinated long-term framework.

Produced analytical diagrams, spatial frameworks, urban design graphics, and presentation material used to communicate complex planning systems and future development scenarios to stakeholders and decision-makers.

Stacked urban analysis & planning systems diagram >



01 B

# Institutional & Systems Planning

## Outcome

The framework established a coordinated long-term vision for future growth, redevelopment, mobility, and land use integration across the campus environment.

## The work supported:

- improved spatial coherence,
- clearer development structure,
- strengthened movement hierarchy,
- enhanced public realm integration,
- strengthened access control and improved safety,
- and more coordinated long-term planning outcomes.

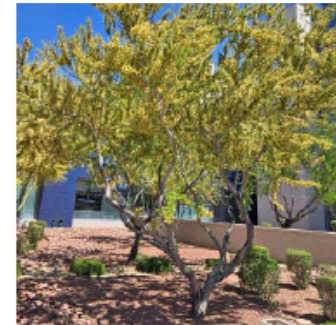
The project reinforced the importance of working across multiple scales simultaneously, from regional systems and district planning through to detailed urban design and implementation-oriented spatial frameworks.

## Botanical and xeriscaping landscape standards

<i>Searsia lancea</i>	African Sumac (White Karee)	Evergreen	Weeping foliage. Very wind tolerant.	25 x 25 feet	Twice per month during dry periods. Once a month or less once established.	Streetscapes, parking lots, parks, parkways, rockeries.	Windscreen, erosion control, background, low maintenance. Provides dense shade.	Very adaptive to soil type. Alkaline tolerant. Tolerates urban space compaction and salt.
<i>Sophora secundiflora</i>	Texas Mountain Laurel	Evergreen	Clusters of fragrant, purple flowers in spring. Slow-growing, multi-trunked tree.	12 x 10 feet	Once to twice per month depending on soil in hot weather.	Streetscapes, parks, rockeries, courtyards, foundation planting.	Accent, screening, low maintenance.	Dry, well-drained clay, loam, sand, or rocky soils. Alkaline tolerant.
<i>Stetsonia</i>	Toothpick	Evergreen	Columnar, irregular	25 x 20 feet	Once per month.	Rockeries, parks,	Accent, screening, low	Dry, well-drained clay,



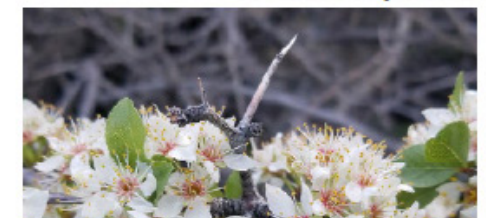
4. Bougainvillea  
*Bougainvillea spp.*

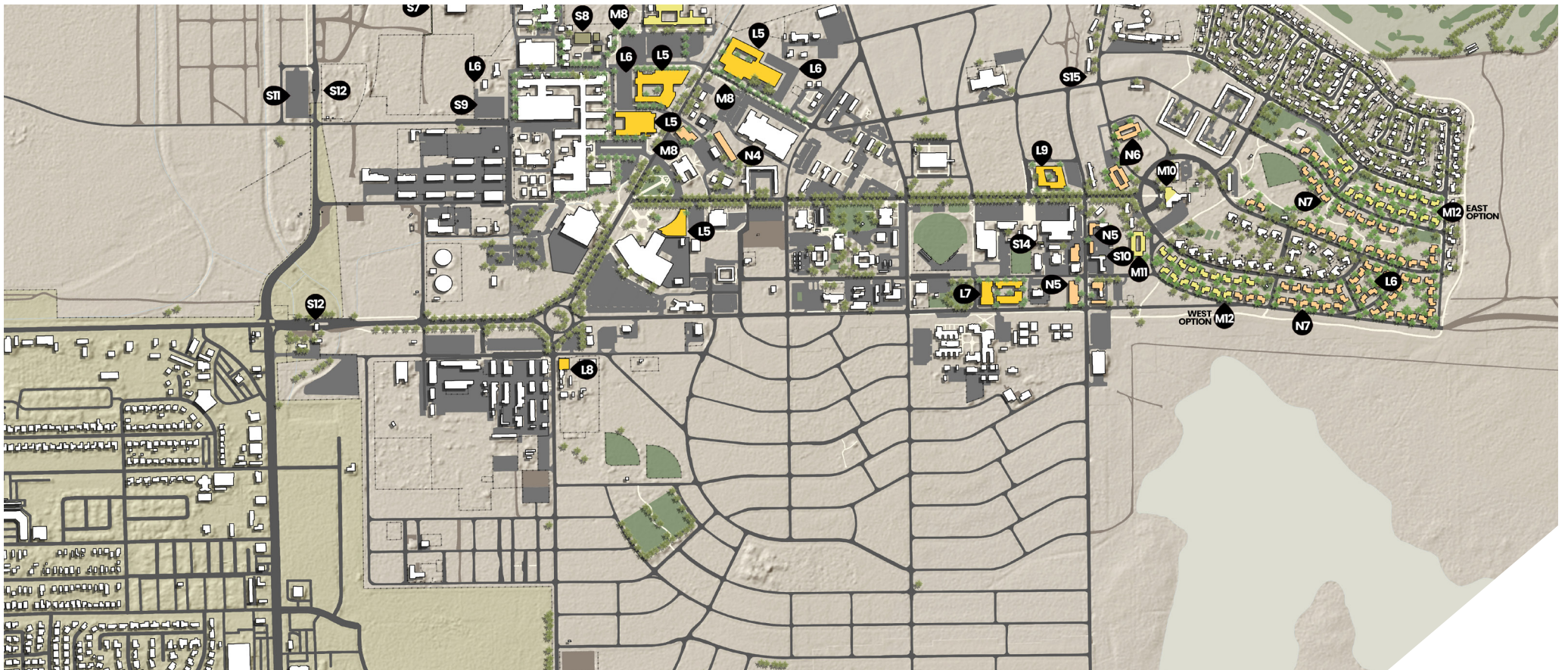
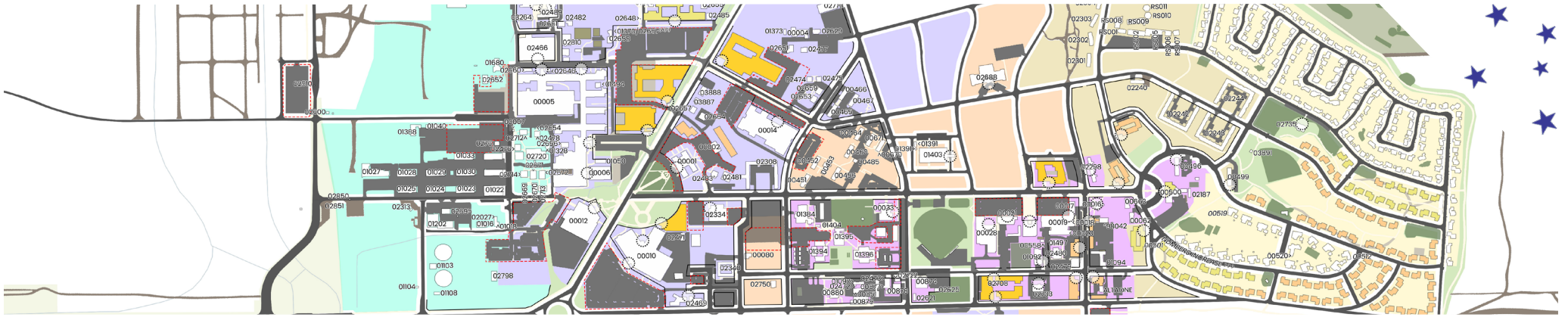


5. Cat Claw (Wait-a-Min.)  
*Senegalia (Acacia) greggii*



6. Chuparosa (Hummingbird Bush)  
*Justica californica*





Above: The land-use and urban design regulating plan  
Below: The illustrative plan for the 20-year masterplan



# 02

## Aerotropolis & Regional Urban Systems

### Context

Contributed to the preparation of a long-range aerotropolis vision, strategic framework, and conceptual master planning study for a large mixed-use development precinct, *AMSity*, adjacent to Amsterdam Schiphol Airport in the Netherlands. The project explored the relationship between airport-linked urbanism, future mobility systems, innovation economies, sustainability, and integrated metropolitan growth within a globally connected planning environment.

The planning process involved extensive precedent analysis, systems planning, spatial structuring, mobility integration, infrastructure coordination, and long-range development thinking across a complex multinational and future-oriented urban context.

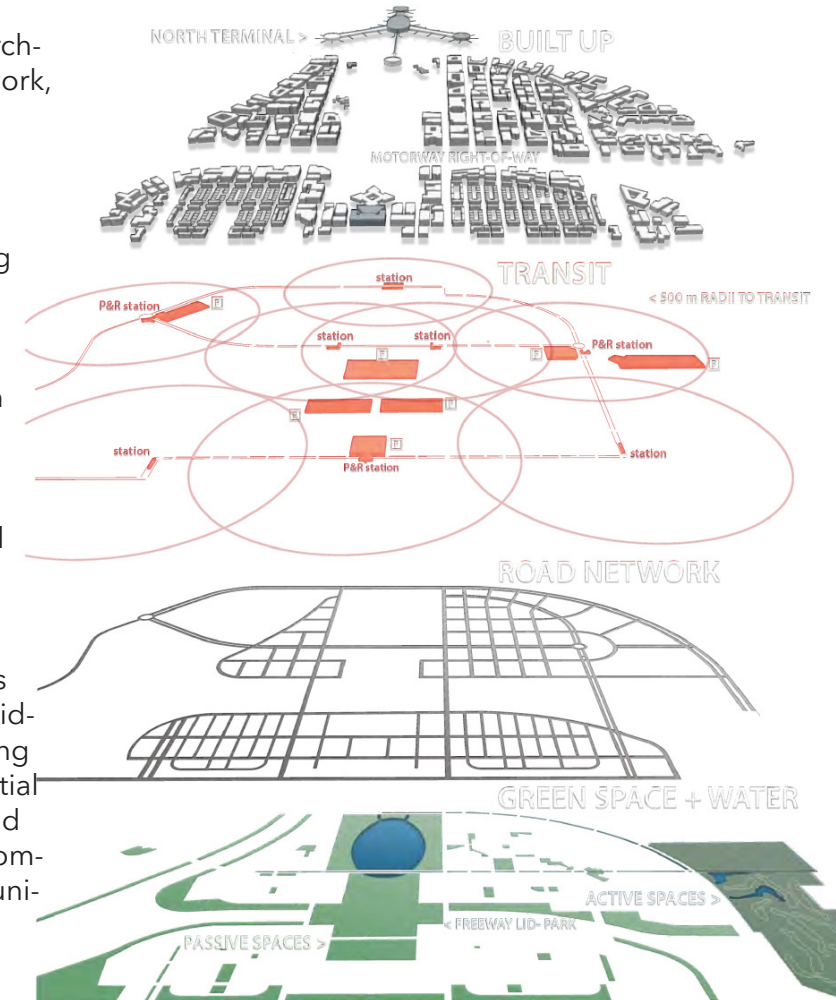
### Role & Contribution

Contributed to the development of the overarching spatial planning and urban design framework, including:

- aerotropolis and airport-city planning,
- transit-oriented and multimodal mobility systems,
- innovation district and economic clustering analysis,
- smart-city and infrastructure frameworks,
- landscape and public realm integration,
- precedent analysis and comparative urban research,
- phased development and implementation strategies,
- and conceptual spatial planning and visual communication.

Worked across multidisciplinary planning, infrastructure, transportation, and urban systems inputs to synthesise technical and spatial considerations into a coordinated long-range planning framework. Produced analytical diagrams, spatial frameworks, conceptual planning graphics, and presentation material used to communicate complex urban systems and development opportunities to project stakeholders and collaborators.

Urban form, mobility, & land-use diagrams



**SCHIPHOL AEROCITY MASTERPLAN**  
AMSTERDAM, NETHERLANDS



Stacked urban analysis & planning systems diagram >

## Outcome

The project established a conceptual framework for a globally connected mixed-use aerotropolis linked to Schiphol Airport and the broader Amsterdam metropolitan region. The work explored how integrated mobility systems, innovation economies, sustainability principles, and public realm networks could inform a future-oriented urban development model responsive to evolving economic, technological, and environmental conditions.

The framework supported:

- integrated airport-city relationships,
- multimodal transportation connectivity,
- innovation and knowledge-economy clustering,
- sustainability and landscape integration,
- coordinated long-range development planning,
- and adaptable urban systems thinking across multiple scales.

The project reinforced the importance of integrating mobility, infrastructure, landscape systems, economic development, and human-scale urban environments into cohesive and resilient long-term planning frameworks.

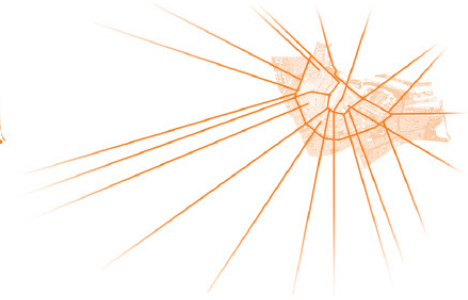
**HISTORIC AMSTERDAM** | Radial + Concentric



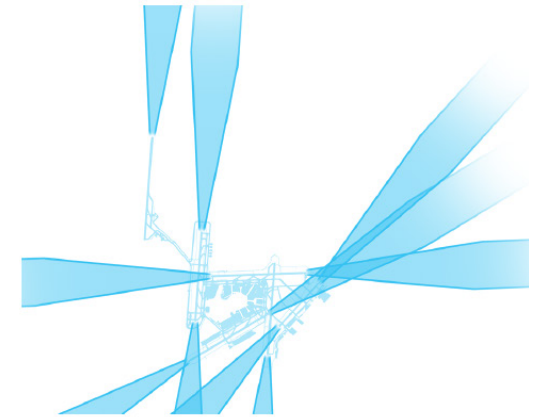
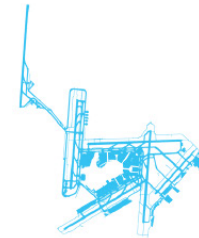
**LAND PATTERN**



**FORM LANGUAGE**



**SCHIPHOL AIRPORT** | Vectors



**RURAL LAND** | Orthogonal Polder Pattern





03.A

# Transit-Oriented Development & Urban Connectivity

## Context

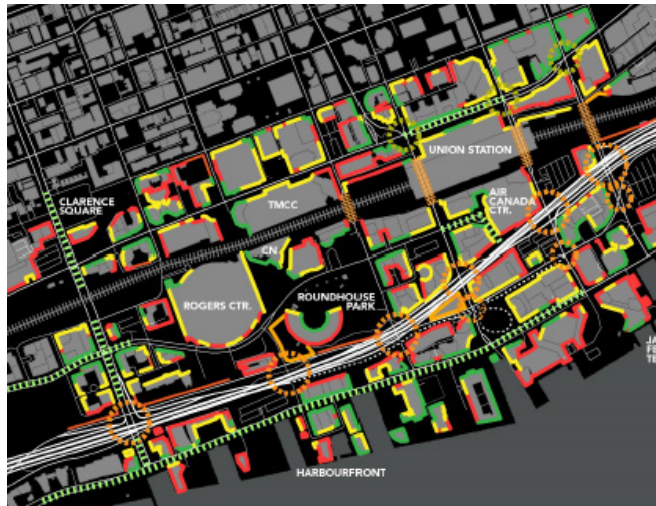
Developed a long-range, transit-oriented urban design and planning framework for downtown Toronto, focused on reconnecting the city core with the waterfront. The project investigated how the Gardiner Expressway, Lake Shore Boulevard, and CN rail corridor, long-standing barriers within the urban fabric, could be transformed into a more integrated system of mobility, public realm, and urban connectivity.

The research and design process examined how infrastructure retrofits, multimodal integration, public realm interventions, and air-rights development could improve connectivity, walkability, urban liveability, and long-term economic performance within a high-growth metropolitan context.

Ultimately, the TOD and placemaking project aimed to stitch a world-class city together, pulled apart by twentieth century planning.

## Role & Contribution

Led the full research, urban analysis, systems planning, and urban design development process as part of a Master of Community Planning thesis at the University of Cincinnati. The work involved multi-scalar analysis spanning metropolitan mobility systems, waterfront urbanism, transportation infrastructure, public realm design, TOD principles, and implementation-oriented planning frameworks.



Streetscape activity & building façade activation analysis

Project location map & plan overlay





**Key contributions included:**

- city and downtown spatial systems analysis,
- transportation and NMT network analysis,
- TOD and multimodal connectivity strategies,
- urban design and public realm frameworks,
- infrastructure retrofit concepts and air-rights integration,
- precedent and international case-study synthesis,
- streetscape, pedestrian, and sectional design interventions,
- and production of analytical diagrams, mapping, visualisations, and presentation graphics communicating complex urban systems and spatial strategies.

The project incorporated comparative international precedent research from North America, Europe, Australia, Mexico, and South Africa to inform context-sensitive and financially pragmatic urban design responses.

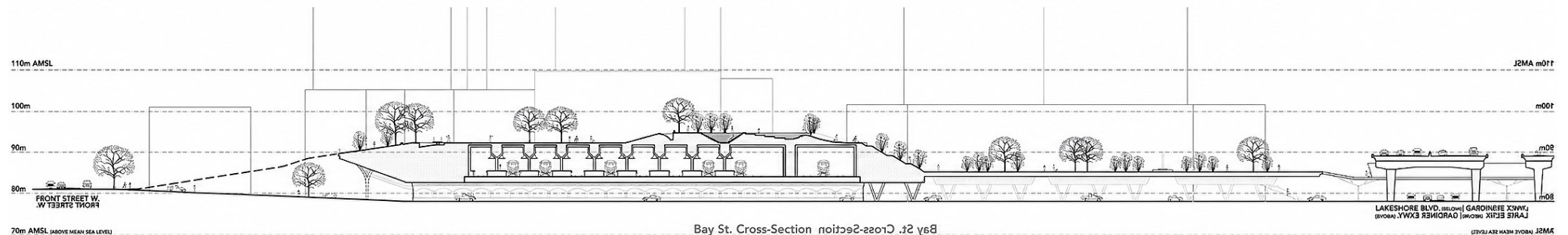
**Outcome**

The project established an integrated framework for reconnecting Toronto’s downtown core with its waterfront through coordinated transportation, public realm, landscape, and urban development interventions. The work demonstrated how existing infrastructure corridors could be reimagined as catalysts for placemaking and urban liveability, rather than functioning solely as barriers within the city fabric.

The thesis highlighted the importance of designing across multiple urban scales and interconnected urban systems simultaneously, all whilst balancing long-term spatial vision with implementation feasibility and fiscal realism.

Findings were presented to the academic community as well as the City of Toronto, assisting in future vision and urban policy around the development of lower downtown, as well as dovetailing with the TO-Core public consultation process for downtown’s future.

Cross-section along Bay Street

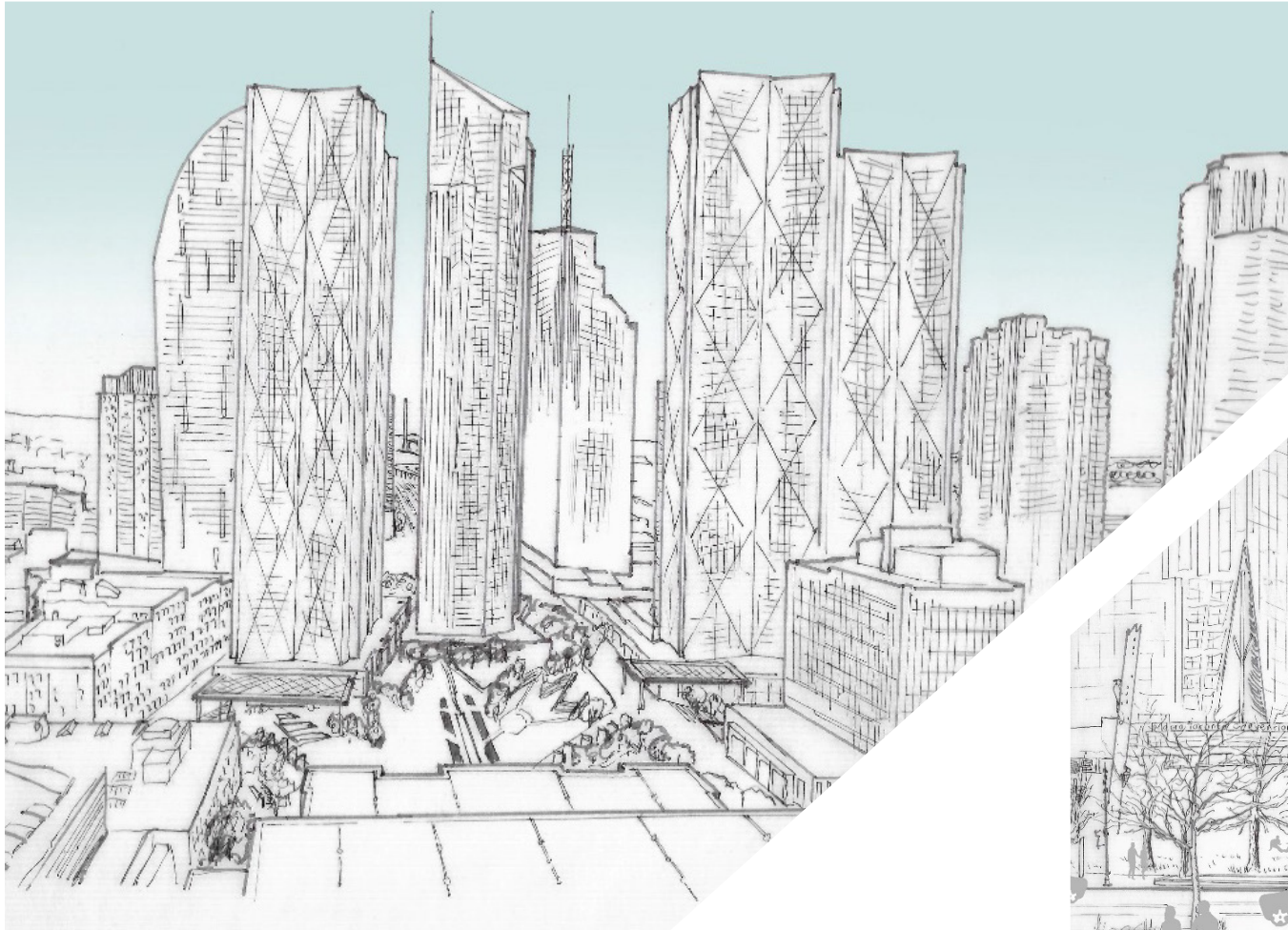


Bay St. Cross-Section

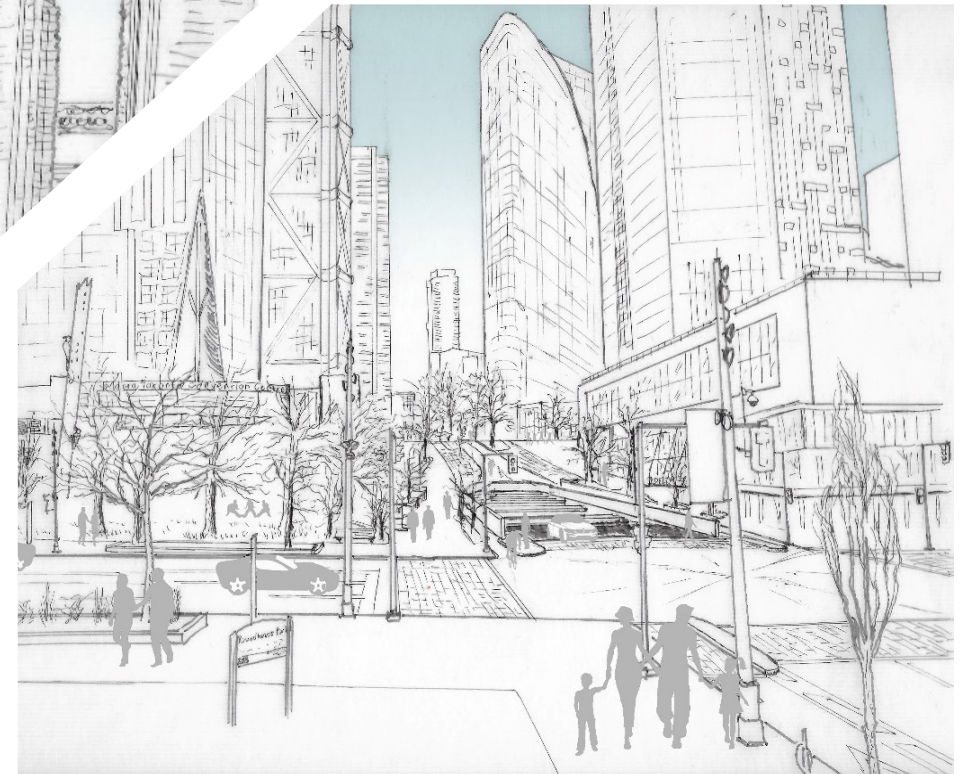


# 03.B

## Transit-Oriented Development & Urban Connectivity



Hand-sketches of selected aerial & ground views in the project: 1 Canada Place (right); Lower Simcoe St (bottom)

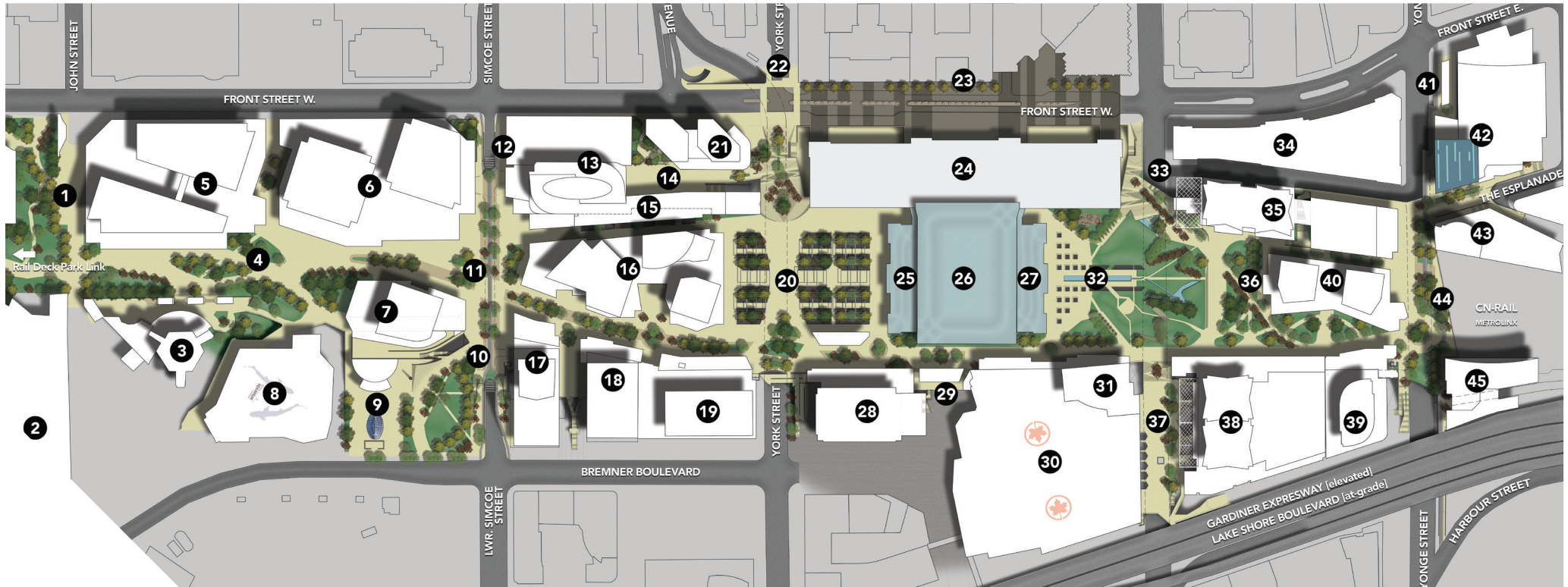


**LINKING THE LAKE: DOWNTOWN RAIL-CAP THESIS**  
TORONTO, ON, CANADA



- 1. John St. access
- 2. Rogers Centre
- 3. CN Tower
- 4. Blue Jays Approach
- 5. N. TMCC dev. site west
- 6. N. TMCC dev. site east
- 7. South TMCC tower
- 8. Ripley's Aquarium
- 9. South TMCC entrance
- 10. S. Simcoe transition
- 11. Simcoe Place
- 12. N. Simcoe transition
- 13. 171 Front St. W.
- 14. 120 York St. Plaza
- 15. UPX Station & Skywalk
- 16. York-Rail dev. site
- 17. Delta Hotel & annex
- 18. 120 Bremner & annex
- 19. PwC & annex
- 20. York-Rail Square
- 21. CitiBank Tower
- 22. University/N. York portal
- 23. Union-Front Plaza: exists
- 24. Union Station
- 25. Union shed annex west
- 26. Union train-shed
- 27. Union shed annex east
- 28. TELUS building & annex
- 29. Union Maple Leaf Sq. deck
- 30. Air Canada Centre
- 31. Air Canada office annex
- 32. 1 Canada Place
- 33. N. Bay transition
- 34. Dominion building
- 35. 141 Bay Street
- 36. Bay-Bridge merge/park
- 37. Air Canada Plaza: raised
- 38. 45 Bay St. & GO-Bus
- 39. 18 Yonge Street
- 40. 1 Canada Towers dev. site
- 41. N. Yonge transition
- 42. Sony Centre & 8 Yonge
- 43. 5 The Esplanade
- 44. Yonge Place
- 45. Gardiner Wedge

Annotated render of the project with working title names of developments, public spaces & parks





# 04.A Urban Regeneration & Public Realm

## Context

Contributed to a series of urban revitalisation and public realm initiatives within the Worcester and Rawsonville town centres in the Breede Valley region of the Western Cape. The projects focused on strengthening historic main streets, civic spaces, pedestrian environments, and local economic activity within towns characterised by strong heritage assets, but underperforming public environments.

The work explored how targeted public realm upgrades, streetscape interventions, pedestrian prioritisation, heritage-sensitive urban design, and improved spatial connectivity could support town centre revitalisation, tourism development, local business activity, and stronger civic identity within smaller regional towns of the Cape Winelands.

## Role & Contribution

Championed the process leading to a series of town centre revitalisation initiatives focused on urban realm and safety improvements.

Established a collaborative local revitalisation partnership and business improvement district framework by helping bring together stakeholders around a shared long-term vision for the future of the town centre, with the work focusing not only on spatial interventions, but also on strengthening civic alignment, local ownership, and coordinated momentum around public realm improvement and urban renewal initiatives.

## Key contributions included:

- town centre and public realm analysis,
- streetscape and pedestrian environment design,
- traffic calming and movement restructuring strategies,
- public square and civic space upgrades,
- heritage-sensitive urban design responses,
- mixed-use and tourism-oriented revitalisation frameworks,
- public realm visualisation and spatial communication,
- and conceptual planning and implementation-oriented urban interventions.

High Street aerial render,  
Worcester CBD



**BREDE VALLEY REVITALISATION INITIATIVES**  
WORCESTER & RAWSONVILLE, WC, S. AFRICA



Produced urban design frameworks, streetscape proposals, spatial diagrams, and visualisations communicating how strategic public realm investment and urban restructuring could strengthen economic activity, tourism appeal, walkability, and civic identity within the broader Breede Valley region.

### Outcome

The projects established a series of conceptual frameworks for improving the quality, functionality, and identity of key public environments within Worcester and Rawsonville. The work demonstrated how relatively targeted urban interventions – including widened pedestrian environments, traffic calming, upgraded civic spaces, landscape integration, and heritage-sensitive streetscape design – could support broader economic revitalisation and placemaking outcomes within smaller regional towns.

### The initiatives supported:

- improved pedestrian connectivity and walkability,
- strengthened civic and public realm identity,
- heritage-sensitive urban revitalisation,
- enhanced tourism and mixed-use potential,
- safer and more legible streetscapes,
- and more socioeconomically inclusive and people-oriented town centre environments.

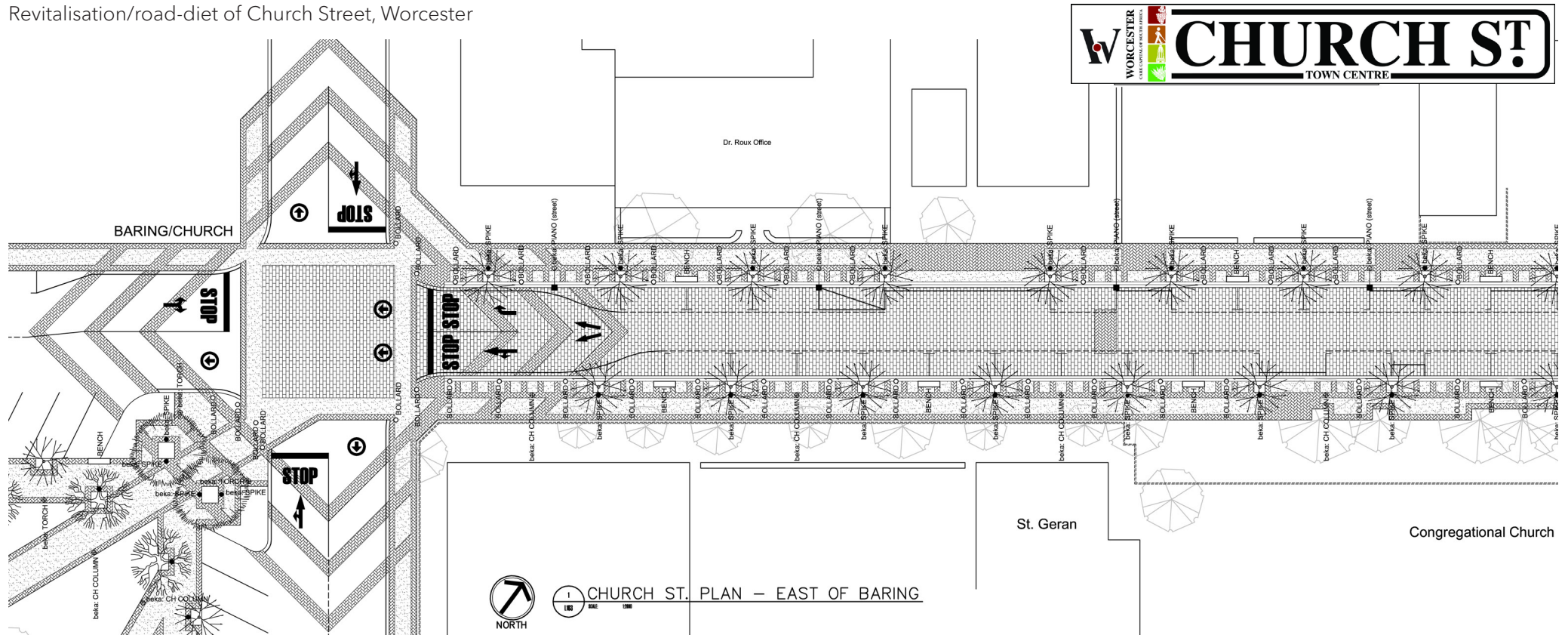
The work reinforced the importance of designing public environments that balance movement, heritage, commerce, landscape, and everyday civic life in ways that strengthen long-term urban resilience and local character.





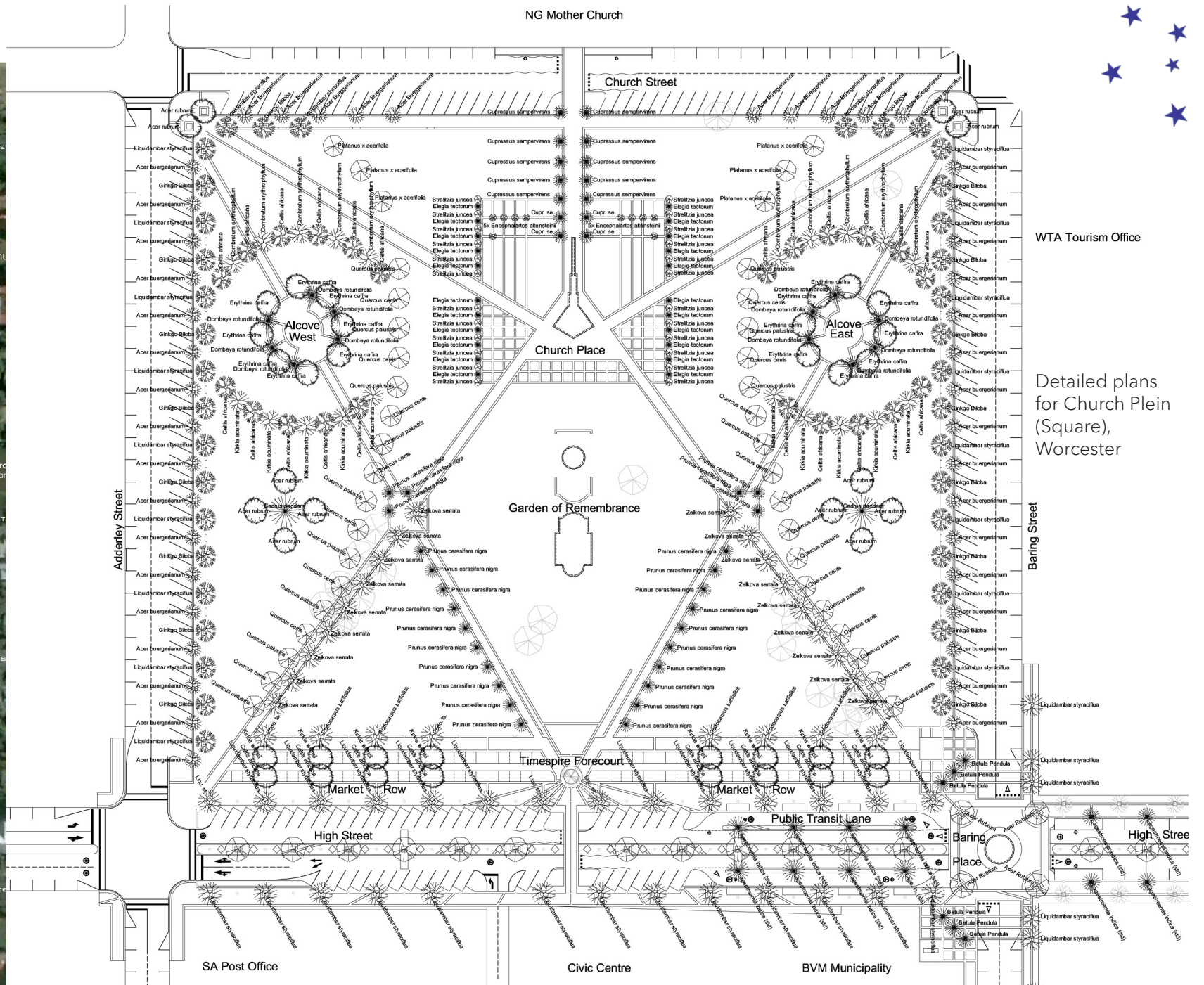
# 04.B Urban Regeneration & Public Realm

Revitalisation/road-diet of Church Street, Worcester



**BREDE VALLEY REVITALISATION INITIATIVES**  
WORCESTER & RAWSONVILLE, WC, S. AFRICA

Revitalisation of Rawsonville's main thoroughfare



WTA Tourism Office

Detailed plans for Church Plain (Square), Worcester

Baring Street

High Street

SA Post Office

Civic Centre

BVM Municipality



# 05

## Landscape, Mobility & River Corridors

### Context

Developed an unsolicited urban design proposal, for the Province of the Western Cape, for reimagining Paarl's Berg River corridor as a civic, ecological, and connective spine capable of helping address the town's apartheid spatial legacy.

The project responded to the way the river, industrial land uses, underutilised arboretum, and movement infrastructure have reinforced separation between eastern and western Paarl, limiting social, economic, and public-realm integration across the town.

### Role & Contribution

Crafted the conceptual urban analysis and spatial development framework, focusing on how the Berg River could shift from a dividing edge into a shared public asset. The proposal explored public realm upgrades, non-motorised transport, mixed-use infill, transit-oriented development, landscape restoration, and strategic land-use transition as tools to support stronger cross-river connectivity and more inclusive urban restructuring.

The framework envisioned a Paarl that looked towards its riparian heart, rather than turning away from it.



**BERG RIVER CORRIDOR FRAMEWORK**  
PAARL, WC, SOUTH AFRICA

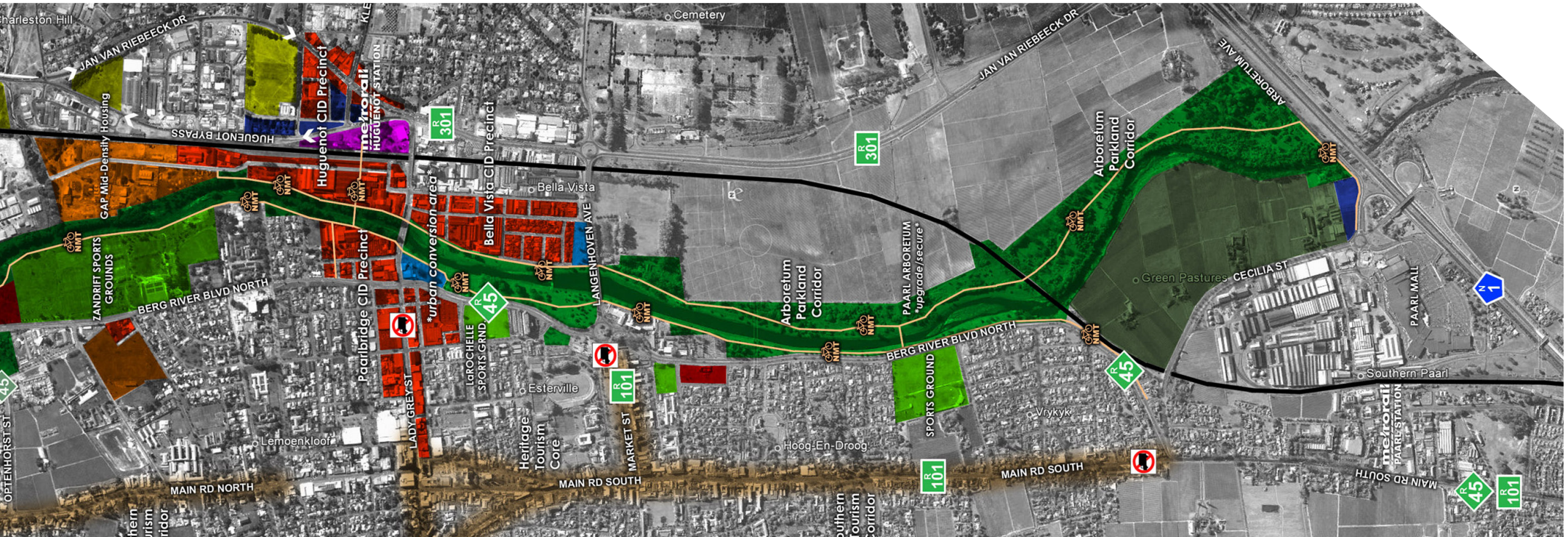
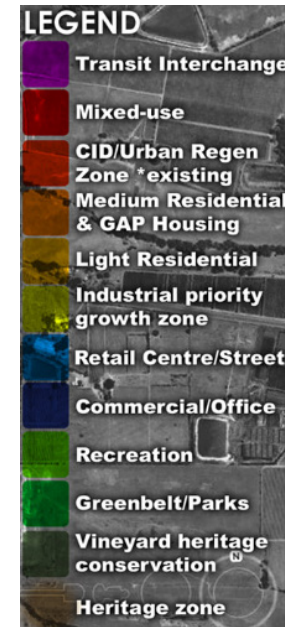


## Outcome

Although the unsolicited proposal was not formally adopted or implemented, it established a clear spatial argument for treating the Berg River corridor as a long-term integration project rather than a back-of-house industrial edge.

The work demonstrated how landscape, mobility, public life, and development strategy could be brought together to address inherited spatial divides while creating a more connected and equitable urban future for Paarl.

Berg River Corridor Framework (rotated for fit - north is left)





# 06

## Transportation & Regional Connectivity

### Context

Developed a conceptual integrated transport and regional mobility framework for the Breede Valley region in the Western Cape, focused on improving long-term connectivity, economic integration, public transport accessibility, and movement efficiency across the region. The work responded to growing development pressures, fragmented regional movement systems, increasing freight demands, and the need for more coordinated transportation and urban infrastructure planning within one of the Western Cape's key agricultural and logistics corridors.

The framework explored how transportation infrastructure, public realm investment, regional accessibility, and strategic corridor planning could support broader economic development, tourism growth, urban revitalisation, and stronger spatial integration across the valley.

### Role & Contribution

Championed the transportation analysis, strategic framework development, and conceptual planning work for the integrated transport proposal. The project examined regional freight and mobility systems, arterial road restructuring, bypass planning, public transport integration, non-motorised transport opportunities, streetscape improvements, tourism accessibility, and long-range infrastructure coordination across the broader Breede Valley region.

Produced strategic transportation frameworks and visual communication material illustrating how integrated transportation investment could improve regional accessibility, strengthen economic competitiveness, support town centre revitalisation, pedestrianisation, and create more liveable urban environments.

The work also explored how transportation infrastructure could function as a catalyst for broader regional development outcomes rather than operating solely as an engineering exercise.

### Outcome

Although developed as a conceptual and largely unsolicited strategic framework, a number of transportation and public infrastructure priorities identified within the proposal have subsequently been implemented or incorporated into longer-term provincial and SANRAL infrastructure programmes. These include upgrades to the R43 and R101 corridors, the reconstruction of the Nekkies Bridge crossing over the Breede River, regional streetscape and revitalisation initiatives within Rawsonville, and longer-term strategic planning associated with the R60 Eastern Bypass and broader (N1) national freight and mobility upgrades through the valley.

The project demonstrated the importance of aligning transportation planning, public realm investment, economic development, tourism accessibility, and long-term urban growth management within rapidly evolving regional landscapes. It reinforced that infrastructural development, socioeconomic upliftment, and liveability are intricately linked.

Opposite page:

Above: Local Integrated Transportation Plan overview & projects map

Below: Proposed road design for the Florence Interchange (N1 and R101 Rawsonville)





# 07 Historic Urban Analysis & Adaptive Urbanism

## Context

Contributed to an urban and heritage analysis framework for the historic districts of Casco Viejo, Santa Ana, and El Chorrillo in (Ciudad de) Panamá City as part of a summer internship serving the client: Conservatorio S.A., a developer focused on heritage-led urban revitalisation within the city's historic core. The work focused on strengthening the long-term social, spatial, and economic integration of Panamá City's UNESCO-listed Old Town with surrounding neighbourhoods facing disinvestment, fragmentation, and socioeconomic decline.

The project explored how heritage conservation, adaptive reuse, public realm improvement, walkability, and strategic urban redevelopment could support more inclusive and connected urban regeneration outcomes across some of the city's most historically and socially significant districts.

## Role & Contribution

Worked as part of a three-person planning and urban analysis team undertaking a comprehensive study of Casco Viejo and adjacent neighbourhoods. The work included urban morphology analysis, development capacity assessment, parcel and infill analysis, streetscape and pedestrian connectivity evaluation, landmark viewshed assessment, traffic circulation review, parking analysis, and identification of opportunities for heritage-sensitive redevelopment and rehabilitation.

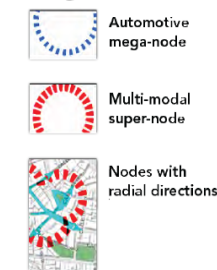
Produced analytical mapping, urban systems analysis, spatial evaluation material, and strategic planning inputs used to inform long-term revitalisation and redevelopment initiatives within the historic urban core. Particular focus was placed on connectivity between neighbourhoods, public realm quality, walkability, and balancing heritage conservation with broader urban regeneration objectives.

## Outcome

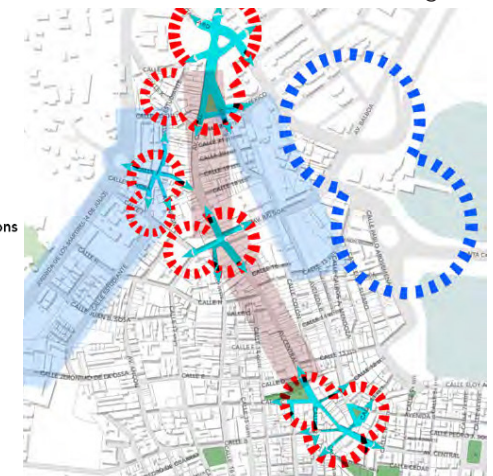
The project contributed to a broader heritage-led urban revitalisation framework supporting the rehabilitation and redevelopment of historic districts within Panamá City's urban core. The work informed long-term investment and restoration strategies aimed at strengthening connectivity between Casco Viejo and surrounding neighbourhoods while supporting more inclusive and sustainable urban regeneration outcomes.

The project reinforced the importance of integrating heritage conservation, public realm investment, adaptive reuse, movement systems, and community-oriented urban development within historically layered and socioeconomically marginalised urban environments.

### LEGEND



Nodes & connections diagram



**CASCO VIEJO URBAN ANALYSIS**  
*CIUDAD DE PANAMÁ (CITY), PANAMÁ*





# 08

## CBD Revitalisation & Streetscape Strategy

### Context

Developed a downtown revitalisation framework for the historic core of Georgetown through the University of Cincinnati DAAP School of Planning master's studio. The project responded to the long-term decline of the historic downtown caused by autocentric strip development, declining street activity, fragmented public space, and dispersed commercial investment.

Despite strong regional economic performance linked to the nearby Toyota manufacturing plant, Georgetown faced increasing competition from nearby Lexington, which was attracting residents through a broader range of urban amenities and lifestyle offerings. The City therefore sought a long-range revitalisation strategy aimed at repositioning downtown Georgetown as a more vibrant, walkable, amenity-rich small city.

### Role & Contribution

Served as the sole urban designer and planner responsible for the North Water Street and Royal Spring Park revitalisation framework within the broader Georgetown Revitalisation Plan process.

The work focused on reconnecting fragmented urban systems and repositioning Royal Spring Park as a central civic and ecological anchor within downtown Georgetown (CBD) through:

- pedestrian-oriented redevelopment,
- heritage-sensitive urban infill,
- park and trail integration,
- streetscape restructuring,
- placemaking and civic activation strategies,
- and ecological restoration initiatives.

Responsibilities included:

- urban morphology and connectivity analysis,
- conceptual urban design and redevelopment frameworks,
- streetscape and landscape planning,
- public realm revitalisation concepts,
- visualisations and sectional studies,
- and participation in council engagement and public consultation processes.

Detailed landscape/urban design plan for streetscape & park improvements



**HISTORIC CORE (CBD) REVITALISATION**  
GEORGETOWN, KY, UNITED STATES

Schematic masterplan of the Georgetown CBD, new notional construction in white

## Outcome

The project established a long-range vision for a more connected, walkable, and publicly activated downtown Georgetown centred around Royal Spring Park and the North Water Street corridor.

The proposal was presented to, and strongly supported by, the Georgetown Mayor and Council; they noted that the quality and depth of the work exceeded previous consultant-led studies undertaken for the city. The North Water Street and Royal Spring Park component was subsequently identified as a priority implementation area within the broader revitalisation framework.

The success of the Georgetown process also contributed to neighbouring Paris, Kentucky initiating a similar CBD (downtown) revitalisation planning process the following year.





# 09 Spatial, Cartographic & Systems Studies

## Context

Artfully and accurately created a series of large-format cartographic and spatial visualisation works exploring the relationship between topography, settlement patterns, infrastructure, and landscape systems across a range of international urban and regional environments. The work was positioned at the intersection of cartography, spatial analysis, and visual communication rather than conventional navigation mapping.

## Role & Contribution

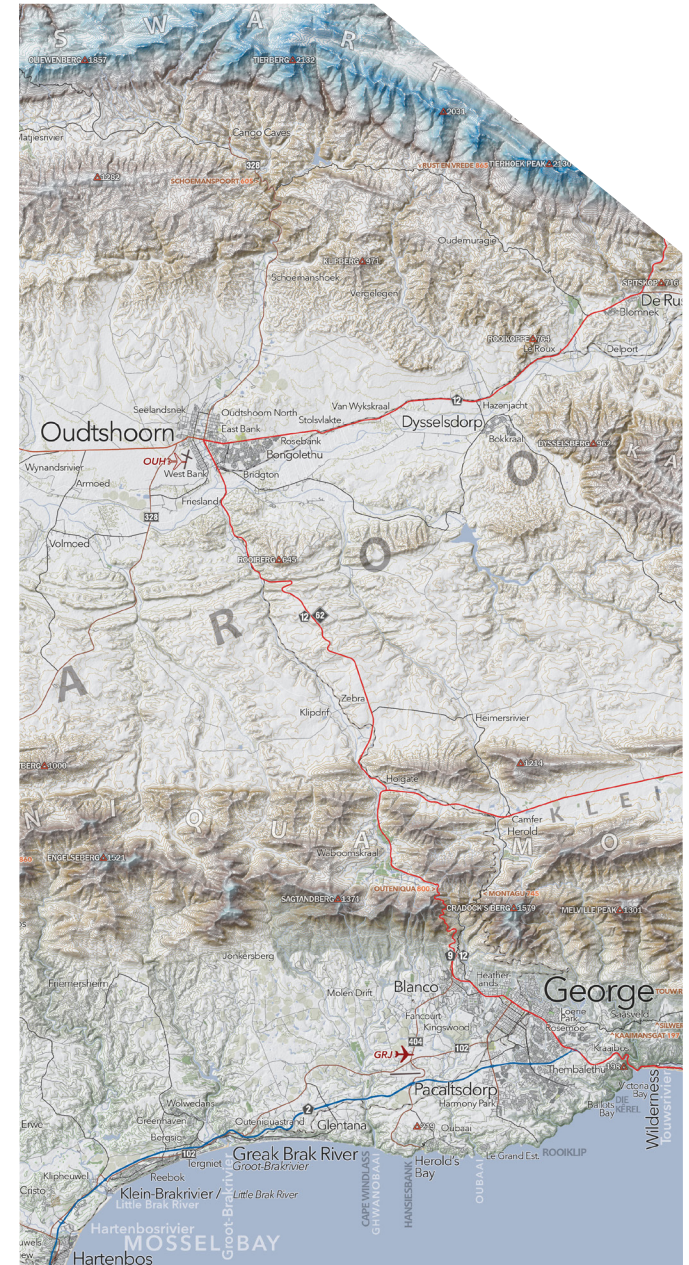
Spearheaded the full cartographic design and production process, including spatial data sourcing, GIS analysis, terrain modelling, map composition, and graphic refinement using ArcGIS Pro and Adobe Suite.

The series focused on:

- digital elevation model manipulation
- topographic and landscape representation,
- urban morphology and settlement structure,
- transportation and regional hierarchy and visual representation,
- and high-resolution spatial visualisation.

Maps were produced at both urban and regional scales using datasets including OpenStreetMap, NASA SRTM elevation data, and national or local government mapping sources.

Original map was done at a 1:300,000 scale with 30m contour intervals of the entire Western Cape province



**VARIOUS**  
SEATTLE, WA, UNITED STATES

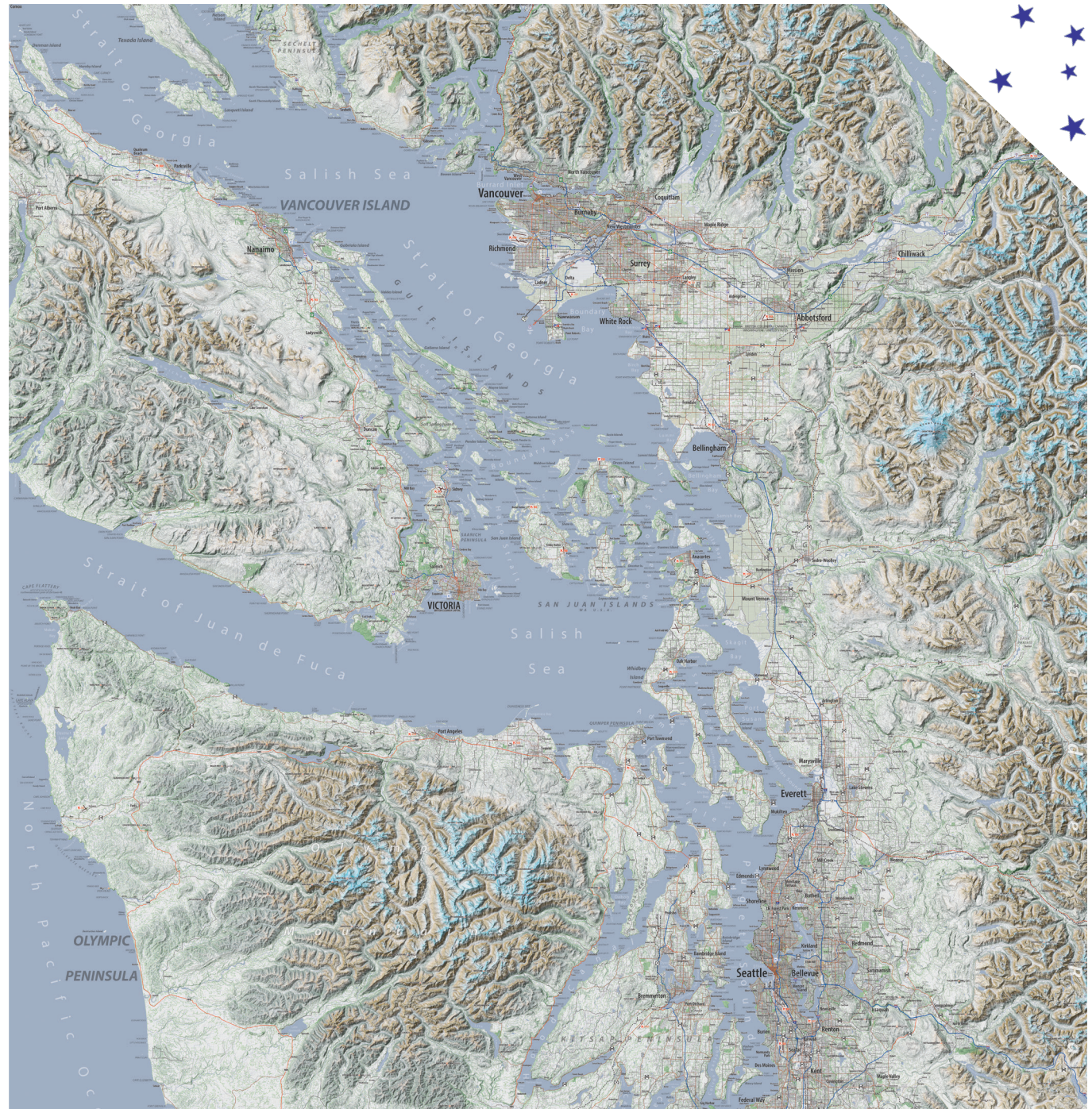
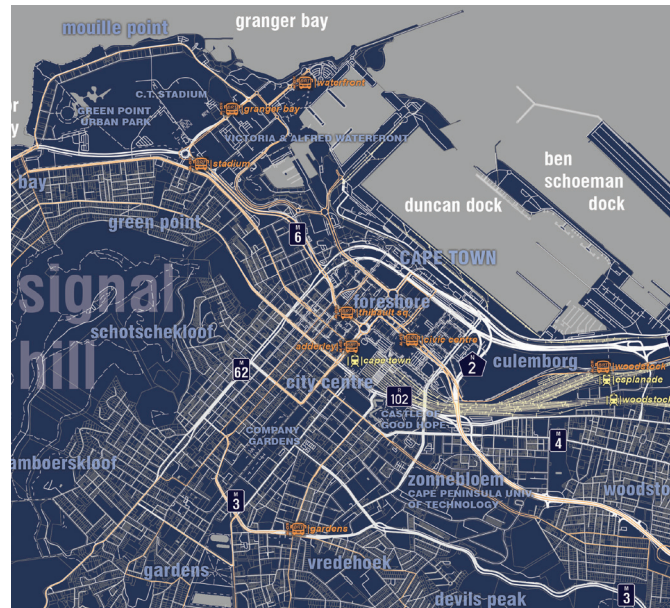
Right: Map of SW British Columbia & NW Washington state was created at a scale of 1:250,000 with 50m contour intervals, including the Seattle & Vancouver metro areas

Below: Small portion of the Cape Town Metro blue-print-styled map including roads, land parcels, rails, MyCiti BRT trunk routes, and stations

## Outcome

The work strengthened capabilities in GIS analysis, terrain interpretation, regional spatial systems thinking, and the communication of complex geographic information through detailed visual frameworks.

The collection included regional and metropolitan studies across South Africa, Australia, New Zealand, Canada, and the United States, including mapping studies of Cape Town, Seattle, Wellington, and Reykjavik.





## Professional Strengths

- Urban design, town planning, and spatial framework development
- Public realm and streetscape revitalisation
- Transportation and transit-oriented systems
- GIS, spatial analysis, and cartography
- Regional planning and masterplanning
- Systems thinking across multiple scales
- Strong visual communication and narrative-building ability
- Experience working across multidisciplinary built-environment disciplines and stakeholder-led environments

## Selected Recognition & Credentials

- AICP Certified Planner (2025-26):  
***Association of Certified Planners: United States***
- Associate Planner (2025-26):  
***Planning Institute of Australia***
- Master of Community Planning:  
*University of Cincinnati*
- Dean's Best Thesis Award:  
*University of Cincinnati*
- Ohio Best Student Project Award:  
*American Planning Association*

Map of the central state of Victoria, Australia, was created at a scale of 1:300,000 with 30m contour intervals, including the Melbourne metro area

