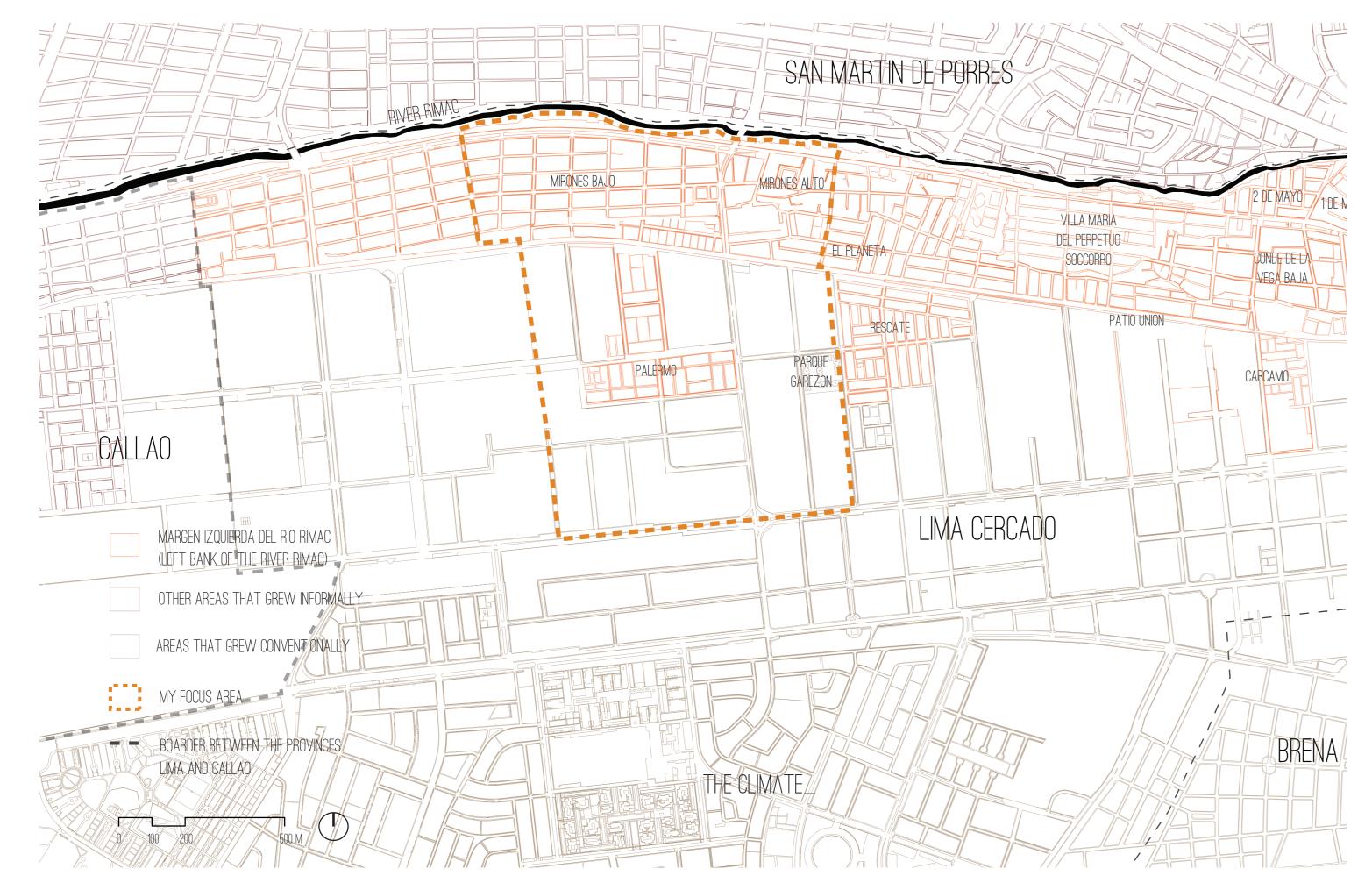


Another very important thing for me is to make clear how I see my own role in this. I have to be precise in the fact that this project automatically is affected by me being an "outsider" - I am from a different culture and will therefore have my cultural luggage. It is therefore not my intention to broadcast this as the final answer to all the problems. It is a study of possibillities where I try to re-conceptualise the urban development of a given area and I use this opportunity to study a topic that interests me and which I believe I will benefit from on a greater scale.

THE FOCUS AREA AND ITS SURROUNDINGS_



ROADS, TRAFFIC AND PUBLIC TRANSPORT_

SECTIONS OF IMPORTANT ROADS_





FOCUS AREA



0 1000 2000 5000





CLIMATE_

Shadows in the streets and public spaces are necessary.



The hot climate makes outdoor spaces very important. They are used in different ways than in other climates, and they can in some ways be seen as the extension of

The public spaces are also in the summer often used in the evenings in Lima - when

DRY



spreading and polluting the air.

BARRIERS AND STREETS IN NEED OF ACTIVATION_

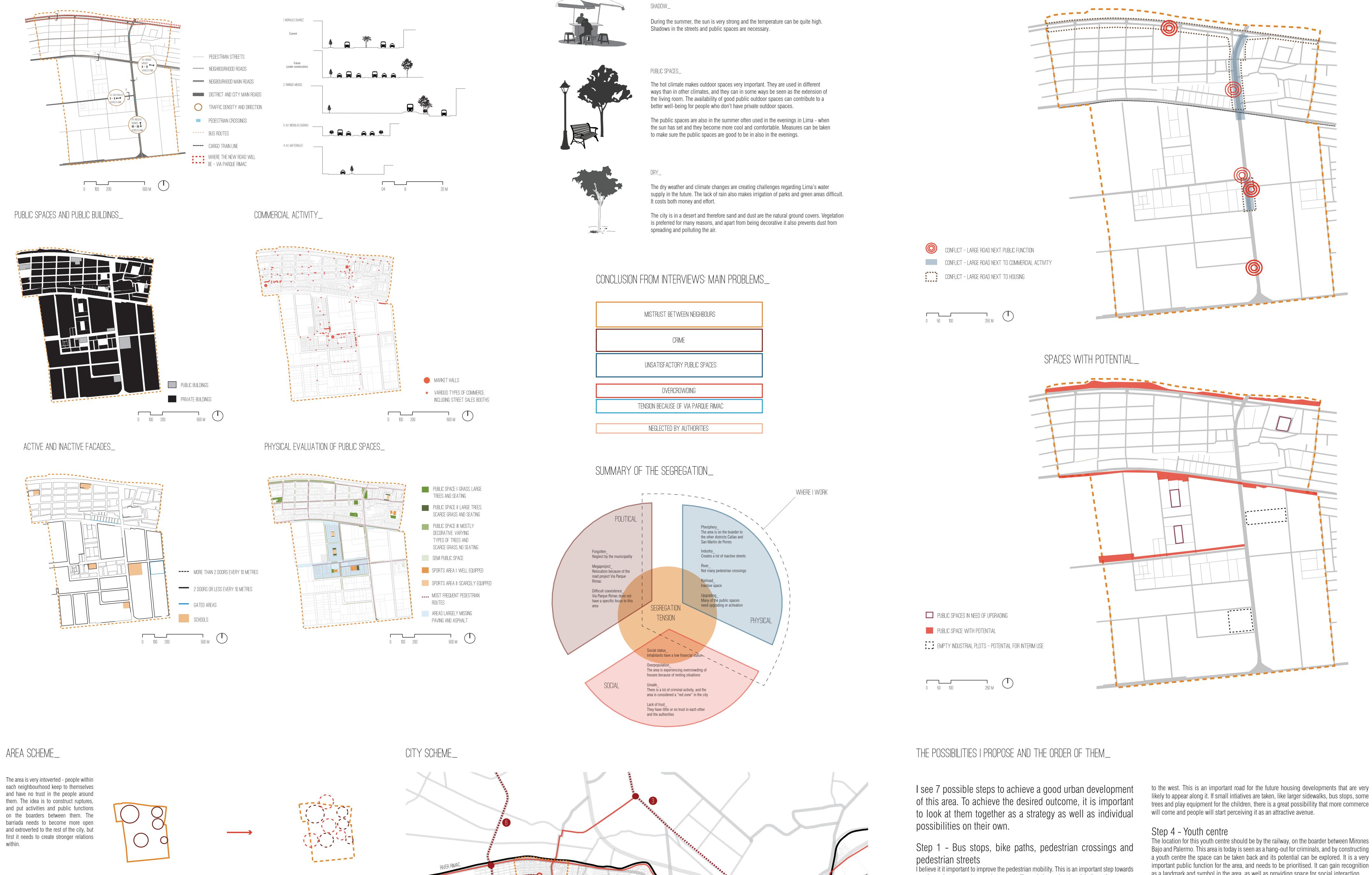
FOCUS AREA

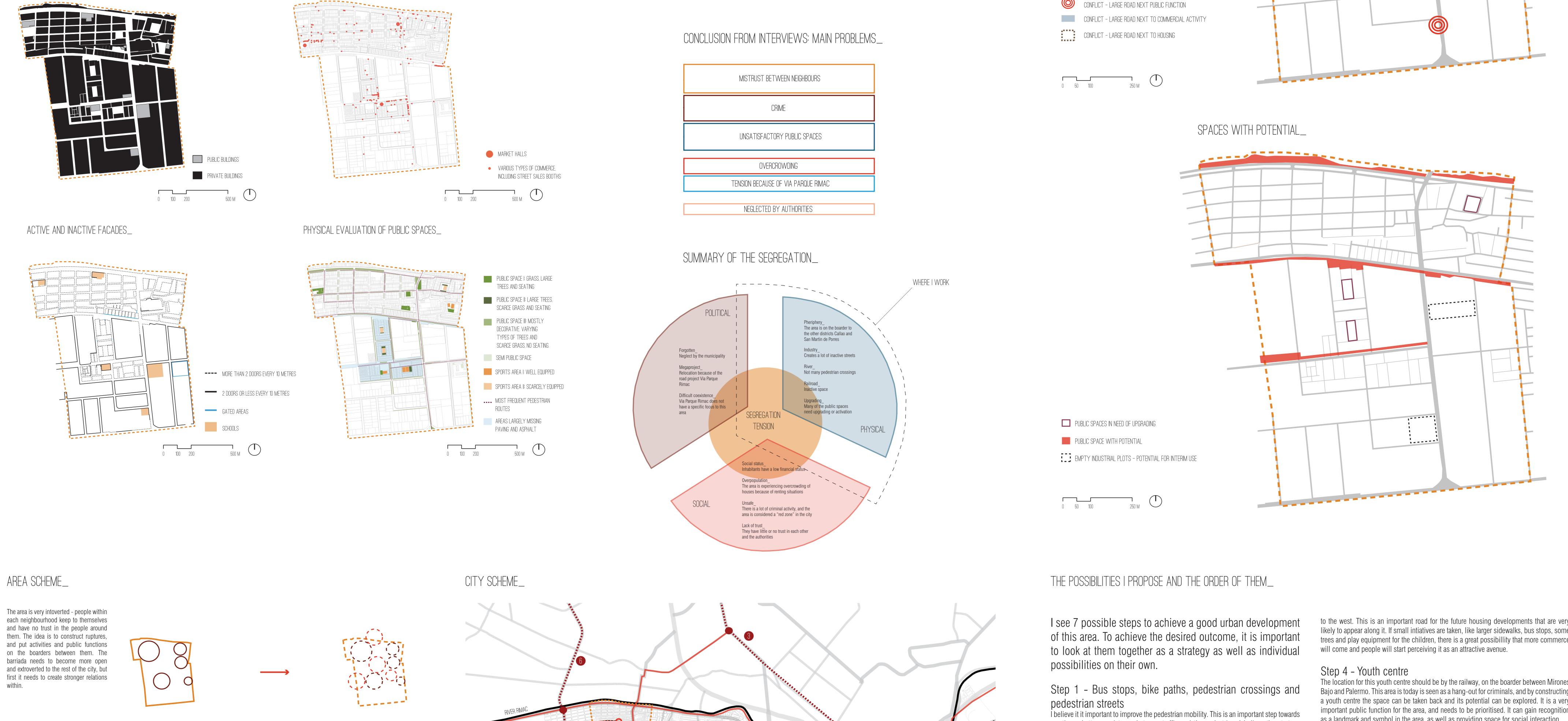
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CONFLICTS_





The concept is to break up the barriers and create connecting and inviting places. I propose to do that by promoting coexistence and introduce new pubic functions that reach out to the whole area and also to the rest of the city.

creating a better coexistence between traffic and the pedestrian. I believe the strategy should be to promote pedestrian mobility and bikes, and better the conditions of the public transport. This area lays outside the planned new public transportation network, but it is well served by buses. Bus stops today are just a sign on the sidewalk indication the location, and I believe a bus stop should be a lot more. Part of the strategy should be to work towards building down the private car traffic, and one way to do so could be to slow down the traffic as a whole. That being said, in order for this to be an option, the public transportation needs to cover the needs. The public transportation should ideally be the fast and easy way of getting places, so bus lanes should be established in this area. This as well as taking certain streets to be pedestrian streets will be ways to achieve the wanted effect. This step is put here first because it is an important way of taking back the streets and it is also a step the municipality should take to show their presence and engagement in the area. When making pedestrian streets, it can also promote bottom up intiatives, which could be a good possibillity in this situation.

likely to appear along it. If small intiatives are taken, like larger sidewalks, bus stops, some trees and play equipment for the children, there is a great possibillity that more commerce

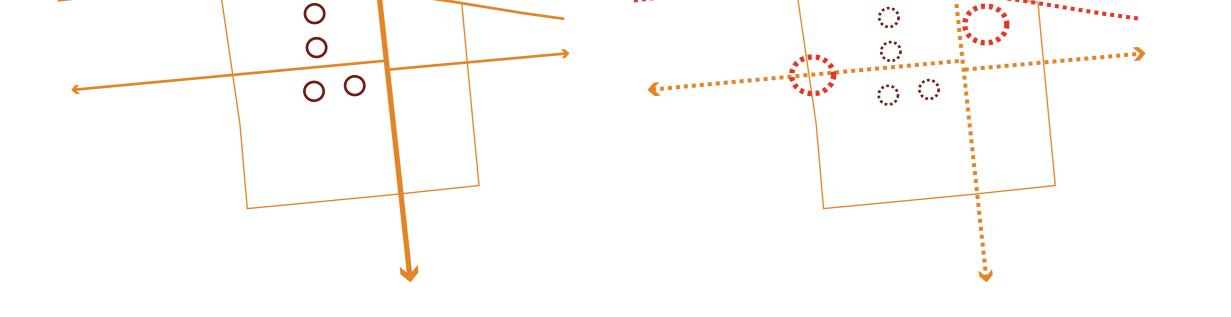
The location for this youth centre should be by the railway, on the boarder between Mirones Bajo and Palermo. This area is today is seen as a hang-out for criminals, and by constructing a youth centre the space can be taken back and its potential can be explored. It is a very important public function for the area, and needs to be prioritised. It can gain recognition as a landmark and symbol in the area, as well as providing space for social interaction.

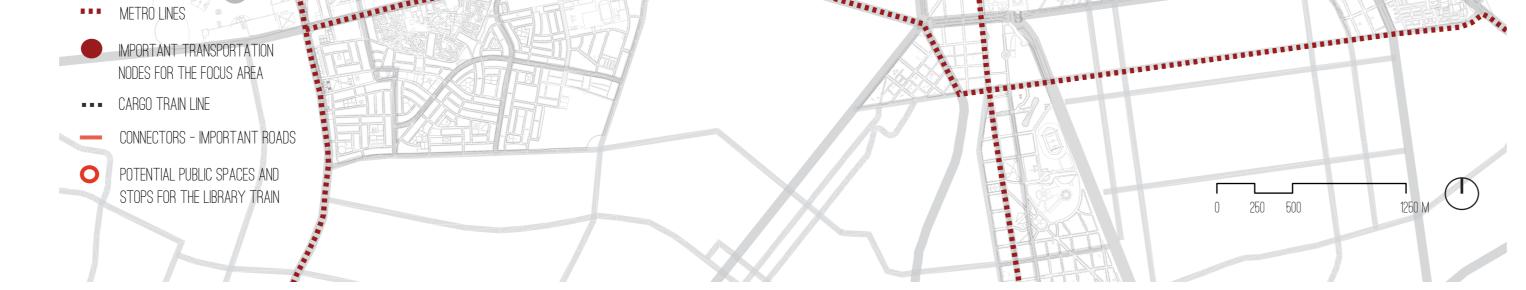
Step 5 - Interim use of the industrial plots

Work needs to start with mapping the possibillieties for interim use of the industrial plots, and this work is likely to take time. The idea could be to construct well planned examples, and thereby spreading an idea across the area (and the rest of the city too). The idea behind it is to use the maximum potential of the area at all times. If interim uses are established, they can also be guidelines for future developments.

Step 6 - Riverside park

When the new road is constructed and all the work with it is done, it's time to take back the riverside. This tactic will be with the aim to create a better coexistance with such a large road. In order for it not to be this wall off traffic and noise located right next to residences, the speed should be regulated, bus lanes implemented and large bus stops established as well as bike paths. The greenery will also be an important lung for and free area for the neighbourhoods. There might even be possibillities for cheaply irrigating the greenery with water from the river.





Step 2 - Train Library and railroad park The second step is to implement a public function in an old train carrige. This is also largely for the municipality and authorities to show their presence and aim for being a catalyst for the establishments of public space. If the train is converted and put into function, and stops are constructed, then there is a large possibillity that the activities around each stop will

come by themselves, and this should be cultivated.

Step 3 - Av. Materiales Another important step is to develop Av. Materiales as the neighbouhood avenue. It should be a pedestrian firendly commercial area to the east, and a park with children's playgrounds

Step 7 - Sports hall and pedestrian bridge When the park is there, the work towards meeting a need for an indoor sports hall should

be started. Such a structure should give plenty of room for sports activities and social interactions, and it should also be a bridge connecting the different sides of the river.

Av. Enrique Meiggs is to the right in this picture. Here we can see the cargo train line and the pedestrian situation. To the left are also the latest informal housing developments in the area.

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The sports area in Mirones Alto. This is one of the public spaces that is successful as a sports area during the day, but suffers from decay and gang activity in the evening.

FOCUS AREA

The river Rimac riverside as seen from the bridge along Av. Nicolas Dueñas. All the people living in the houses to the left have either been relocated or are in the process to be, as the new road Via Parque Rimac is being constructed.

Av. Materiales as seen standing just off Av. Nicolas Dueñas. Today this space is used for parking and dumping of rubbish. The municipality is currently in the process of turning this Avenida into a 4 lane road.









DIPLOMA PROJECT_NTNU_SPRING 2014

STUD. ARCH____LENE KRISTIN WESTENG

TUTORS_ HANS SKOTTE MARIA EGGERTSON TEDER

PERSPECTIVE 1 - AV. NICOLAS DUENAS - THE CONNECTING CORRIDOR_



Proposed stage 1 – Bus stops, bike paths, pedestrian streets and pedestrian crossings This collage of Av. Nicolas Dueñas, looking north, illustrates my perception of how a bus stop, sidewalk, bike path and pedestrian cross-ing can be. I propose larger bus stops where the bus can turn off the street and avoid bad traffic situations. I see the possibillity of making the bus stops more than what they are today - there should be more focus on the experience of waiting, of shadow, of light in the evening and of a place and a "break" in the monotonous industrial wall.

PERSPECTIVE 2 – AV. ENRIQUE MEIGGS – THE RAILROAD PARK, LIBRARY TRAIN AND YOUTH CENTRE_

PERSPECTIVE 2 - AV. MATERIALES - THE NEIGHBOURHOOD AVENUE_



Proposed stage 2 – Library Train and park along the railroad Here we get an impression of how I see the area between Mirones Bajo and Palermo, the view is looking east. This can be one of the Library Train stops and a public space for everyone.

Proposed stage 4 – The Youth Centre A 5-6 floor structure that stands as a landmark and symbol. A space to build relations amongst the youths.



Proposed stage 3 – Av. Materiales A neighbourhood avenue and important connector between existing and future neighbourhoods. Here illustrated looking towards the crossing with Av. Nicolas Dueñas. I see this area as very busy commercial area, building upon the exisitng commerce and market that are there today.

PERSPECTIVE 2 – AV. MORALES DUAREZ / VIA PARQUE RIMAC – THE RIVERSIDE PARK, SPORTS HALL AND PEDESTRIAN BRIDGE_



Proposed stage 6 - Riverside park In this collage the area is seen from the bridge looking west. The large road needs to coexist with the people, and a large step towards that is taking back the riverside. It should be a park for a wide range of sports activities.

Proposed stage 7 – Sports hall A sports hall and a pedestrian connection across the river. There is a great need in the area for both an indoor sports space for everyone, and also a greater pedestrian mobility.

SECTION AA - AV. NICOLAS DUENAS_

SECTION BB - AV. ENRIQUE MEIGGS_

SECTION CC - AV. MATERIALES_

SECTION DD - AV. MORALES DUAREZ / VIA PARQUE RIMAC_







VENIDA FNRIQUE MEIGL

STAGE 1

LIGHTS INDICATING WHEN THE TRAIN WILL PASS



"...Today it is necessary to make the therapeutic policy, which implies to consider the conditions of coexistence; it is necessary to learn how to coexist, and in that sense the favela teaches us."

"What a house does is far more than what it is."

-John Turner, architect

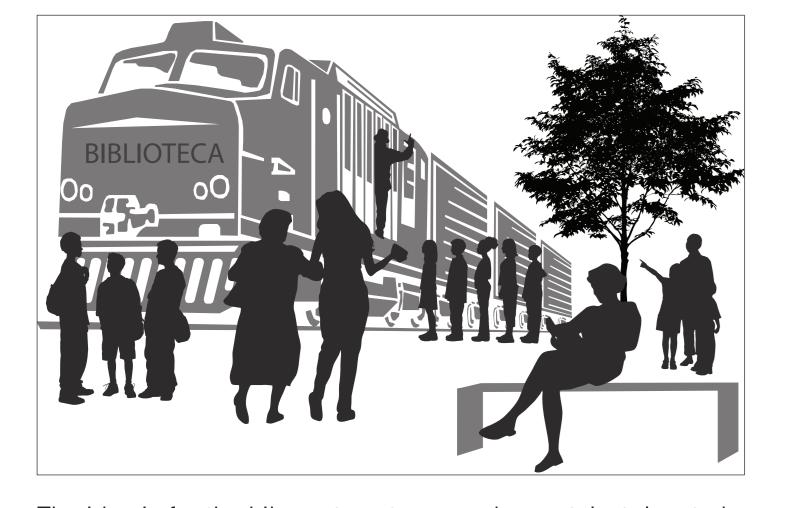
"As an urban professional, the question should not be (and no longer is) how much can I do and how quickly can I do it, but what is the least that I can do and how much of it do I need to do to for it to sustain itself?"

-Nabeel Hamdi, architect

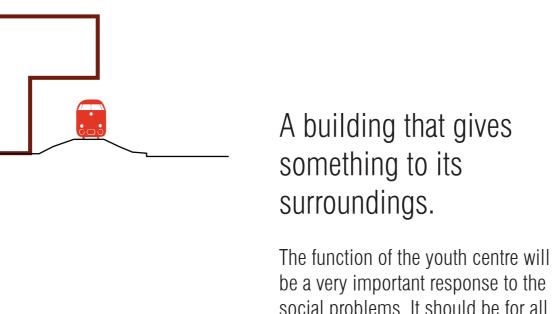
"The only way to get change is to construct ruptures" - Giancarlo Mazzanti, architect

- Jaques derrida, French philosopher

THE LIBRARY TRAIN_



THE YOUTH CENTRE_

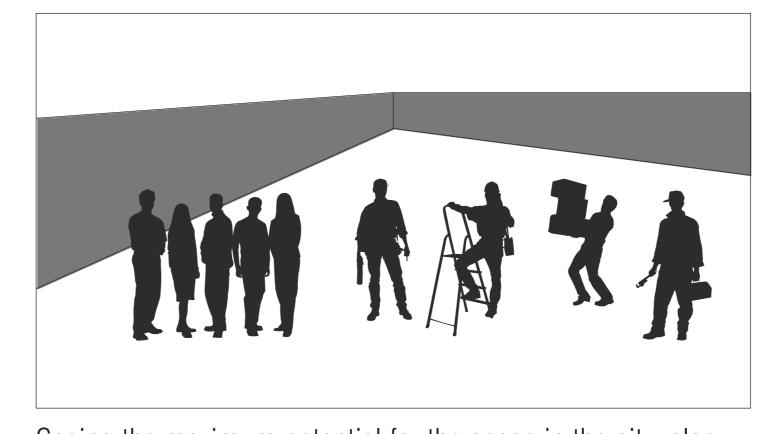


be a very important response to the social problems. It should be for all children and young adults, but there should be a particular focus on the young adults. The potential for the location of the

providing an elevated semi public

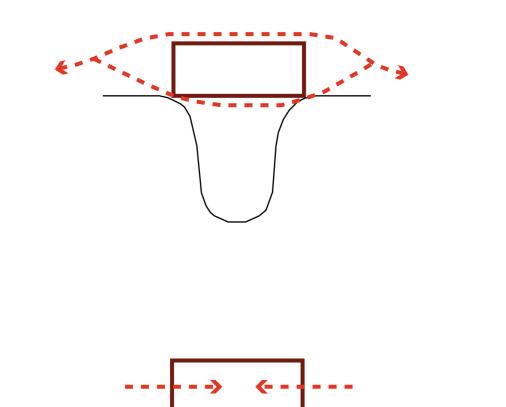
space on the roof.

INTERIM ISE OF THE INDUSTRIAL PLOTS_



Seeing the maximum potential for the space in the city, also

THE SPORTS HALL_



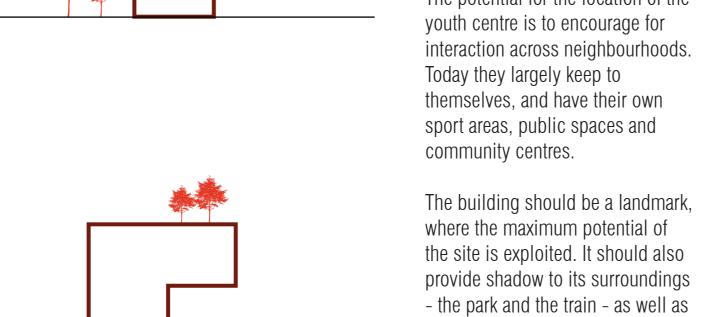
A building that becomes a physical and social connection.

In addition to answering to needs in the area, the sports hall also becomes a manifestation of overcoming barriers. It should be a social space and a meeting space.

The idea is that the sports hall also functions as a pedestrian crossing

The idea is for the Library to act as an urban catalyst, located on the boarder between neighbourhoods.

I also see the possibillity for a park along the whole of the train tracks. By establishing this mobile library the government will have a great opportunity to show that they are visible in the area, and build a relation. The train can run along the tracks during the day as the cargo train only runs at 7am and 6pm. It can have different stops along the whole of MIRR, where the train can get off the tracks and stop in a safe situation. The idea is to start with establishing the train, and decide the stops. The greenery of the park will come next, and the stops will hopefully start processes of gatherings of people, activities and commerce.



on a short term basis.

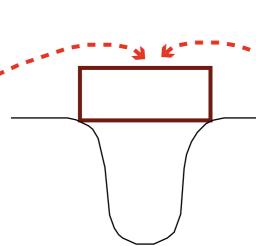
I see the possibillity for working towards enabling the industrial plots to be given a use between the stage where the industry moves and where the new development starts up. It is a bizarre situation where people in the city are struggeling for space, and vast plots can stand unused for a long period of time. Such an idea will have to be organised in terms of mapping out the situation and getting a cooperation up and going. But most of the work lies with the people who will be using it.

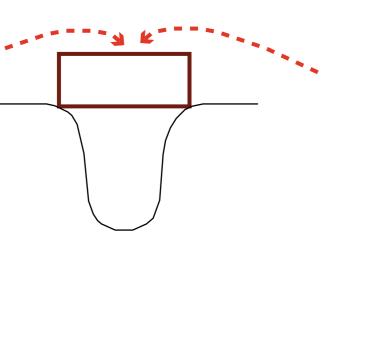
Uses on a very short basis can be: Activity spaces for schools and kindergardens, areas to ride bikes or perform sports, art exhibitions and cultural performances.

On a longer term: alotment gardens, workshops, skatepark, art galleries, regular performance spaces, market areas and regulated areas to live for homeless people.

between each side of the river. It encourages interaction across physical and perceived barriers.

> The building should also be an extension of the park, with a rooftop space that also is a meeting space. This is to maximise the potential of the building and gain more space.



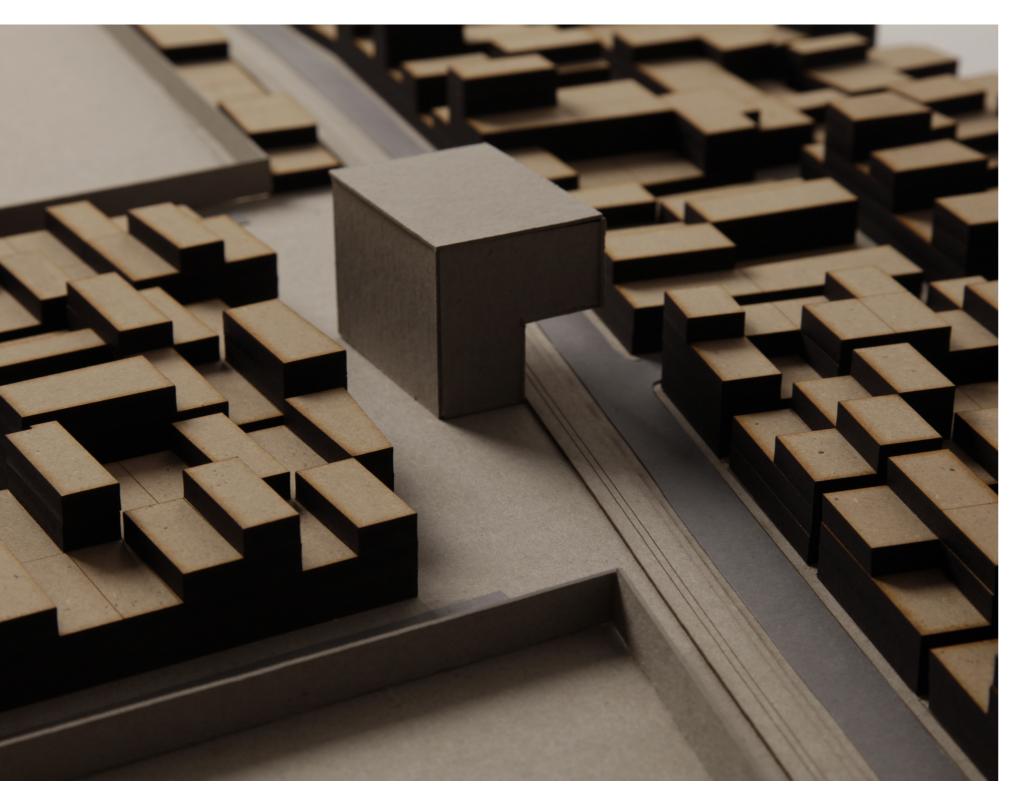


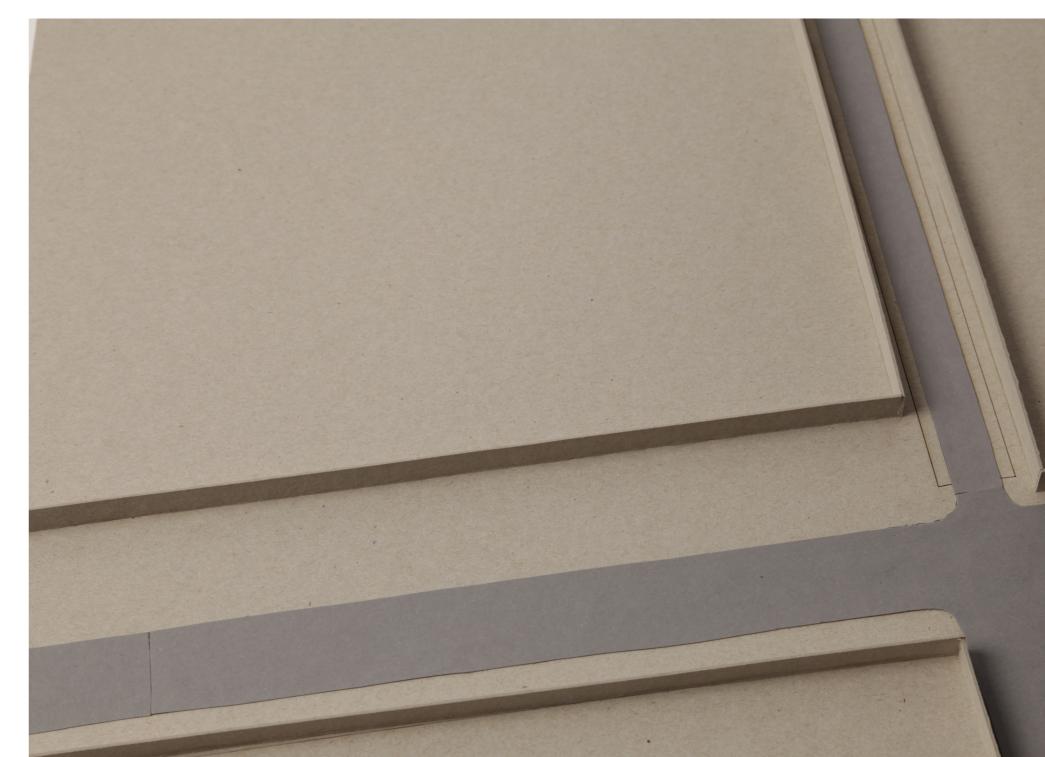
Train stops and meeting points

A landmark and symbol in the landscape

Filling the empty plots







A connection and an extension

