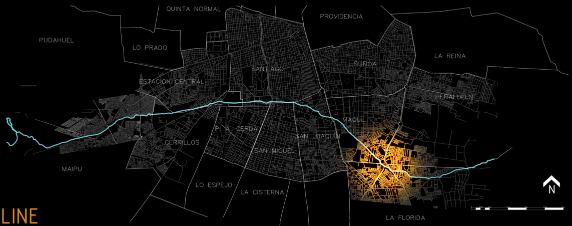
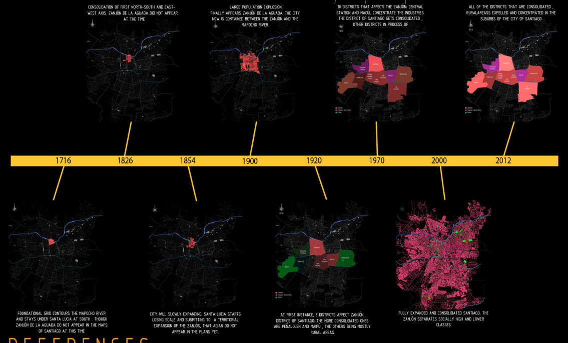
The urban atrium as matrix of composition of the green bisectrix of Santiago

LOCATION MAP


QUINTA NORMAL
PROVIDENCIA
PUDAHUEL
LO PRADO
LA REINA
ÑUÑOA
SANTIAGO
ESTACION CENTRAL
PEÑALOLEN
MACUL
P. A. CERDA
SAN JOAQUIN
CERRILLOS
SAN MIGUEL
MAIPU
LO ESPEJO
LA CISTERNA
LA FLORIDA
N

TIME LINE


1716
1826
1854
1900
1920
1970
2000
2012

CONSOLIDATION OF FIRST NORTH-SOUTH AND EAST-WEST AXIS. ZANJÓN DE LA AGUADA DID NOT APPEAR AT THE TIME

LARGE POPULATION EXPLOSION. FINALLY APPEARS ZANJÓN DE LA AGUADA. THE CITY NOW IS CONTAINED BETWEEN THE ZANJÓN AND THE MAPOCHO RIVER.

10 DISTRICTS THAT AFFECTI THE ZANJÓN: CENTRAL STATION AND MACÚL CONCENTRATE THE INDUSTRIES. THE DISTRICT OF SANTIAGO GETS CONSOLIDATED , OTHER DISTRICTS IN PROCESS OF

ALL OF THE DISTRICTS THAT ARE CONSOLIDATED , RURALAREASS EXPELLED AND CONCENTRATED IN THE SUBURBS OF THE CITY OF SANTIAGO

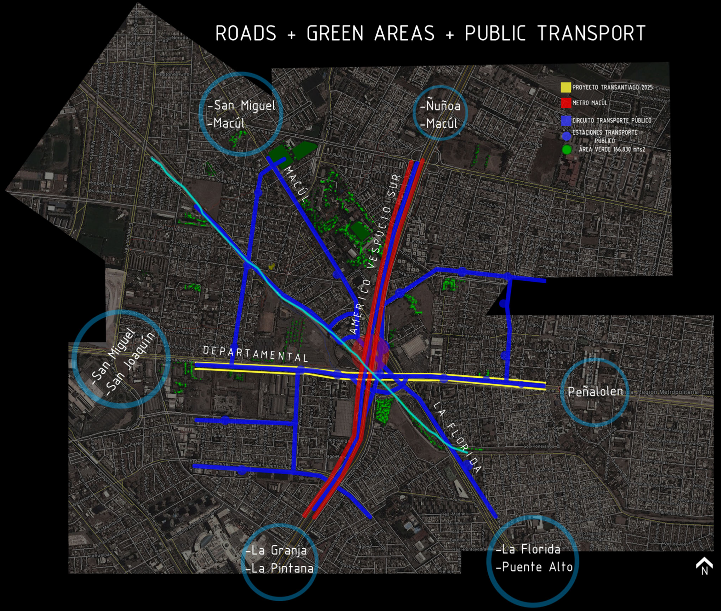
FOUNDATIONAL GRID CONTOURS THE MAPOCHO RIVER AND STAYS UNDER SANTA LUCIA AT SOUTH . THOUGH ZANJÓN DE LA AGUADA DO NOT APPEAR IN THE MAPS OF SANTIAGO AT THIS TIME

CITY WILL SLOWLY EXPANDING. SANTA LUCIA STARTS LOSING SCALE AND SUBMITTING TO A TERRITORIAL EXPANSION OF THE ZANJÓS, THAT AGIAN DO NOT APPEAR IN THE PLANS YET.

AT FIRST INSTANCE, 8 DISTRICTS AFFECT ZANJÓN. DISTRICS OF SANTIAGO: THE MORE CONSOLIDATED ONES ARE PEÑALOLEN AND MAIPÚ , THE OTHERS BEING MOSTLY RURAL AREAS

FULLY EXPANDED AND CONSOLIDATED SANTIAGO, THE ZANJÓN SEPARATES SOCIALLY HIGH AND LOWER CLASSES

ROADS + GREEN AREAS + PUBLIC TRANSPORT

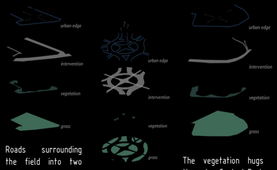

-San Miguel
-Macúl
-Ñuñoa
-Macúl
MACÚL
AMERICO VESPUCIO SUR
-San Miguel
-San Joaquín
DEPARTAMENTAL
Peñalolen
LA FLORIDA
-La Granja
-La Pintana
-La Florida
-Puente Alto
N

- 🟨 PROYECTO TRANSANTIAGO 2025
- 🟥 METRO MACÚL
- 🟦 CIRCUITO TRANSPORTE PÚBLICO
- ● ESTACIONES TRANSPORTE PÚBLICO
- ● ÁREA VERDE 166.830 mts2

REFERENCES

The roundabout Plymouth City

Northern Cross is the limit of the city center, connected to a variety of polyvalent areas (university, residential, etc..). There is a beltway guiding forces of pedestrian movement down through underground passages. Although the alternative route to the train station is informal and indirect, leaves to the user a sense of visual clutter. This is in direct contrast to the rigidity and linearity of the northern axis of Abercrombie.

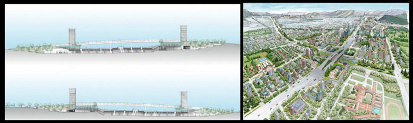

urban edge
intervention
vegetation
grass
urban edge
intervention
vegetation
grass
urban edge
intervention
vegetation
grass

Roads surrounding the field into two parts, however, because of the shield of vegetation that surrounds the west side, the road becomes invisible. The field is small, but nice and is accessed via a pedestrian path through school.

The rondabout breaks the connection between the inner ring and the green context. The existence of large flow paths and greenery makes the space scattered and extremely socially dysfunctional.

The vegetation hugs the outer Central Park protecting the urban core. Green spaces are diverse and mixed-use. The sidewalks break the space into zones, allowing access to various fields.

New Station Military School



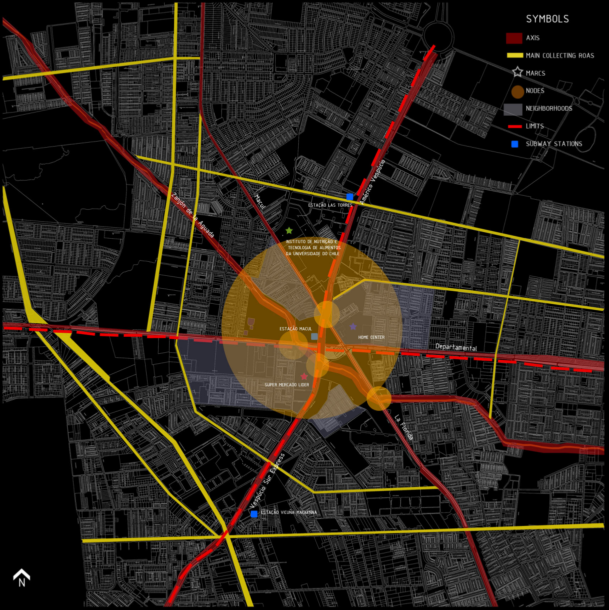
While it is public space, it created four rigid squares , which were activated thanks to the flow of trade and transport, and are not just venues as well as access to new interior shopping malls that "generated a hallway as a market" and that "pedestrians have an extension of the North and South of Apoquindo". While a sub-shopping center, there is a mix of use in the scale of the neighborhood, with local food, services and equipment. In his place as transportation, creates new access to the Metro, 4 instead of 16, new terminals and collective cabs and bus lanes for exclusive Transantiago ", creating a safe space and modern Transshipment"

Art Museum of São Paulo - MASP

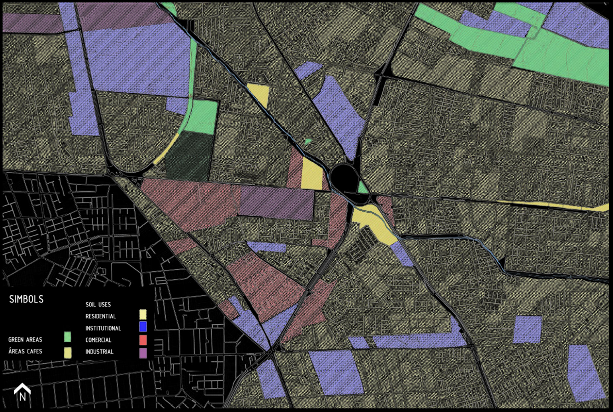
The museum MASP is one of the most famous museums of São Paulo. Projected by the Italo-Brazilian architect, Aquilina Bo Bardi, it's empty space homes during the weekends a fair of antiques and various artistic, cultural, political or even student interventions.
Located on the most famous avenue of the city, Avenida Paulista, the geographic spike that divides São Paulo. One avenue of great commercial, cultural and entertainment importance. The museum is very close to one of the metro stations on the green line, which carries the same name of the museum, demonstrating its value as a building frame.

ANALYSIS

KEVIN LYNCH ANALYSIES


SYMBOLS
AXIS
MAIN COLLECTING ROAS
MARCS
NODES
NEIGHBORHOODS
LIMITS
SUBWAY STATIONS
Zanjón de la Aguada
Macul
Américo Vespúcio
ESTAÇÃO LAS TORRES
INSTITUTO DE NUTRIÇÃO E TECNOLOGIA DE ALIMENTOS DA UNIVERSIDADE DO CHILE
ESTAÇÃO MACUL
HOME CENTER
Departamental
SUPER MERCADO LIDER
La Florida
Vespúcio Sur Express
ESTAÇÃO VICUÑA MACKENNA
N

MAP OF SOIL USES


SIMBOLS
SOIL USES
RESIDENTIAL
INSTITUTIONAL
GREEN AREAS
COMERCIAL
ÁREAS CAFES
INDUSTRIAL
N

GUIDING QUESTIONS

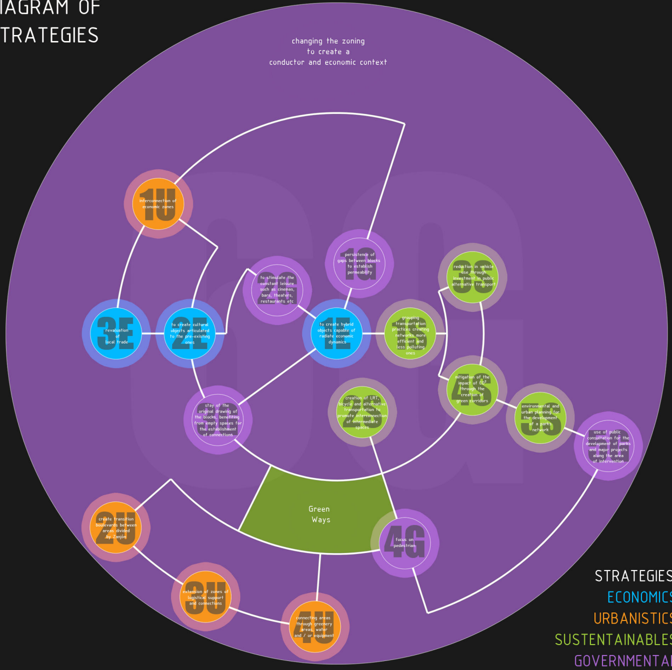
1 – How can the independent unit of Zanjón be transformed into an urban piece, incorporating the damaged or unused infrastructure to produce urban value?

R.: The independent unit of Zanjón has numerous possibilities and potentialities, being these characteristics faced by the group from the point of view of a connector of equipment and a driver of economic flows and people. Instead of a geographical and urban boundary, the Zanjón can become an integrator of various districts of the city and the pre-existing degraded structures, giving them a new intensity and activity, leading the population by diverse uses such as leisure, the presence infrastructure and equipment, as well as transport and economic axis.

2 – How to recognize the territorial unit Zanjón de la Aguada , consolidating an integrator axis that leverages local development , incorporating the existing urban infrastructure ?

R. : The territorial unit of Zanjón can be recognized from its geographical and urban character as an axis of high quality , but still latent , and partly still in its development. The main intention is to bring back Zanjón the urban landscape , using it as a catalyst for the development of the area in aspects of the everyday life of the population , which does not occur in our area , due to a large number of routes that smother and deny contact and easy pedestrian access to the river banks . Taking advantage of the empty spaces and the few fragmented green areas in the vicinity, our main strategy is to make Zanjón de la Aguada an integrator axis making use of the rides through green boulevards, that would be paths that mix vegetation with many other uses as well, connecting to the parks in the new contours of the river and to the areas of trade and equipment, both existing and proposed.

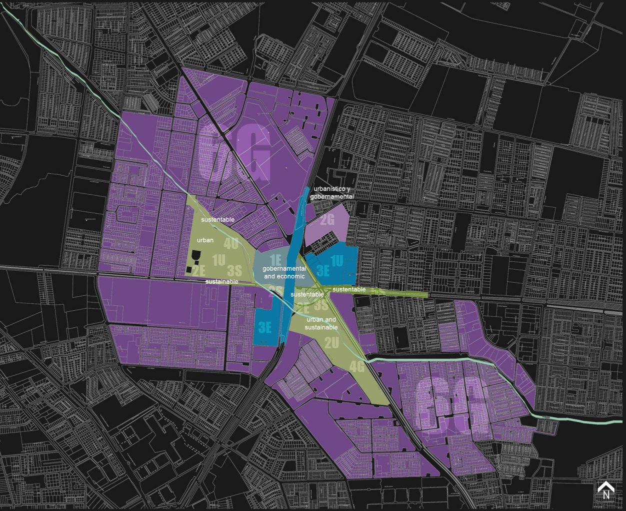
DIAGRAM OF STRATEGIES


changing the zoning to create a conductor and economic context
1U interconnection of economic zones
1G persistence of gaps between blocks to establish permeability
2G to stimulate the constant leisure such as cinemas, bars, theaters, restaurants etc
3S reduction in vehicle use through investment in public alternative transport
3E revaluation of local trade
2E to create cultural objects articulated to the pre-existing ones
1E to create hybrid objects capable of radiate economic dynamics
1S grouping transportation practices creating networks more efficient and less polluting ones
4S mitigation of the impact of CO² through the creation of green corridors
3G stay of the original drawing of the blocks, benefiting from empty spaces for the establishment of connections
2S creation of LRT, bicycle and alternative transportation to promote interconnection of intermediate spaces
5S environmental and urban planning for the development of a parks network
5G use of public consultation for the development of parks and major projects along the area of intervention
Green Ways
2U create transition boulevards between areas divided by Zanjón
4G focus on pedestrian
3U extension of zones of logistical support and connections
4U connecting areas through greenery areas, water and / or equipment

STRATEGIES:
ECONOMICS
URBANISTICS
SUSTENTAINABLES
GOVERNMENTAL

STRATEGIES

MAP OF STRATEGIES


6G
urbanístico y gobernamental
2G
sustentable
urban
4U
1U
2E
3S
1E
gobernamental and economic
3E
1U
sustainable
2S
sustentable
sustentable
2E
3S
3E
urban and sustainable
2U
4G
6G
N

From the chosen strategies , and the connections made between them in the area , the intentions of the project are the following :

1) To face the intervening space as a sub - metropolis complex and comprehensive that , to undergo the physical changes in your road structure necessary for renewal, needs a context that makes them possible , and it can only happen with changes in its zoning along all the radius of the area .

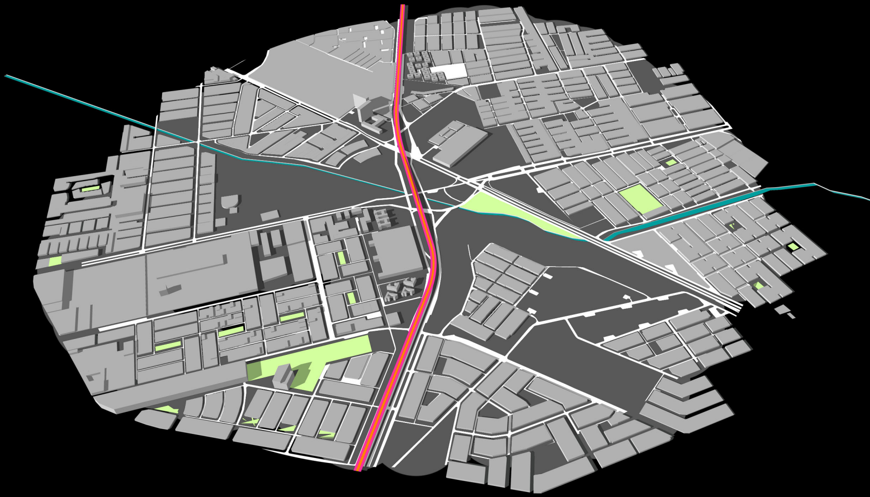
2) Bury the road that is the most responsible for the fragmentation of spaces in the area and for the creation of several unconnected islands , so that can be a union between it all and create a large, multipurpose, connector green space upon it , which will be detailed below.

3) Keep the two great centers of trade (the Leader supermarket and home-center) that characterize the area and generate an economic flow that already exists and empower them.

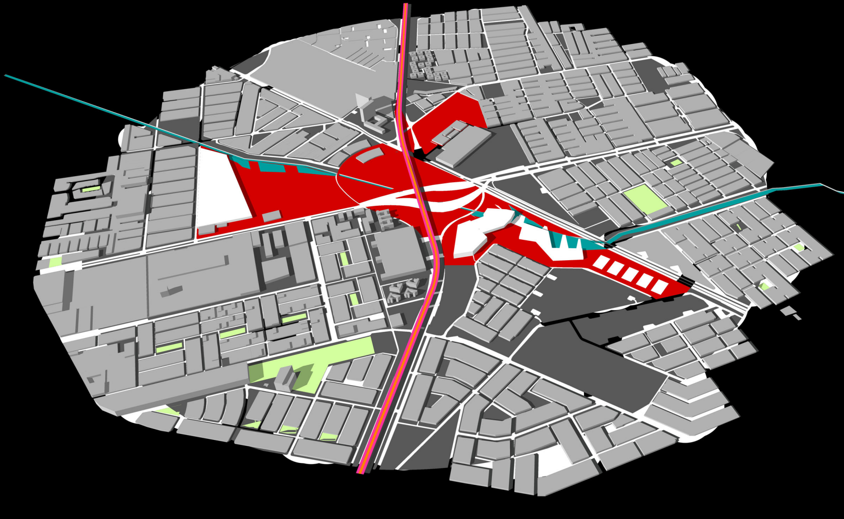
4) This potentiation would occur from the union of islands already mentioned, which were created by the huge node of roads (Americo Vespúcio, Florida, Macúl and Departmental). The islands would become a series of green paths with boulevards linked to the park that will develop itself in the banks of Zanjón de la Aguada, whose main element is its own water.

6) 5) Throughout this new public green space where the water of Zanjón will again be the protagonist of the landscape, the idea is to create unusual equipment of leisure , entertainment and trade, actually creating a hybrid of diverse uses to intensify the activities of the instruments already existing in the area.

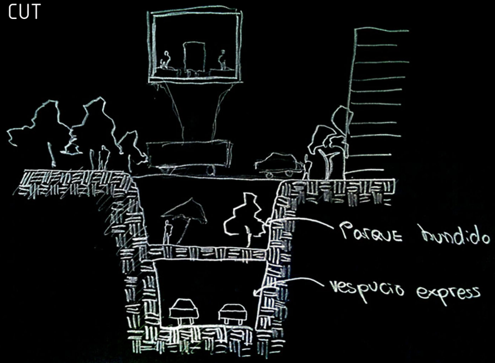
VOLUMETRIC WITHOUT THE PROPOSALS

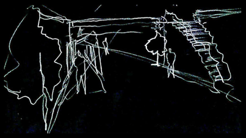


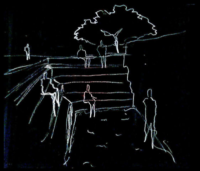
VOLUMETRIC WITH THE PROPOSALS

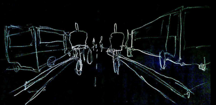


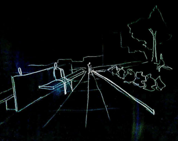
SCHEMATIC CUT

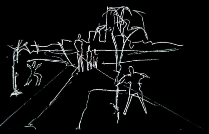

Parque hundido
vespucio express

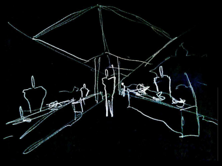

Shopping boulevards in the underground

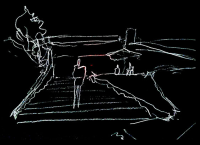

Spaces of new squares and public areas

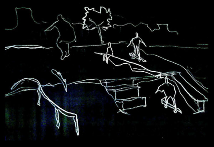

Bike paths as alternative transportation to the automobile

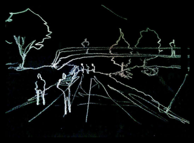

Caminhos internos dos novos espaços verdes públicos


boulervares and green ways throughout the park along
the intervention area

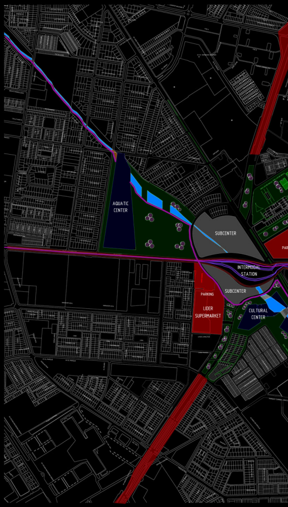

Possible space of small trades under the
Museum Zanjón de la Aguada

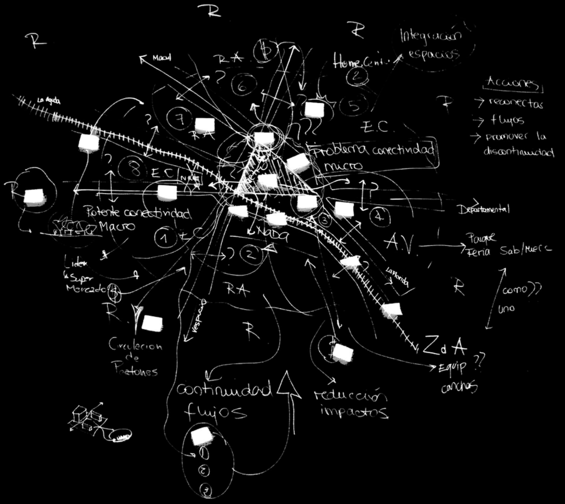

Drop that connects to the new high green area


Skate park as a new leisure equipment
and sport for the resident population

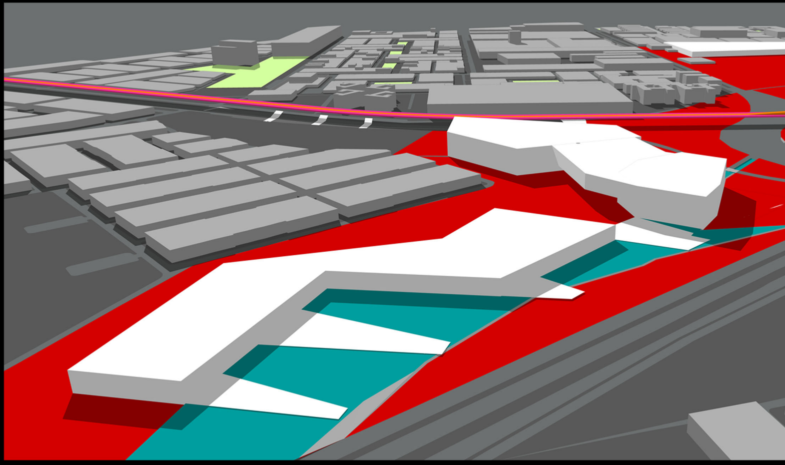

New flows of people attracted by the new
equipment in public areas

MASTERPLAN OF THE PROPOS


AQUATIC CENTER
SUBCENTER
INTERMODAL STATION
SUBCENTER
PARKING
LIDER SUPERMARKET
CULTURAL CENTER
PAR


R
R
R
Integración espacios
Macul
R.A
Home Cent.
6
2
5
Acciones
→ reconectas
→ flujos
→ promover la discontinuidad
R
La Aguada
7
R.A
E.C.
Problema conectividad micro
8
E.C
Nada
R
Potente conectividad Macro
Departamental
3
4
1
E.C
Nada
2
A.V.
Parque Feria Sab/Merc
Lider Super Mercado
La Florida
R.A
R
como?? uno
R
Vespucio
R
Circulacion de Peatones
Zd A
Equip canchas
continuidad flujos
reducción impactos

PARTIAL PERSPECTIVE OF THE PROPOSALS

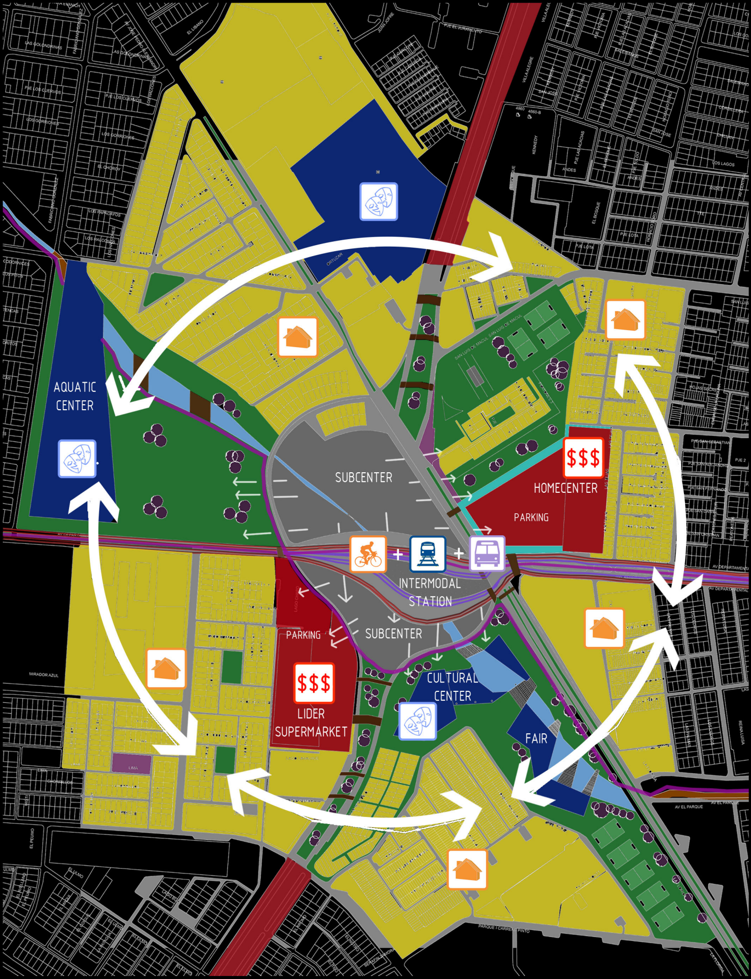


PROPOSALS

ALS

HOMECENTER
FAIR

ZOOM MASTER PLAN


AQUATIC CENTER
SUBCENTER
$$$
HOMECENTER
PARKING
+
+
INTERMODAL STATION
PARKING
SUBCENTER
$$$
LIDER SUPERMARKET
CULTURAL CENTER
FAIR

CELSO TAKESHI YAMASHITA
JORGE RIZO PATRÓN CAVARRUBIAS
MATÍAS ROMÁN BASUALTO
ROSARIO VALDERRAMA LABARCA
YASMIN ABDALLA SHAABAN