



PROCESS PART 2

SPRING 2014

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A great thanks for all the help and assistance to

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WEEK 8_24TH FEB - 2ND MAR

ORGANISING THE INFO COLLECTED DURING THE STUDY TRIP

This week was used to get an overview of what I had collected during my study trip and putting it into order so that I could start thinking about presenting it. I made a collection of key photos and started sketching out registrations and mappings. I had already started this work in Lima, and I had already made a diagram in collaboration with one of the local students where we tried to identify the problems of the area. We found out that the segregation is divided into three: Political, social and physical. I developed it further and started looking at the different mappings I needed to produce. I started with the registrations: building uses, public spaces, roads, traffic and city analysis.

I had a short tutorial with Maria Teder where we discussed my study trip and she confirmed that I had a good foundation and that my plan was ok to go ahead with.

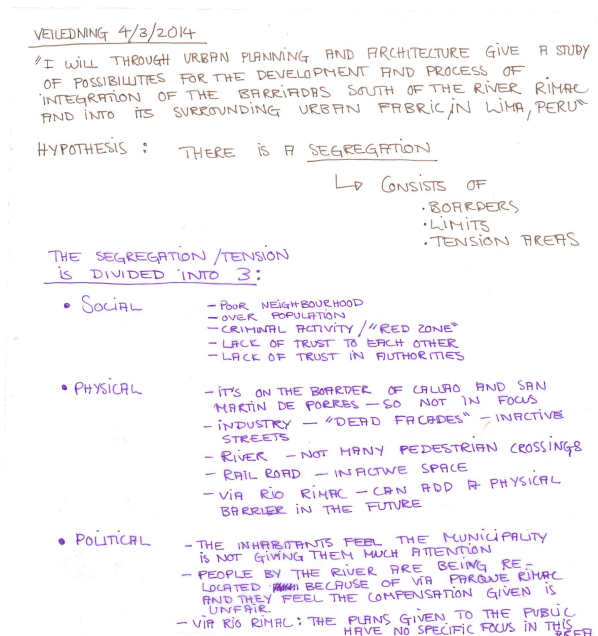
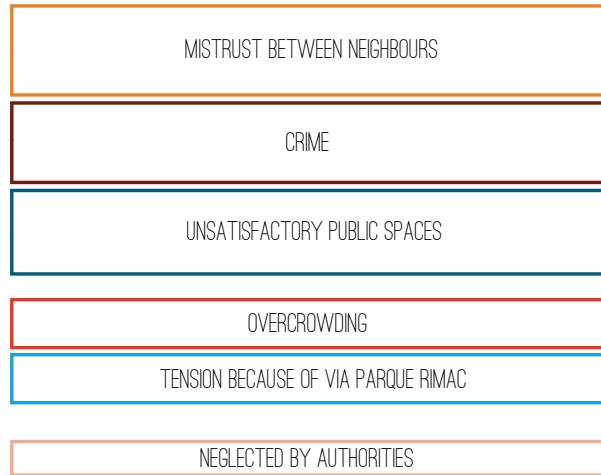
WEEK 9_3RD MAR - 9TH MAR

GOING BACK TO LOOK AT INTERVIEWS AND STUDY TRIP DIARY AND PLANNING A PRESENTATION

I spent this week working further on mappings to present my registrations and analysis. By going back to look at the Study Trip Diary I was able to set up a diagram which concludes with what the main problems of the area are. I formulated key words for each of the days and listed them in order to see what occurred most and from that I could clearly see what people I talked to saw as the main problems. I presented this in a diagram where I also supplemented with direct quotes relating to each of the topics.

I then continued sketching out the analysis. I decided to look at mappings that could present the perceived borders, tension areas, important junctions and in some way illustrate the segregation in the area. I also listed and collected photos of observed activities in the public spaces in order to see if it made sense to try to present that in some way.

I collected my sketches of diagrams and mappings and talked through these with Hans Skotte in a tutorial. He said the mappings made a good foundation, and that I should make a comment on which method I used to make these mappings. They are largely cognitive and I have been using the Lynch-



method more or less. He said I also easily could supplement with a Nolly map. I agreed that was a good idea, as it would explain and supplement my commercial activity map a lot. It would be a good way to show how Lima is very gated – even the public buildings – and that the largest part of the buildings with open facades and that gives street life are commerce and services.

Hans also said I should consider showing more things like services (water, sewage, rubbish collection and electricity) – when did they get it? Do all have it? I agreed this was a good point. I knew they had it all, and that the area was serviced in the mid-1980s. But I did not know if that included absolutely all of the households. I decided to go back and look for statistics. In terms of rubbish collection I knew that they had it – but I also knew it was infrequent in some areas of Palermo since we observed a lot of rubbish spread along the railroad. That indicated that Palermo didn't have well-established rubbish collection points and no good routines as people would put out the rubbish after the vehicle collecting it had passed. I also knew that the recyclers – “catareros” – (where a person makes a living out of collecting certain materials amongst the rubbish around the city and delivering it to waste deposits in exchange for money) was strongly represented in the area and that it would

create more rubbish in the streets since they would break the bags and spread the rubbish to look for things to recycle. While walking around one day in Mirones Bajo we also came across a leaflet where the municipality is in the process of establishing recycling in the households by encouraging people to and put it out in the streets a certain day. But I wasn't sure how to present all this and more importantly; if it would be important.

I also started planning the presentation, and the order should be more or less this:

Intro to lima

Intro to MIRR and the short version of the preliminary document

Field work – how much time, and how?

The things I found out from the fieldwork

Observations as a planner – what did I see? –

My mappings and registrations

My analysis through maps and diagrams

My conclusion and plan ahead

HOW CAN I IMPROVE THESE PROBLEMS
AND CONNECT THE AREA TO ITS SURROUNDINGS?

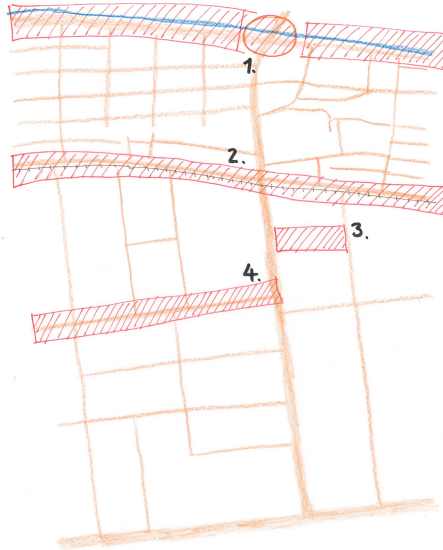
I CAN WORK TOWARDS:

- CONNECTING NEIGHBOURHOODS TO EACH OTHER
- ACTIVATE STREETS AND PUBLIC SPACES (AT ALL TIMES OF THE DAY)
- IMPROVE THE QUALITY OF THE EXISTING PUBLIC SPACES
- ACTIVATE THE RAILROAD
- BRING VIA RIO RIMAC TO A NEIGHBOURHOOD SCALE

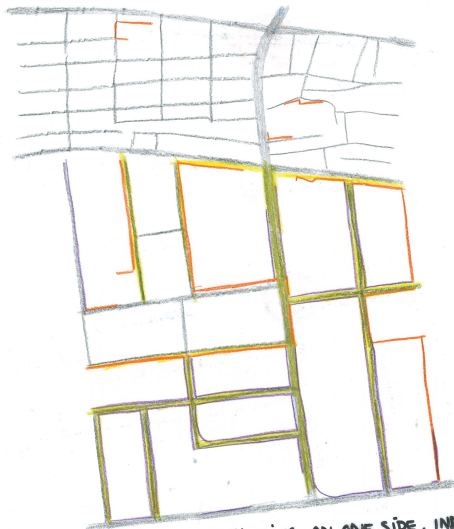
→ CREATE AN IDENTITY / ATTRACTORS

SOMETHING THAT STRETCHES OUT ACROSS THE CITY
ATTRACTORS AND URBAN CATALYSTS THAT CAN BE BUILT UPON IN THE FUTURE

1. BIKE PARK ALONG MORALES DURAZ
• PEDESTRIAN BRIDGES
• PUBLIC FUNCTION AROUND THE JUNCTION (UNDER THE FLY-OVER)
2. PUBLIC SPACE ALONG THE RAILROAD
• TRAIN LIBRARY WITH DIFFERENT STOPS WITH DIFFERENT ACTIVITIES
3. NEW DEVELOPMENT - YOUTH CENTRE / PUBLIC SPACE
4. ESTABLISH MATERIALES AS A GOOD PEDESTRIAN BOULEVARD.

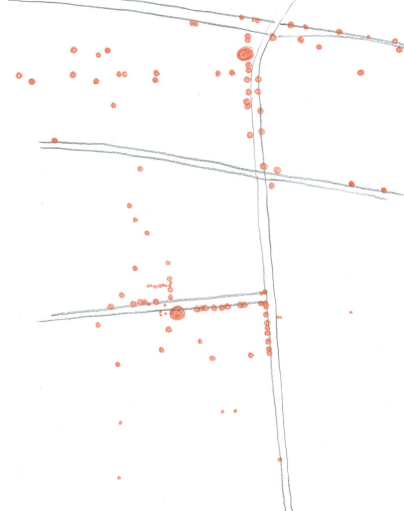


STREETS IN RISK OF INACTIVITY

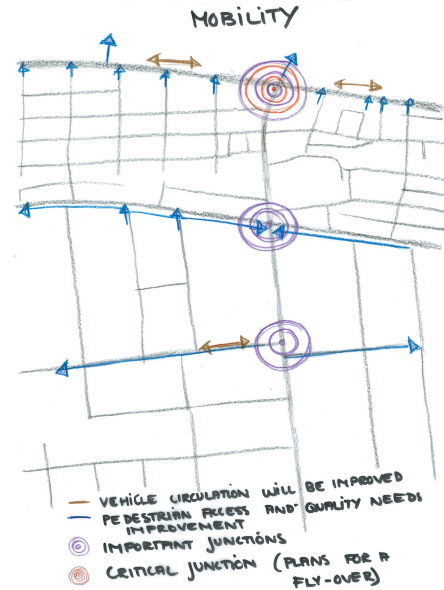
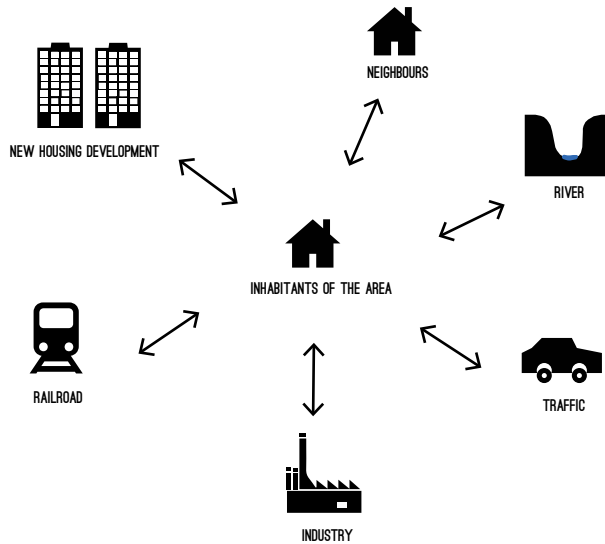
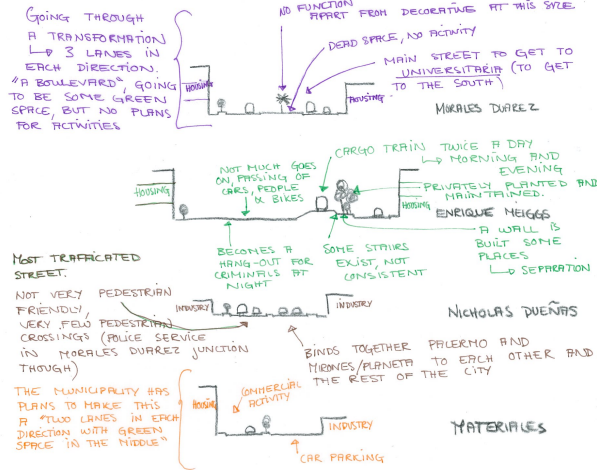


HOUSING ON ONE SIDE, INDU-
TRY ON THE OTHER
INDUSTRY ON BOTH SIDES
STREETS WITH HIGH INACTIVITY

COMMERCE AND SERVICE
ACTIVITY



ANALYSIS OF STREETS



WEEK 10_10TH MAR – 16TH MAR

CONTINUING MAKING DIAGRAMS AND PRESENTATION FOR THE MID-TERM ON THE 12TH MARCH

I had tutorials with Hans and Markus Schwai before the mid-term presentations. With Hans I went through the mappings and diagrams I had made, and he gave me feedback on what to change or what to focus more on. Amongst others he told me to give a thought to what I mean with “public space” and be concrete that the map I made is of the physical public spaces and based on physical observations. I took this with me and changed the title as I agreed that this map is purely physical and cannot explain how the different spaces are used or perceived. Maybe I can change this map a bit for it to explain at least briefly how each of the spaces are used?

He also advised me to skip the diagram I had made to show perceived and physical tension areas as it was not very explanatory. I can agree to this as it makes it all too concrete and banal.

I was able to have a tutorial with Markus the same day as my presentation. I went through what I had and he gave me some useful comments. He said I could consider showing the characteristics of each

of the areas in my map of Lima Cercado. It would give more of an explanation immediately of what I mean when I say “informal” – “formal” – “housing estates” and “historic centre”. I agree to this, and I will have to look into it. He also said I should be clearer in my diagram where I state the political, physical and social problems – I should point out in which sphere I work and my thoughts around it. I could also supplement here with the three e’s for sustainability – economy, ecology and equity – like I had them in my preliminary document.

Further on he told me to elaborate on what I mean by “density” – and keep in mind that population density can be supplemented by FAR (floor area ratio) to explain the building density. This area here does not have a very high FAR, but the building typology and the number of people per dwelling makes it dense. Based on this comment I decided I should calculate the FAR in order to explain this aspect more concrete if I see it is needed. Maybe I should also consider explaining the high density in the area in terms of renting? Through talking to the people in the area I got to know that a lot of people rent, and that houses are very often overcrowded.

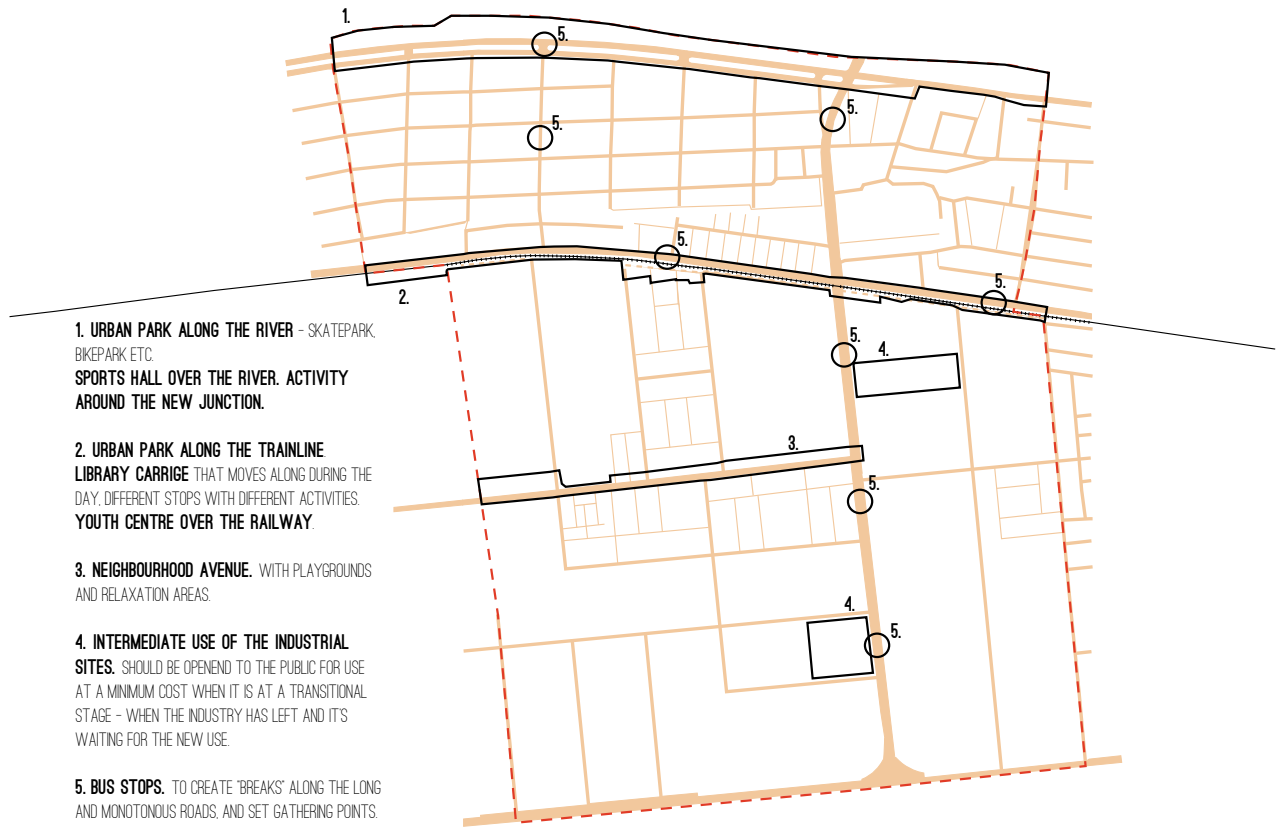
Markus pointed out that my map explaining “junctions, dead-end streets and critical points” can be explained better. I realised that it does not actually explain well why my circled areas are circled, and I agreed I could revise it.

The whole analysis was concluded in these development areas:

1. Urban park along the river - skatepark, bikepark etc. Sports hall over the river. Activity around the new junction.
2. Urban park along the train line. Library carriage that moves along during the day. Different stops with different activities. Youth centre over the railway.
3. Neighbourhood Avenue along Av. Materiales. With playgrounds and relaxation areas.
4. Intermediate use of the industrial sites, which should be open to the public for use at a minimum cost when it is at a transitional stage - when the industry has left and it's waiting for the new use.
5. Bus stops, to create “breaks” along the long and monotonous roads, and set gathering points.

Lastly this week I had my presentation with Sverre Flack and Ole Møystad. The feedback I got from them was that I was on a good track and I should continue in the same manner. They were missing information about the climate, and we had a discussion on how it is there and how important parks and public spaces are for the quality of living. I told them it never rains, but only drizzles sometimes in Lima, and that parks and green areas need a lot of maintenance. They suggested I should look to other desert cities in terms of irrigation of green areas, and Flack suggested I should look to Teheran.

Møystad pointed out that I should look into if it is possible to use the river for irrigation of green areas, and I found this interesting but immediately saw challenges in regards to the level differences. But I agreed it is good to look into it. We discussed a bit further, and I agreed I should focus a bit more on the climate and how it affects people's lives and the different things I see as potentials for development in the area. They also agreed that my ideas of implementing smaller projects as well as larger ones is a good way to go.



The first ideas and locations for proposals

WEEK 11_17TH MAR - 23RD MAR

LOOKING AT ALL MY INTERVENTIONS - DESIGNING AND DECIDING WHERE AND WHY

This week I spent some time revising the mid-term presentation. The first thing I did was to look into how the state of the river Rimac is today. How is the water quality? I found out that it is polluted by waste from industries and domestic wastewater, and it is also affected by the mining further up in the mountains ("Adaptation to Climate Change in the Rímac River Basin" – report by KfW Entwicklungsbank). But the water is still used for agricultural irrigation before it gets to the centre of Lima, so I therefore choose to believe the water running through MIRR can be used for those purposes too.

I also looked to natural irrigation systems, but my conclusion is that the riverside is too steep to consider leading the water up by natural means. I came across information about one possible solution for getting the water up from the river: by using a hydro ram pump (http://en.wikipedia.org/wiki/Hydraulic_ram, <http://www.aidfi.org/>). I am very motivated to keep this about natural irrigation in mind and mention it in my proposal.

I sent the presentation to Maria after I had it as well, and she sent me feedback mostly in regards to how well the mappings communicate and how I

overall present my theme and project. She reminded me to be clear in my communication and presentation that the fact that I am working in a different cultural context is a very useful experience for the future, and that I should use some time to reflect over this. I did mention it in my preliminary document, and I also looked at it in a different way in my mid-term presentation. I then talked about how I as an outsider will always have my own "cultural luggage" when I approach this situation, and that I should be humble about what the "correct" solutions to the problems are. Why do I, as a Norwegian, go to Lima to work for my diploma project? My perspective has always been that I do not go there with the intention to "teach them how it's done" or that I have all the correct answers for Lima's future. I go there to learn about a situation I cannot experience in the same way in Norway and most parts of Europe. I think that in doing so I can end up challenging the way I perceive my surroundings and learn new things. Maybe things which are applicable to other situations in other parts of the world?

Maria also said I need to be very clear about what my starting point was as I now try to communicate the project. Always remind myself that my hypothesis was that the area is segregated, and I need to show that I respond to that. I think this might be a challenge, but I am strongly aware of it already

and I hope to find a good, visual way to communicate it. I have already made the diagram where I translate segregation into tension and I explore more in detail what the segregation/tension is about. Maybe the presentation needs something more?

She also mentioned that I need to communicate earlier the tension I perceived in relation to Via Parque Rimac – I need to explain earlier in the presentation what it is and how it creates tension. My thought was that I would explain it in relation to the traffic analysis, but I understand it comes up when I talk about the problems already, and I will consider moving it. It is important to mention it and make it clear in regards to the relocation, as that is freeing the riverside to the purposes I have started to sketch out.

Another thing Maria pointed out is that my diagrams about “inactive facades” might be important to support my concept development, so I need to make sure to bring it further. I am not sure I agree, but I will explore the possibility.

I also had a tutorial with Hans this week. I told him my concerns that I have been talking about the barriada as a “slum”, but is it really a slum? Most of the services are there and functioning, so it cannot be considered a slum as it is seen typically; a cluster of poorly constructed shacks where the hygienic conditions are very poor. After our conversation, the



Working with the concepts of active and inactive because of the industry

conclusion about the area I'm working in is that some of the physical conditions like services have indeed come far here, but the area still struggles mainly with social issues and the fact that it is considered a "red zone" – a highly conflictive zone. This has a very negative affect on the area, and people who don't live there don't want to go there – the area has a bad reputation or stigma. The criminal activity is indeed high, as confirmed through the interviews. The big question I'm working with is: How can architecture and planning contribute with a framework to change the stigma and in turn maybe also have an effect on the social issues?

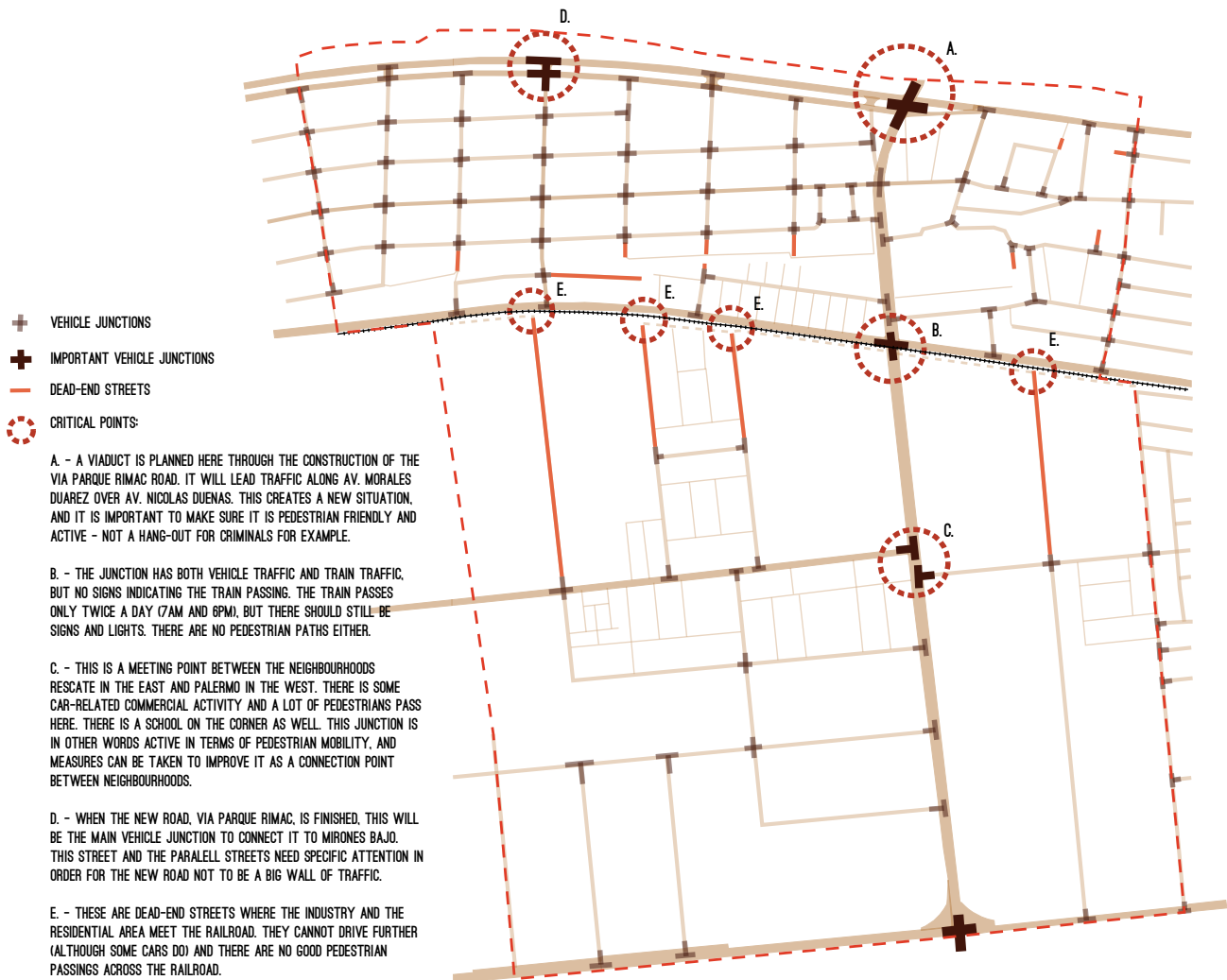
This also led us to talk about how the work within an area like this is always divided into three: physical, social and political (physical, people and governance), and it is important to be clear on the fact that I am working within the physical environment, but I will always have an aim to keep the physical connected with the social and political.

We also discussed how I should include a section about the climate in my registrations and analysis. It will tell more about how the outdoor

spaces are important and what is important to focus on when designing and planning them. I had already made an overview that I showed him, and he told me to elaborate more in what I had in relation to the use of public space as well.

The last thing we discussed was how I need to be clear when presenting my project in how my proposal is a result of a potential I see, and it is not the absolute answer of the development of the area. What I am trying to do is to reconceptualise – I try to see the development of the area in a new way. Hans also said that it is important to elaborate on how the projects I have used as inspiration have been more than a physical inspiration. This has made me decide that I should do a collection of inspirational projects – say a little about each, not a full case study – and make a booklet of it. That way I can show quickly and efficiently my reflections about each of the inspirational projects and how exactly they are inspirational.

The last thing we discussed and which I will try to focus more on is: How do I present and visualise my ideas and proposals without going into too much detail and for it not to become banal??



Trying to put the problems into physical places and connecting the analysis

WEEK 12_24TH MAR – 30TH MAR

LOOKING AT LISTS OF WHICH INTERVENTION TO DO FIRST AND WHY

I started this week with looking at which order the proposals for the area should be in. I came up with this list:

1. URBAN PARK ALONG THE RIVER.

A relaxation area, greenery, children's playgrounds, jogging route and small bike park. Noise walls towards the traffic.

Irrigation from the river.

Outdoor exercise area around the planned viaduct where Av. N. Dueñas crosses Av. Morales Duarez. This is to ensure activity around there all day long, as I see a strong potential for dead and dark spaces around there.

Sales booths and carts can be places all over.

The park needs to come first because the road is already under construction. The riverside needs to be taken back and it needs to have activities and be planned in a way that it becomes a part of the neighbourhood. This will also make sure Via Parque Rimac is kept to a somewhat pedestrian scale – that there are good pedestrian crossing and bus stops.

2. BUS STOPS SHOULD BE ESTABLISHED IN THE WHOLE AREA. Especially along Av. N. Dueñas. But also in the other main streets in my analysis; Av. Materiales, Av. Morales Duarez (Via Parque Rimac), Av. Enrique Meiggs, Calle Manuel Prodan and Calle Juan Crespo y Castillo.

This comes second to organise the public transport, but also mainly to create places in the streetscape. The area suffers from inactive streets especially amongst the industry, but in general the streetscapes can be challenging to spend time in during the very sunny parts of the day or in the dark of the evening. I see bus stops as a way to create “breaks” along the roads, places to wait, meet, enjoy shadow during the day or somewhat of a safety from a street light in the evening.

3. NEIGHBOURHOOD AVENUE ALONG AV. MATERIALES. Playground, market area and relaxation.

There are already plans to develop this road into an important traffic vein in the city, with two lanes of traffic in each direction. I think it is important to get this done as a third step in order to establish a neighbourhood backbone in an area that will have a

lot of residential developments in the future.

4. URBAN PARK AND LIBRARY TRAIN ALONG AV. ENRIQUE MEIGGS.

Main stop in the area where Palermo meets Mirones Bajo.

The railroad is the border between neighbourhoods and the way it is now it gathers criminals instead of being an inviting place for the inhabitants of the area. I believe that by upgrading it as a green vein through the area not only makes it an enjoyable path to walk along, but can also contribute with a lot more. By using the rail tracks in the middle of the day for a train carriage that is converted into a library – you not only activate the tracks but you also provide something new (there are no libraries in the area), and original. This is an important step in the process to create good quality spaces that the inhabitants enjoy and that make them proud.

5. ORGANISATION OF INTERIM USE OF THE INDUSTRIAL PLOTS.

This step is important because it could give more public space to the area too. It encourages reuse and creative solutions, and the users could be very active in creating something for themselves from scratch.

6. YOUTH CENTRE ELEVATED OVER THE RAILROAD WHERE PALERMO MEETS MIRONES BAJO.

The area needs a youth centre, which we discussed with one of the leaders of the neighbourhood organisation in Mirones Bajo. A lot of criminal activities take place amongst the young people, and they need somewhere to be guided on the right path. To construct such an important public function on the boarder between Mirones Bajo and Palermo can encourage cooperation across neighbourhoods.

7. SPORTS HALL AND PEDESTRIAN BRIDGE ACROSS THE RIVER RIMAC.

The inhabitants of the area also say that they would like a good, local place for sports. I believe placing it across the river in connection with the park and as a pedestrian crossing to San Martin de Porres would be a very good solution to make something monumental and also very practical to the area.

On Tuesday I had a tutorial with Markus where I went through all my development proposals and talked about the list above. He reminded me that I need to keep in mind that the riverside will need security measures if it is going to be a park. How can the mass be secured so that it doesn't slide into the river? He also asked me if I had looked into digging

the riverside down to allow for the people to get down to the water. I told him I hadn't because I had not considered it attractive. But I said I would explore the possibility. I was not convinced though, because I would expect it to add to the expenses and maybe become a space that is less available for everyone. The river also has quite a lot of current and it is polluted. I know that the riverside is going to open for the public further towards the historic centre, though, so it must be seen as attractive to some extent. But is it good to do the same down here in this park?

I looked into the securing of the riverside immediately after our conversation, and I got confirmation online that it will be a good solution to secure the riverside through vegetation (<http://www.laspillitas.com/garden/howto/slope.html>). I know it is widely used along the cliffs in Lima, and I believe it is a good solution here too. It will continue the green of the park and make the ground more stable for erosion.

Markus also said that in regards to the list I need to think rather in three lists. I need to think about what takes most time, and which process should start first? I should also think what needs to be seen first, what should the people see first? That can have

a major impact on the inhabitants in regards to their attitude and the desired social processes. And also: What will cost most? And who will be the actors in the process – who will pay for it?

We also discussed shortly that the cargo train does not have any signs or system to warn people that it's coming. I have reflected about that, and I've presumed it's because it only comes at 6am and 6pm, and it moves quite slow. But despite this there should be signs and signals, especially if I plan to increase the traffic along the train tracks.

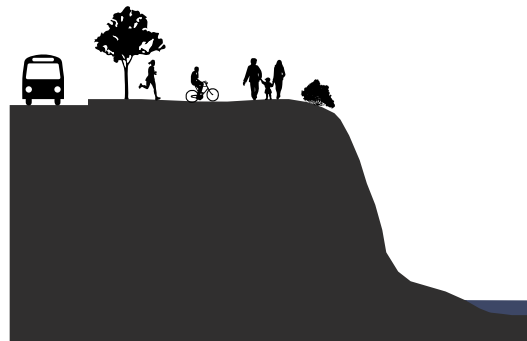
The rest of the week I spent some time working on the lists I talked to Markus about, and also potential new housing development strategies for the area, and suggestions for interim use of the industrial plots.



Reflecting upon the
importance of bus stops



Road, park and pedestrians co-existing



Taking back to riverside

HOUSING STRATEGY

The housing should keep at the same density as the existing – medium density.

The residential areas should not have large walls around them.

Each housing development should have some public space everybody can use, not just the residents. At least 30% of the plot should be public/semi-public space.

The street(s) in front or around the plot should be seen as an extension of the plot, and maintenance responsibilities should be thereby – the streets need to become “everybody’s”, not “nobody’s”.

IDEAS FOR INTERIM USE OF THE INDUSTRIAL PLOTS

If it’s empty for a longer period of time: private gardens and allotments (growing vegetables)

Skate park

Cleared, vast open space to be used for activities by schools and kindergartens.

Art exhibition pavilions

Short-time living units for poor people

Market for used furniture and goods

The idea in general is that people should be able to approach with an idea for a use of the plots, and it should be largely self-organised

THE THREE LISTS

Actors:

Neighbourhood organisations

The Municipality / Government

Private actors (NGOs or private investors/companies)

TIME – what takes most time and needs to start when?

1. Urban Park along the river. It needs to be established as soon as possible since the road is under construction and the securing of the riverside will also take time.

2. Interim use of the industrial plots. The initiative should be proposed to the municipality and neighbourhood organisations in order to start a process and make deals with landowners etc.

3. Sports hall, youth centre and pedestrian bridge. It needs to be established who will take charge of what, where finances can be found etc. There should be cooperation across neighbourhoods in these matters.

4. The library train. Cooperation with the railway company needs to be established, a carriage needs to be found and refurbished, and the stops need to be built. Cooperation between neighbourhoods is also needed here.

5. Neighbourhood Avenue and bus stops. Arrangements and dialogue with the municipality are needed to get the plans into action.

THE VISUAL EFFECT - What should people see first?

1. Riverside Park.

2. Bus stops.

3. Neighbourhood Avenue.

4. Train Library.

5. Youth Centre.

6. Sports hall and pedestrian bridge.

7. Interim use of the industrial plots.

COST – Who will pay?

Municipality, with the cooperation and contribution from the neighbourhood organisations:

- Urban Park

- Train Library

- Neighbourhood Avenue

- Bus stops

Municipality, neighbourhood organisations and also a third private investor:

- Youth centre

- Sports hall and pedestrian bridge

Neighbourhood organisations, municipality and help from private actors and/or landowners:

- Interim use of the industrial plots

WEEK 13_31ST MAR - 6TH APR

MAKING MODELS IN 1:500 AND CONCEPTUAL COLLAGES

This week I started thinking about how I will present the proposals. I needed to define the characteristics of each of the proposals. What is the atmosphere and use?

First of all I needed to decide on which aspects I would zoom in on. For me it was very natural to look more at each of the streets I will develop – Morales Duarez (Via Parque Rimac), Av. Enrique Meiggs (the railway) and Av. Materiales. They are the most concrete spaces and key areas of development in my proposal. The buildings I propose – the sports hall (including the pedestrian bridge), the youth centre and also the train library – are all in relation to two of these roads, and their development goes hand in hand.

The bus stops are proposed for the whole area, and I will be able to elaborate on them in connection with the three roads.

The interim use of the industrial plots can be illustrated through using some of my proposed ideas and one of the two empty plots I registered along Av. Nicolas Dueñas, but that idea is hard to be very concrete about since it is more an idea that needs to

be developed for informal initiative. The focus is to provide a platform for intermediate use, not design the intermediate use in detail. I believe such an idea can only work if the users feel ownership and engagement with the space they will use.

I also realised that I have not focused much on one initial idea I had about Mirones Bajo and Mirones Alto / Planeta – to close off streets and make them pedestrian. I got the idea to develop the pedestrian network in the form of pedestrian streets and –crossing as well as the bus stops. These three can be sketched out and proposed for the whole area in connection with each other.



The main goals for each of the roads are:

Morales Duarez (Via Parque Rimac)

A park for relaxation, recreation and exercise.

Sports hall over the river.

A place to be together, young as well as old and from all neighbourhoods.

Coexistence with the busy road.

Enrique Meiggs (the railroad)

Greenery along the whole railroad.

A relaxation area.

A library train, which provides the area with something it does not currently have.

A main public space where Palermo meets Mirones Bajo – a hub and a youth centre.

Community gathering.

Connection between neighbourhoods.

Get rid of criminal activity along the train tracks.

Materiales (Neighbourhood Avenue)

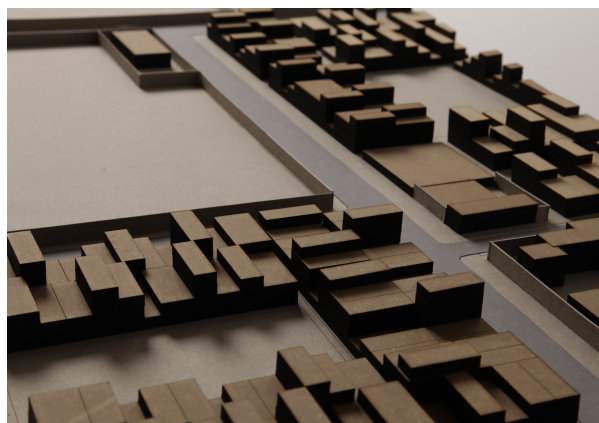
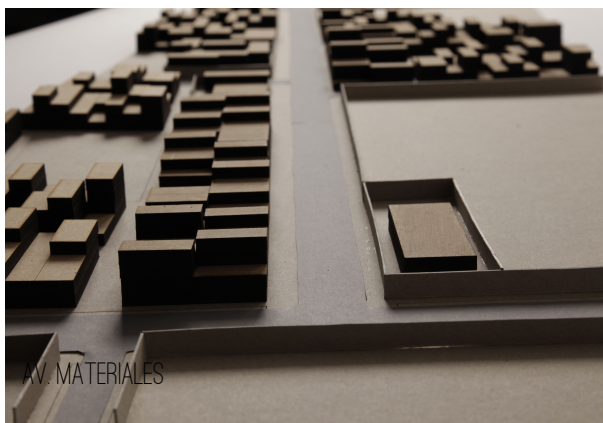
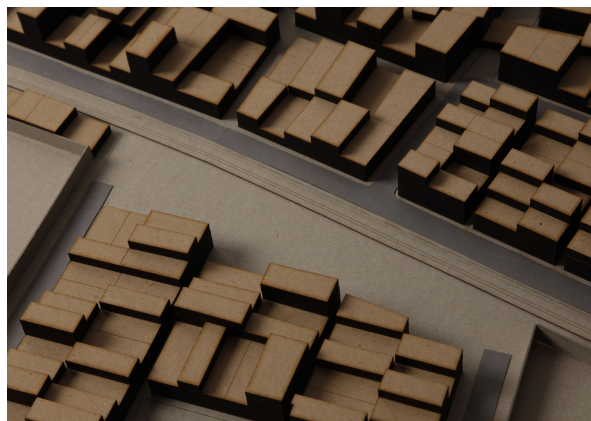
A neighbourhood main road.

A place to meet.

Establish a backbone for the new residential developments that will come in the future.



I also spend time planning and starting a model for each of the roads in 1:500. This will be useful as a tool to investigate and communicate each of the situations.



WEEK 14_7TH APR - 13TH APR

DRAWING PLANS IN 1:500 OF EACH OF THE STREETS, DEVELOPING CONCEPTS FOR THE BUILDINGS

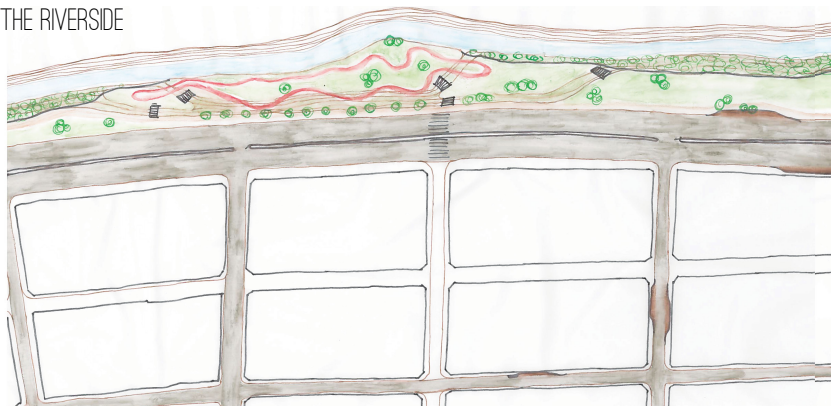
The first thing I did this week was to draw out my three focus roads in 1:500. This allowed me to visualise the concept, make more decisions and give more concrete proposals.

Morales Duarez (Via Parque Rimac):

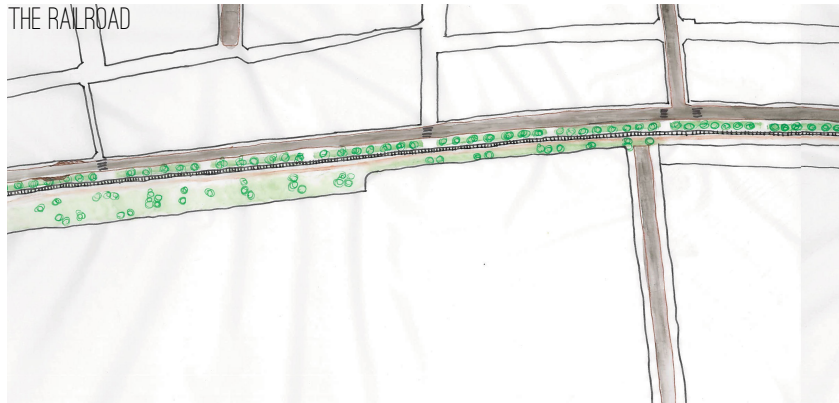
I was re-considering the location of the bike park, and decided to keep it to the west side of the area as there is more space. The same goes for the exercise area next to the viaduct, I believe it's a good location both because it will make the junction more active, and also because there is limited space for other kinds of activities. Another thing I was experimenting with when drawing it all up in 1:500, is that I think it will be a good solution to dig the riverside park down halfway - in that way there is a level difference which will have an effect on noise and air pollution. I will also mention in my proposal that there should be some areas with noise walls - especially around the exercise area.

The location of the sports hall comes from the conclusion that that's the spot with most space on both sides of the river, as the building will need a lot of space to make a good foundation. It is also in close relation to the main pedestrian street in Mirones Bajo, so it's a natural pedestrian crossing point over the road. This is important as I propose the pedestrian bridge across to San Martin de Porres to be part of the sports hall. One thing I need to look into: How large should this sports hall be?

THE RIVERSIDE

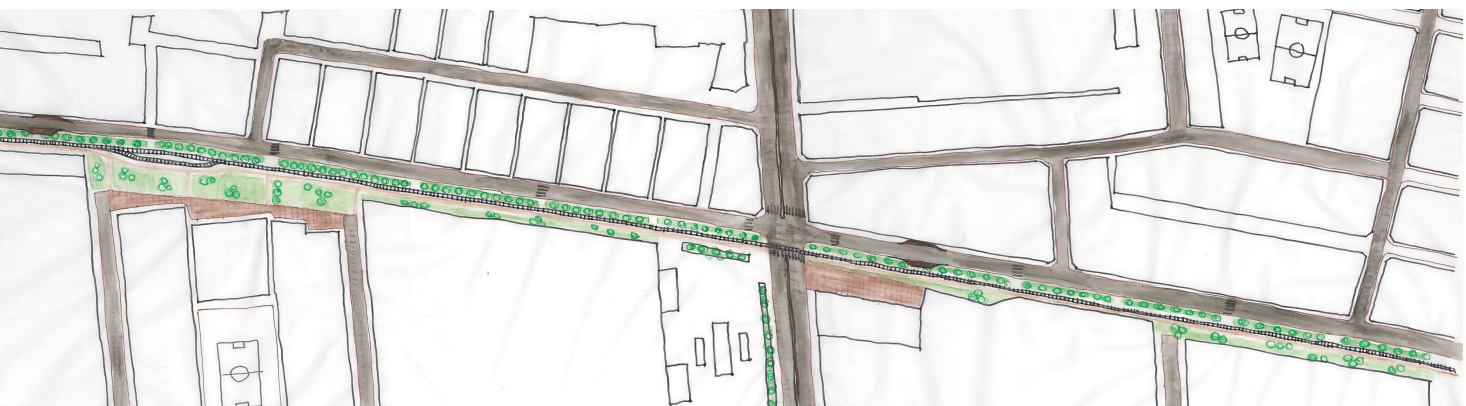
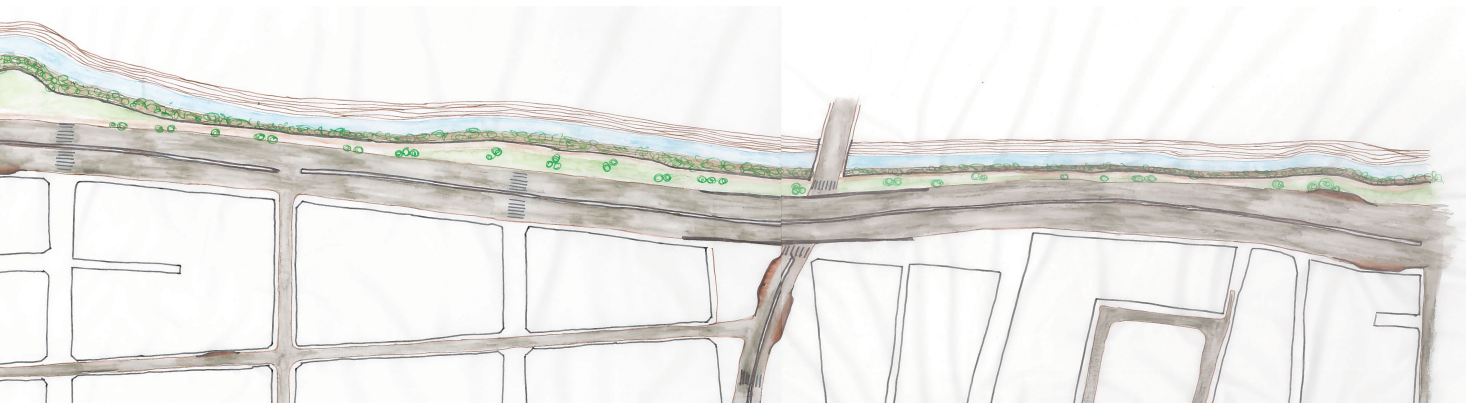


THE RAILROAD



AV. MATERIALES





Enrique Meiggs (the railroad):

I have made the decision to promote this as a green lung and a relaxation area. I will focus on the meeting between Mirones Bajo and Palermo as an important stop for the train library. This is also where I propose the youth centre to be built. I have an idea that the youth centre should hover over the railroad, and be like a “garage” for the train? The trains should be able to get off the tracks here to keep it there when the cargo train passes. The public space around should aim to be active also without the train. I propose that the train should have established stops also further west and east (outside of my focus area).

Av. Materiales (the neighbourhood avenue):

The existing plans for this road are two lanes in each direction. I have decided to work with that, but I propose that one in each direction should be a bus lane. I propose to extend the sidewalk on the south side to enable space for the commercial activity, market and public functions like the school and health centre. In the west side of my focus area, there is a lot of space currently used for parking by the industry. I propose to make this into a park for neighbourhood activities like playgrounds and picnic/seating areas.

In general, my main tools for improvement of the public spaces are TREES AND VEGETATION, LIGHTING AND SEATING.

This week I also had a tutorial with Kerstin Höger, who was my tutor the first semester I went to Lima in 2013. I presented my mappings to her to explain the situation and findings, and we also looked at my three zooms - my drawings of the streets in 1:500.

The first thing she pointed out was that I was missing information about the public transport in the whole city. Transportation in Lima is a very big problem and I need to incorporate this into my analysis. I had to agree that I had missed out some very important information by not including a map about that, and I had to admit my work up until now had been to look briefly at the future plans, and establish that they will not directly touch my focus area as the main plans (the expansion of the Metro) will be located south and north of the area. The future main public transportation of this area will in other words be bus, and there will of course be an impact of the new 6-lane high way (Via Parque Rimac) that is being constructed. But I had to agree that I need to look further into this and show that I have an understanding of how the mobility of the people in this area should be in the future.

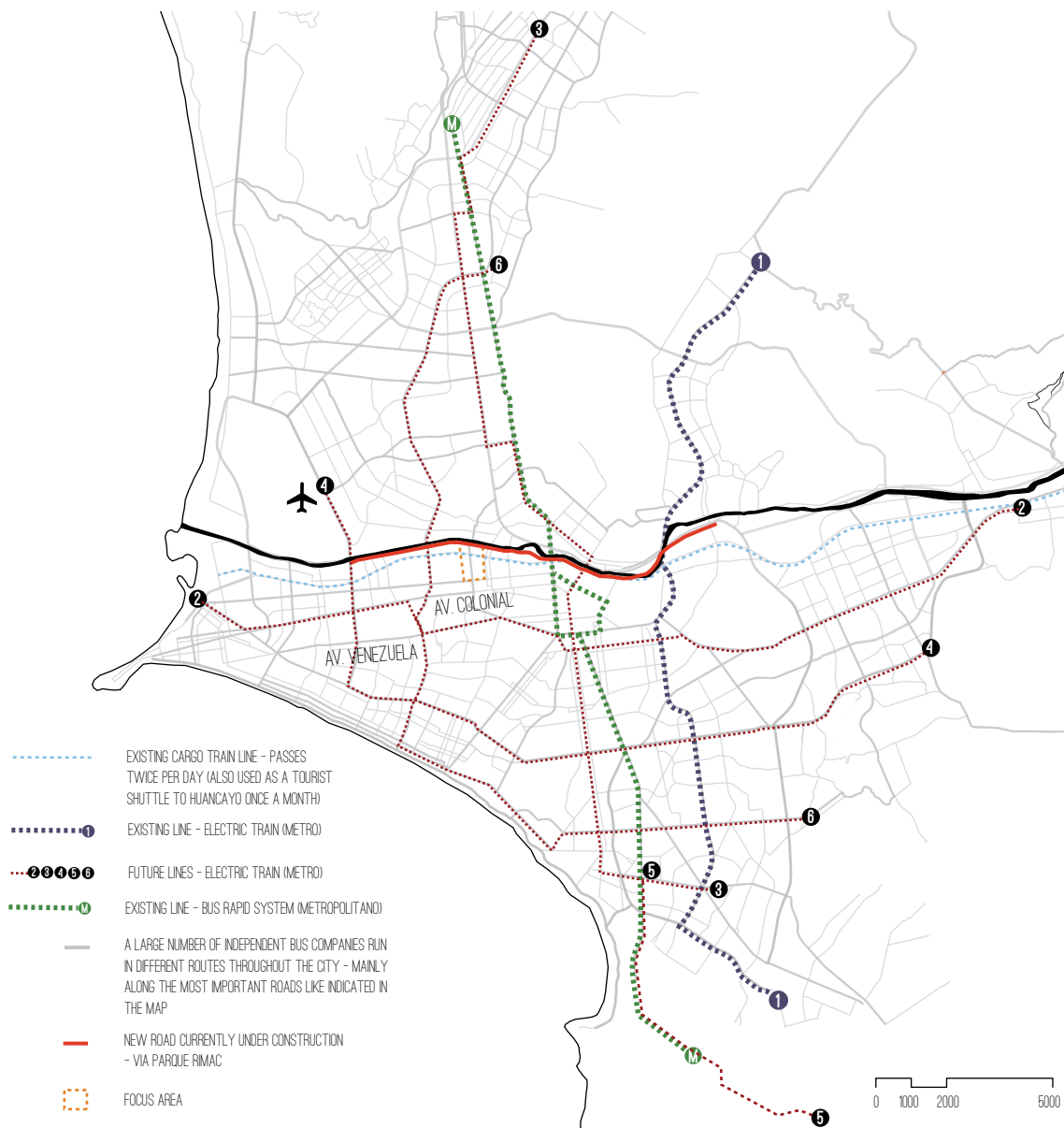
Further on Kerstin said that the riverside park will work well, but that it will not work with a 6 lane high way unless measures are taken. We see all around Lima that there are sports grounds next to large roads, so it seems that people have had to get

used to such situations. But we can agree that it is not very ideal, and I should aim to propose solutions for a better co-existence. I told her that I have considered a pedestrian bridge across the road, but that I would rather choose not to propose that since that will allow this road to be a high speed highway. I understand that this is the aim of this road – it is meant to be a quick access from the historic centre to the airport – but on a greater scale and further into the future I believe that the car traffic needs to be built down in Lima. The car is in great focus, and mostly because the way it is today the car is the easiest way to travel across the city – that being in a private car or in a taxi. But in a future where the Metro is built and all the lines are up and running, and where work is also done with the improvement of the bus traffic – people need to be encouraged to use the public transport. The car should no longer be the easiest alternative.

World-wide the aim is to reduce car traffic as it is the cause of a very large part of air pollution in most countries. The first step towards that in a city like Lima is better public transport. The city has now recently decided on the final Metro network, and the work on line two (which is underground) should have already been started. Through the sources I found online (<http://limametro.blogspot.no/2012/03/infografia-los-cinco-corredores-por-los.html>), and through consultations with my local contacts, I choose to trust it is valid, and I will put forth a map of the new

Metro network in my work.

Another important comment Kerstin made was that I need to be more clear on my concept and scheme. What am I trying to do? In brief I'll sum it up here: There is a segregation in the city, and I am trying to connect the focus area (and this “barriada” in general) to its surrounding urban fabric. The barriada is introverted, and I'm trying to make it extroverted. By introverted I mean that it carries a social stigma, and in the city it is seen as a zone you should not go if you have no business there. It is not an attractive area for new people to come and live either. By extroverted I mean that it needs to be strengthened as a part of the city. People need to see that it can be an ok place to live and be.



WEEK 15_14TH APR - 20TH APR

This week I spent doing technical revisions of mappings, and also adding the city perspective to my scheme. I started putting up plans for presentation methods.

I also collected a summary of inspirational project and did short reflections and comments to show how each of them were inspirational.

I also spent a lot of time looking over my material and trying to decide how this project is going to be presented.

Tutorial with Fabio Fernandez - a doctorate student at NTNU. He is from Medellin, Colombia, and he has experience in working in similar situations like the one I am working in. We had a conversation where I tried to explain my project to him. He told me two very important things that I took with me. He said that it is extremely important that the government shows strategically each of their interventions in an area. There needs to be a very cautious thought and plan behind each intervention and what is started first - because it can all have a domino effect and it is very important to have a good plan what the first step should be. The first step(s) are the hints that something is happening and it should set an atmosphere and build trust.

The second thing he said was that greatest focus when working in areas like these, should be the mobility. In order to improve people's quality of life, they need to feel free and be able to travel across the city without major problems. This can challenge the borders between rich and poor. It builds upon what I had already started to work towards: that the first step should be to improve the mobility in the focus area. It is served buses and there is not a major issue with getting places in the city, according to the

inhabitants. That being said, the city of Lima faces major transportation problems on a city scale, so what is the normal impression of ok transportation, is probably not comparable to other places. But my focus in this project is not to set up a strategy for Lima's infrastructure on a city scale, I have set down the new plans for the Lima Metro as a basis and I believe this Metro network will do major improvements in the city.

I also had a tutorial with Hans this week. We talked about the pedestrian mobility, and he said it will be important to be aware and plan what should happen in the streets I make pedestrian.

He also repeated that I need to keep focused on what my role in this is - I am presenting the possibilities I see for the development of this area, towards bettering the living conditions of the people living there. The city is a living organism, and it is in constant change. The only thing we can do is to work with dynamic solutions and get them out there for them to start processes.

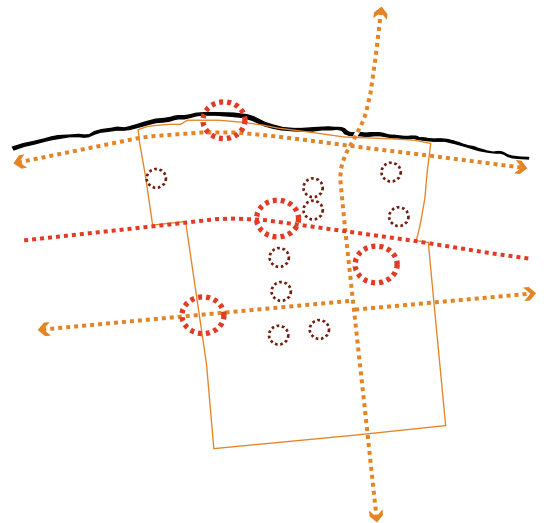
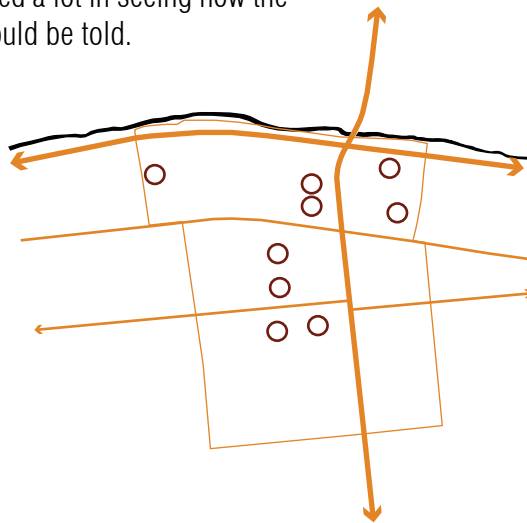
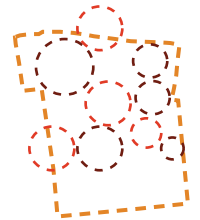
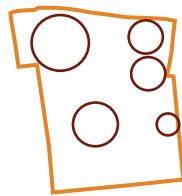
Hans also repeated that I need to keep a focus to the main thing I am working with here: the social stigma this area is suffering from.

WEEK 17_28TH APR - 4TH MAY

WEEK 18_5TH APR - 11TH MAY

Production - how do I tell my story and make sure people receive my message?

I did a major revision of my analysis mappings and scheme. Putting it up on a poster dummy first helped a lot in seeing how the story should be told.



AFTERWORD_

“I will through urban planning and architecture give a study of possibilities for the development and process of integration of the *barriadas* south of the river Rimac and into its surrounding urban fabric in Lima, Peru.”

That was my starting point. The first thing I had to do was to define what segregation actually means. I had an idea before going there what it was going to be, and I had to adjust my understanding. By looking at maps and hearing people talk about the *barriadas*, I thought this part of the city was going to have greater physical barriers in terms of public transport and I thought the industry and new housing developments were going to have a larger affect on people's lives. But the interviews showed that the main problems in the area were really the social ones, and the segregation could also be called a tension. The core of this tension was the social stigma the area carries. I expected that to some degree of course, but I realised that the greatest question in the project was going to be: what is my role in this? I had to be aware of my role as an architect.

The challenge has been to say enough, but also leave enough open. The main thing architects, planners and urban developers can work towards, is fighting the social stigma by enabling relations. And in order to do so we need to get possibilities out there for others to see, and ideas can start processes that can

improve situations majorly. By implementing smaller things and at the same time also being ambitious we can follow the dynamics of the city in a good way.

In retrospect I would have liked to study the whole area of MIRR, and also compare it to other *barriadas* in Lima. I realise that the fact that I chose just a part of MIRR has resulted in a very tailor made set of development proposals. I have tried to keep a side view to the greater area, by proposing public buildings of a greater scale that can reach out to the areas around.

I can conclude that I have learned a lot about Lima, and most importantly about my role as an architect. I have thoroughly enjoyed the process and I hope my project reflects that.

