

CITY FRAGMENTS

**Bogotá, the transformation of the city from the
mobility infrastructure**

**The study of the influence of mobility infrastructure
in deteriorating urban areas, and its transformation
through the strategic formulation of the urban project.**

CITY FRAGMENTS

Bogotá; re-shaping the city from mobility infrastructure.
Residual spaces as potentials for urban activation tools.



Thesis by MARIA PAULA VELEZ MANRIQUE

Director: MATTEO ROBIGLIO

Advisory Company: BARCODE ARCHITECTS

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00 INTRODUCTION

Bogotá, the transformation of the city from the mobility infrastructure

(Abstract)

Residual spaces are one of the many shades of urban decay and segregation in a city, they are evident lack of vitality in the urban life. The logical consequence of fragmenting processes in urban contexts, derived in this case, from mobility infrastructure.

Mobility infrastructure is the physical mean of interrelated systems that interconnects the urban fabric, allowing displacement and organization between physical spaces in a territory. What happens to a city when this modern idea of mobility, inherited from the 20th century, that now shapes all our industrialized urban contexts around the globe, outshines all the rest? That which is more favorable to motorized vehicles, consumption and rapid growth.

This massive, asynchronously superposition of mobility enablers (highways, roads, metro lines, massive means of transportation, etc.) in most

cases tend to have a fragmenting impact in the local scale. Especially when conceived as an independent agent, that has little to do with its immediate context, but rather as a direct derivative of planning, regulations, and the idealization of the city as a result of an “orthodox urbanism” (as Jane Jacobs would describe it in her book “The death and life of great American cities”.)

These residual spaces derived from large mobility infrastructure are common phenomena in the expanded center of Bogotá in Colombia. A city that seems to expand over its own control limits, and that appears to have developed as odds and ends of multiple, sometimes alienated, planning decisions, and interventions. The urban fragmentation process from the mobility infrastructure, to which this kind of deteriorating phenomena in the city seem to relate to, is the starting point of interest in the investigation.

How these urban problematics can be addressed from the field of architecture, and positively influenced into a more sustainable future for the city; through the urban project (as Solá Morales describes in “La segunda historia del proyecto urbano”) is the final interest of the analysis and the urban proposal of the dissertation. Understanding the *urban project* as a valuable city-making tool, which allows an intermediate scale of approach, with a less rigid, and a more holistic and participative qualities in the process of transformation of the city.

The urban area where two milestones in the mobility infrastructure of Bogotá in Colombia, intersect. And multiple social and economic phenomena collide, is the study area chosen to develop the analysis and formulate the urban project.

00 INTRODUCTION

Bogotá, the transformation of the city from the mobility infrastructure

what?

General Description:

The study of the influence of mobility infrastructure in deteriorating urban areas in Bogotá, Colombia. And the its transformation through the strategic formulation of the urban project.

Problem:

Residual, decayed urban spaces as consequence of fragmentation process in the expanded center of Bogotá. Derived from the disaggregated conception of mobility infrastructure, the planning and consolidation of the city.

why?

General Aim:

Understand the influence of mobility infrastructure in processes of decay and marginalization in the expanded city of Bogotá. Study the potential these structures have to adapt and influence positive urban transformations, towards increasing sustainable life patterns in the city.

Specific Aims:

- Understand and characterize the processes of decay, marginalization and transformation of the study area, in relation to the mobility infrastructure.
- Make a characterization of the area to identify problems and potentials, that help in the construction of an urban transformation scenario. Understanding the role of the area in relation to the city and its future ambitions, to provide solutions under a holistic and unified vision of change for the future.

how?

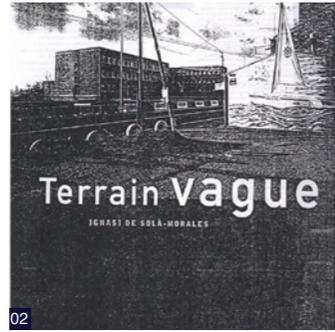
Methodology:

- Study of the chosen area in the expanded center of Bogotá in Colombia (Santa fé, Mártires, Armenia, Centro internacional). And of the 2 milestones of mobility infrastructure in the city (Av. El Dorado, Av. Caracas)
- Analysis and characterization of urban phenomena, to individuate problematics and potentials, contrasting them with the existence of the 2 milestones of mobility infrastructure and modernization symbols in Bogotá.
- Formulation of transformation scenarios for the area (master plan), which takes the urban project as a strategic intervention tool, generating an intermediate scale of approach in the consolidation and transformation of the city.

- Contemplate the urban project as a tool to help transform the fragmented, marginalized and deteriorating urban spaces.
- Understand the urban project as a mediator between the rigidity of planning, and the uncontrollable of urban dynamics. As a dialogue between the macro scale of “urbanism” and planning, and the micro scale of “Architecture” and the social tissue.
- Highlight the importance of mobility infrastructure as an interrelated factor in the formulation and construction of the contemporary city. Understanding both; mobility infrastructure and the urban fabric (public space, built spaces, quality urban life, etc.) as interrelated and complementary agents, rather than isolated systems.



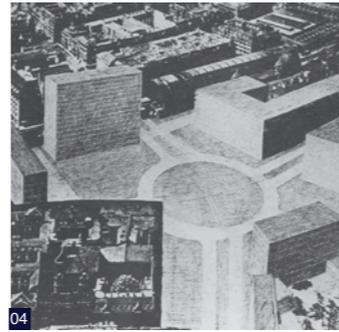
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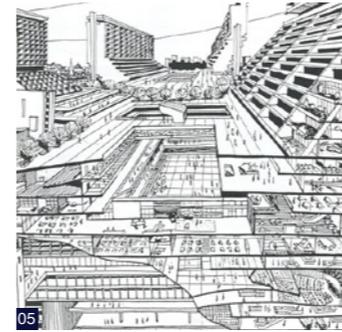
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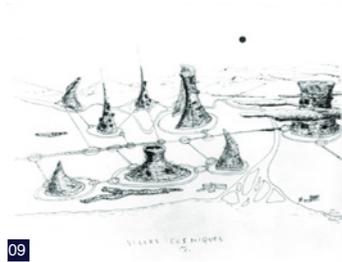
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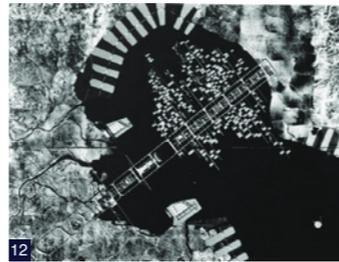
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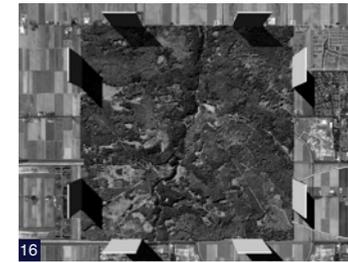
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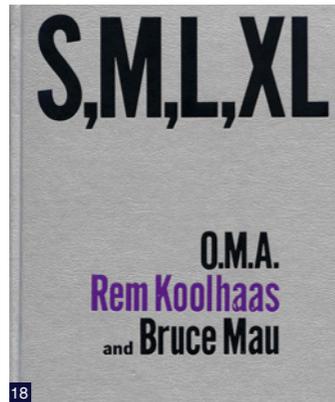
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Orthodox Urbanism

“This is the most amazing event in the whole sorry tale: that finally people who sincerely wanted to strengthen great cities should adopt recipes frankly devised for undermining their economies and killing them.”

“Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effect of automobiles are much less a cause than a symptom of our incompetence at city building.”

“There is a quality even meaner than outright ugliness or disorder, and this meaner quality is the dishonest mask of pretended order, achieved by ignoring or suppressing the real order that is struggling to exist and to be served.”

Urban Project

“Urban planning as the design of streets and buildings is an obvious statement if you think about past times, and instead it seems problematic in the present time. However, the pure nature that the urban fact is a physical fact, today as much or more than before, this makes simple building-street interdependence the basis of the richness, variety and difficulty of the urban project”

“(…) son of complexity and overlap, as the” Urban-Project “is born and is configured as the most appropriate, rich, varied and capable project moment for the creation of the modern city.”

“The scourges to zoning, urban regulations and planning plans have become widespread, until they claim that any element of reason in the disposition of cities is mistaken or negative.”

MOBILITY INFRASTRUCTURE & RESIDUAL SPACES

**The analysis of decay processes in urban contexts
linked to mobility infrastructure**

“(...) The massive urbanization post industrialization, shapes a ‘new urban question’. Two other main questions shape it: increasing and increasingly visible spatial injustice; widening environmental problems and climate change vulnerability...” (Secchi, 2012)

01

MOBILITY
INFRASTRUCTURE

**What is the potential of residual spaces in
a sustainable vision of the city?**



Overspecification in form and function city making paradigms: the legacy of modernism un-solved junctions/ mismatching/asynchronies/"Territorial Stigma"

- “For urbanists, the belated rediscovery of the virtues of the classical city at the moment of their definitive impossibility may have been the point of no return, fatal moment of disconnection, disqualification” (Koolhaas, 1994)
- “...it will no longer be concerned with the arrangement of more or less permanent objects but with the irrigation of territories with potential...” (Koolhaas, 1994)
- “The proliferation of zoning regulations in the 20th Century is unprecedented in the history of urban design, and this proliferation of rules and bureaucratic regulations has disabled local innovation and growth, frozen the city in time.” (Sennett, 2012)
- “Dissatisfaction with the contemporary city
- “In fact, even if cities have always been the place
- “For urbanists, the belated rediscovery of the virtues of the classical city at the moment of their definitive impossibility may have been the point of no return, fatal moment of disconnection, disqualification” (Koolhaas, 1994)
- “This century has been a losing battle with the issue of quantity. In spite of its early promise, its frequent bravery, urbanism has been unable to invent and implement at the scale demanded by its apocalyptic demographics” (Koolhaas, 1994)
- “...the crises of capitalist economy, as for example the housing crisis at the beginning of XIX Century, has been overcome by a stronger concentration of power. The same could occur now, with a stronger globalization. What impact will it have on our cities?” Secchi, 2006)



"We have to imagine 1,001 other concepts of city..." (Koolhaas, 1994)

- “...airports, New Towns, satellite cities, highways, high-rise buildings, infrastructures, and all the other fallout from modernization...” (Koolhaas, 1994)
- “Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effect of automobiles are
- “Los principios de la ciudad funcional, iniciados en la Alemania de los años 20, se basaban en la voluntad de ordenar las ciudades sobre los criterios de la especialización de funciones, la importancia del tráfico rodado, y la apertura higienista de los espacios cerrados, tanto en edificios como en vías públicas. Vista hoy, entre los muchos juicios que pueda sugerirnos, lo más sorprendente de aquella doctrina era su ilusión en la erradicación total de las ciudades anteriores y la construcción de un marco urbano ex-novo para toda la civilización.” (Solá Morales, 2012)
- “...the crises of capitalist economy, as for example the housing crisis at the beginning of XIX Century, has been overcome by a stronger concentration of power. The same could occur now, with a stronger globalization. What impact will it have on our cities?” Secchi, 2006)
- “For urbanists, the belated rediscovery of the virtues of the classical city at the moment of their definitive impossibility may have been the point of no return, fatal moment of disconnection, disqualification” (Koolhaas, 1994)
- “This century has been a losing battle with the issue of quantity. In spite of its early promise, its frequent bravery, urbanism has been unable to invent and implement at the scale demanded by its apocalyptic demographics” (Koolhaas, 1994)
- “...the crises of capitalist economy, as for example the housing crisis at the beginning of XIX Century, has been overcome by a stronger concentration of power. The same could occur now, with a stronger globalization. What impact will it have on our cities?” Secchi, 2006)

BOGOTÀ, COLOMBIA

City between mountains



It is inside the intertropical zone, producing two rainy seasons a year in the months of March, April and May and in the second half in the months of September, October and November. It is administered and recognized as a Capital District and enjoys autonomy for the management of its interests within the limits of the Constitution and the law. Unlike the other districts of Colombia, Bogotá is a territorial entity of first order, with the administrative attributions that the law confers on the departments. It is constituted by 20 localities and is the political, economic, administrative, industrial, artistic, cultural, sports and tourist epicenter of the country.

According to DANE figures, in 2010 Bogotá had a population of 7,363,782 inhabitants, with a projection of 8,852,722 inhabitants in 2015, reaching 9,285,331 in its metropolitan area. It has an approximate population density of 4,321 inhabitants per square kilometer. Only 15,987 inhabitants are located in the rural area. 47.8% of the population are men and 52.2% are women.

BOGOTÀ COLOMBIA

Located in the center of the country, in the eastern mountain range, the capital of the country has an approximate extension of 33 kilometers from south to north and 16 kilometers from east to west.

According to The Economist, Bogotá stands out for its economic strength associated with the size of its production, the facilities to create companies and do business, financial maturity, the attraction of global companies and the quality of its human capital.

Bogotá is the principal market of the country and the Andean Region, and the first destination of foreign direct investment that reaches Colombia (70.0%). It has the highest nominal and GDP in the country, contributing the most to the national total (24.5%), it is the seventh largest city by GDP in Latin America (of about 92,917 million USD). It is also the most important business platform in Colombia, where most of the high-impact enterprises occur.

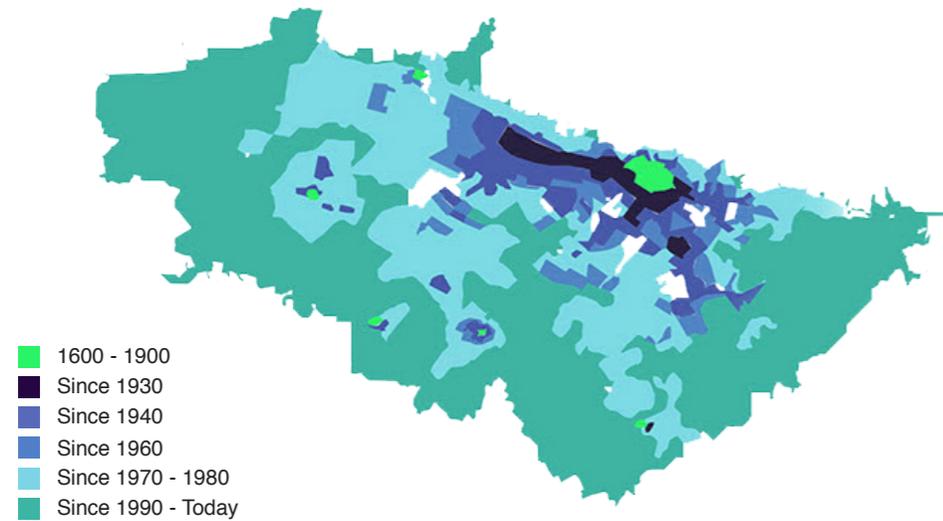
URBAN STRUCTURE

The urban layout of the city of Bogotá presents an elongated shape in a south-north direction and an element of hierarchy to the west (El Dorado airport), which ends up constituting the urban sprawl built on the high territory of Cundinamarca. The central axis of road connection in the city is produced through 26th Street (Av. Calle 26) and the Seventh Avenue (Carrera 7), connecting the areas of high building density with the airport, additionally, at its intersection consolidates one of the most important cultural and financial districts of the city, the International Center. From this

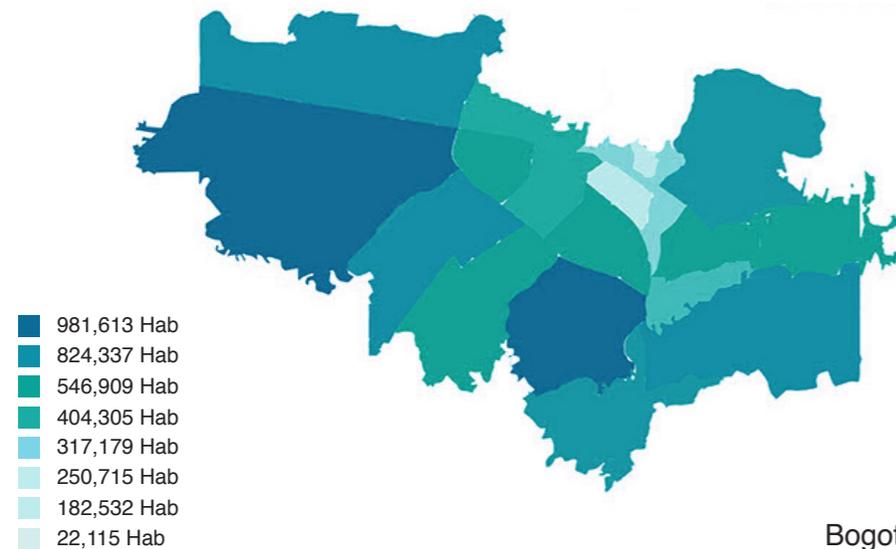
zone is drawn the avenue of the Americas, which connects the center of the city with the peripheral neighborhoods and settlements of high population density from south-west direction.

In the south to north direction, the longest and highest flow route is the Seventh Avenue (Carrera 7) (Connection of the city center with the rural area in the north) which constitutes the commercial and cultural axis that allows the settlement of the best offers of housing and mixed-use offerings around it. parallel is Caracas Avenue (prolonged on the North Highway), road axis and transport node for citizens who daily move on the public transport system called: Transmilenio, which was built in the 90s on the compact layout of the Caracas Avenue, generated different modifications in the road profiles and the constructions around it, promoting degradation and disintegration processes that continue to affect the border area of the avenue and internal relations in the neighborhoods.

Bogotá: Urban Development



Bogotá: Population density



Bogotá, Colombia

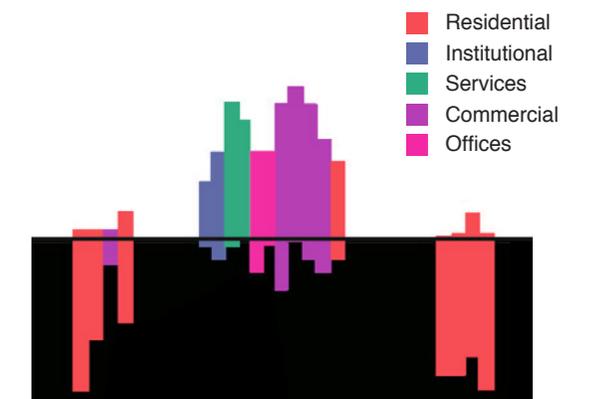
Info taken from: portfolios.uniandes



The city of Bogotá presents a particular urban development and consolidation of its traditional center. Its historical and symbolic character, as a foundational center, hosting multiple activities and quality housing, began to transform, from an element of value in the collective imaginary, into an undesirable element; where citizens perform temporary and / or very specific activities (such as work, administrative procedures, commercial activities, etc.) while their places of residence are located now, far from this center.

The city center is now entering process of displacement and segregation that are increasingly being intensified, by the lack of incentives and tools to help activate and restore this vital area of the city. The expanded city center shares this urban phenomenon of marginalization and exclusion, in which the activity is concentrated during the day in certain areas, while the night is nobody's territory.

Bogotá (Downtown): Day/Night flow



Info taken from: portfolios.uniandes

A MODERN AND CONNECTED CITY

Breaking with tradition

Bogotá: Urban Development

In the 1940's Bogotá had an accelerated urban growth, many large-scale interventions were carried out; large avenues to connect the disperse city in expansion, from east to west, and from north to south (Av Americas, Av. Caracas, 10th Av, among others..), all of which were vital to accommodate the vast population migrating from the country side into the city, during the next decade.

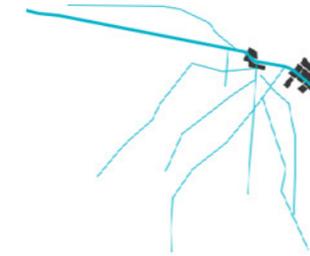
From the beginning of the 20th century the city began expanding to the north, outgrowing its traditional urban grid.

From the beginning of the 20th century the city began expanding to the north, outgrowing its traditional urban grid. The city center began losing its relevance and appeal for the most part of the wealthy population, which began then settling in the north.

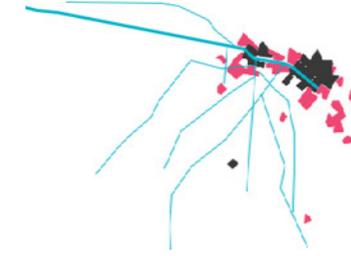
(...) modernizing the urban tissue promises a bright future for development in new areas of the city, but also leaves fragmented and marginal ones, drawing a clear limit for social and economic

From 1945 to 1960 the city undertook a Modernization process; which meant the need for new infrastructure, and the proper architectonic face for the city's ambitions, distanced from the colonial and republican styles inherited from the last century. The city rapidly jumps from a very traditional-local scale, to a modern-large one that prioritizes the vehicle.

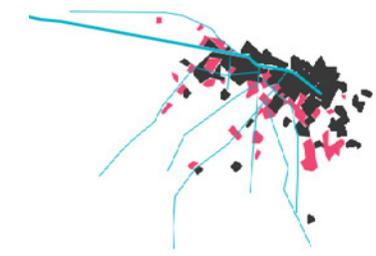
The economic center begins shifting, and this superimposing of scales, and modernizing of the urban tissue, promises a bright future for development in new areas of the city, but it also leaves fragmented and marginal ones, drawing a clear limit for social and economic inequality.



1912
Area: 892,3 ha
Density: 149 per/ha



1930
Area: 1.529,8 ha
Density: 156 per/ha
Increase in area per year: 76,5 ha



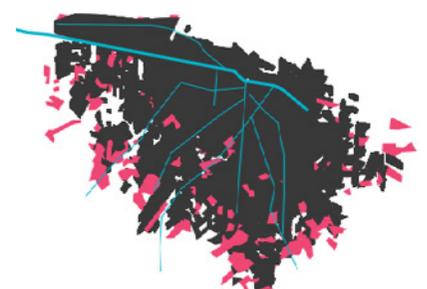
1940
Area: 1.554, 1 ha
Density: 222 per/ha
Increase in area per year: 155,4 ha



1950
Area: 1.889,1 ha
Density: 157 per/ha
Increase in area per year: 188,9 ha



1960
Area: 3.142,9 ha
Density: 250 per/ha
Increase in area per year: 314,3 ha



1990
Area 3.528,3 ha
Density: 276 per/ha
Increase in area per year: 352,8 ha

Info taken from: sociedad geografica de Colombia

THE PARADIGM LEGACY

Making room for the future

The European models of modern urbanism built in the 19th century did not reach most of Latin American until the 20th century. For Colombia and more specifically for Bogotá it was not until the 20's and 30's that these ideas would begin to resonate in the local context with development plans for Bogotá, with the presence of urbanists like Karl Brunner (1934) and Le Corbusier (1947).

The 50`s (...) the beginning of the urban transformation process towards modernity in times of civil conflict and violence in the country.

Karl Brunner would be responsible for the urban plan for the city of Bogotá in 1933. As part of the public administration, he spent a long time in the capital, having the opportunity to study and address in detail the urban local problems of Bogotá at the time.

He worked on the collection of information and analysis on various scales of different sectors of the city, with a careful approach to each sector, understanding needs and particularities that allowed him to propose integral projects to the urban problems of the city, derived from asynchronous growth and the planning detached from previous years. His urban vision promoted the articulation of existing spaces to new urban pieces through the recognition and understanding of their context in each particular situation.

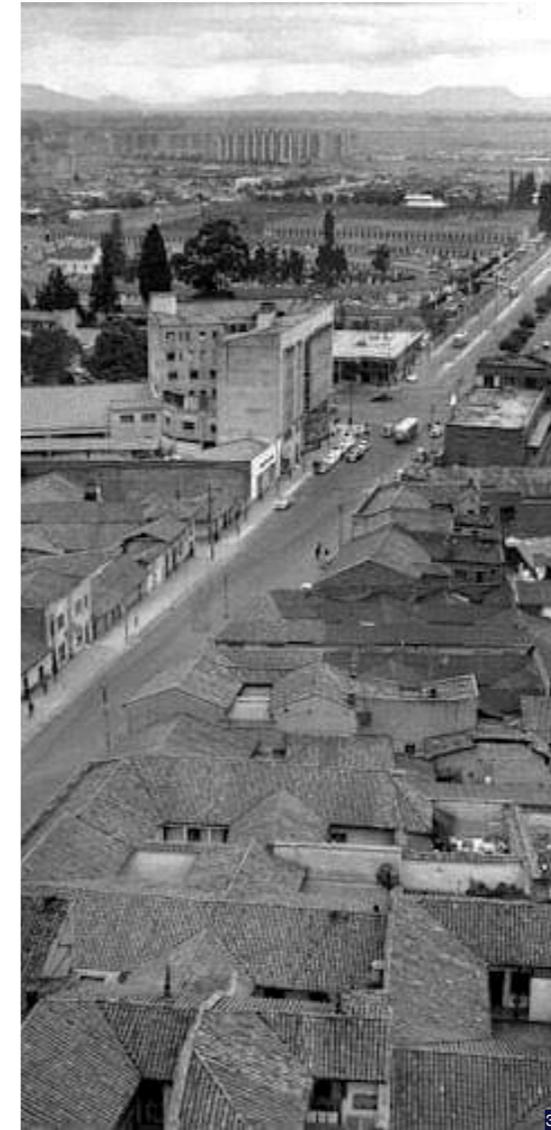
His projects on mobility axes promoted pedestrian interaction and the articulation of mixed programs on both sides of the road. For his urban approach the roads would play a secondary role, and serve as support for other more important urban dynamics.

The decade of the 50's, drew the line between the shift on the urban development of the city from the beginning of the century until today. It was the beginning of the urban transformation process towards modernity in times of civil conflict and violence in the country.

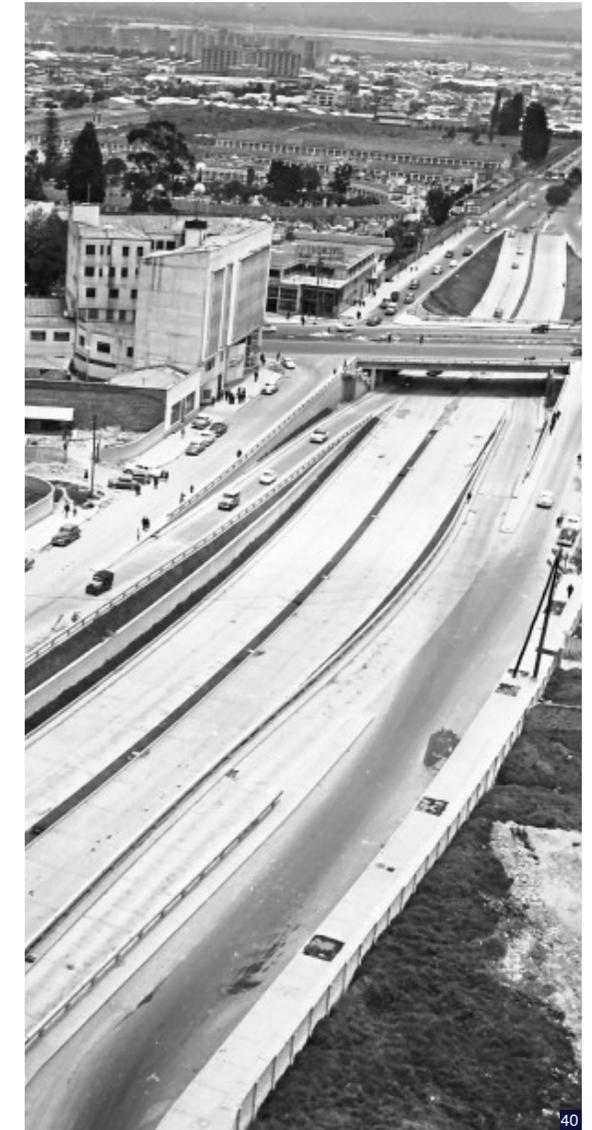
(...) the need for an organized, hygienic and connected city became pressing.

The city outgrew its traditional and compact limits, began expanding and turning into a disperse and populated one. The migration to the city intensified as a consequence of the escalated violence throughout the country; After "el Bogotazo in 1948" (massive riots that followed the assassination of a liberal leader and presidential candidate; causing the destruction of great part of the city center), and in face of the violent decade that followed, the need for an organized, hygienic and connected city became more and more pressing.

The most important mobility infrastructure projects for the city were carried out as consequence, during this decade; including the Av. El Dorado, and the international airport.



1956
Av. El dorado *Before Modernity*



1962
Av. El dorado *After Modernity*

INFRASTRUCTURE & CITY MAKING

An abstract city model

Le Corbusier makes his appearance in the city of Bogotá towards the year 1948, invited by the Colombian architects Paul Lester Wiener and Josep Luis Sert, to be the director for the realization of the study of the *Pilot plan* for the city. Back then, Bogotá was a small city with 600,000 inhabitants, characterized by wide boulevards and plenty of parks and streams. "He projected Bogotá's population would reach 1.5 million and if organized well could have the infrastructure of any European metropolis" (city paper, 2013).

(...) an abstract city model shaped by the car, where the speed and the connection of great distances is the most pressing...

As a precursor of the modernism, proposing a functionalist city, sectorized and arranged in such a way that the articulation of the city with the road network (in several scales), defined and organized the activities contained in the city. His proposal for the City of Bogotá contained four levels of intervention; *Regional Plan, Metropolitan Plan, Urban Plan and Civic Center*.

Le Corbusier makes evident the ideals postulated in the CIAM (International Congresses of Modern Architecture), proposing a city model that would work around its four main activities; live, work, recreate and circulate. With a grid of 800x1200 meters, new housing sectors where to be created, and boundaries of these new polygons set, with large capacity avenues.

The implementation of the plan in Bogotá would produce great skepticism from local entities, since they considered that the proposal somehow dismissed the local circumstances and, ignoring historical values and particularities of the city.

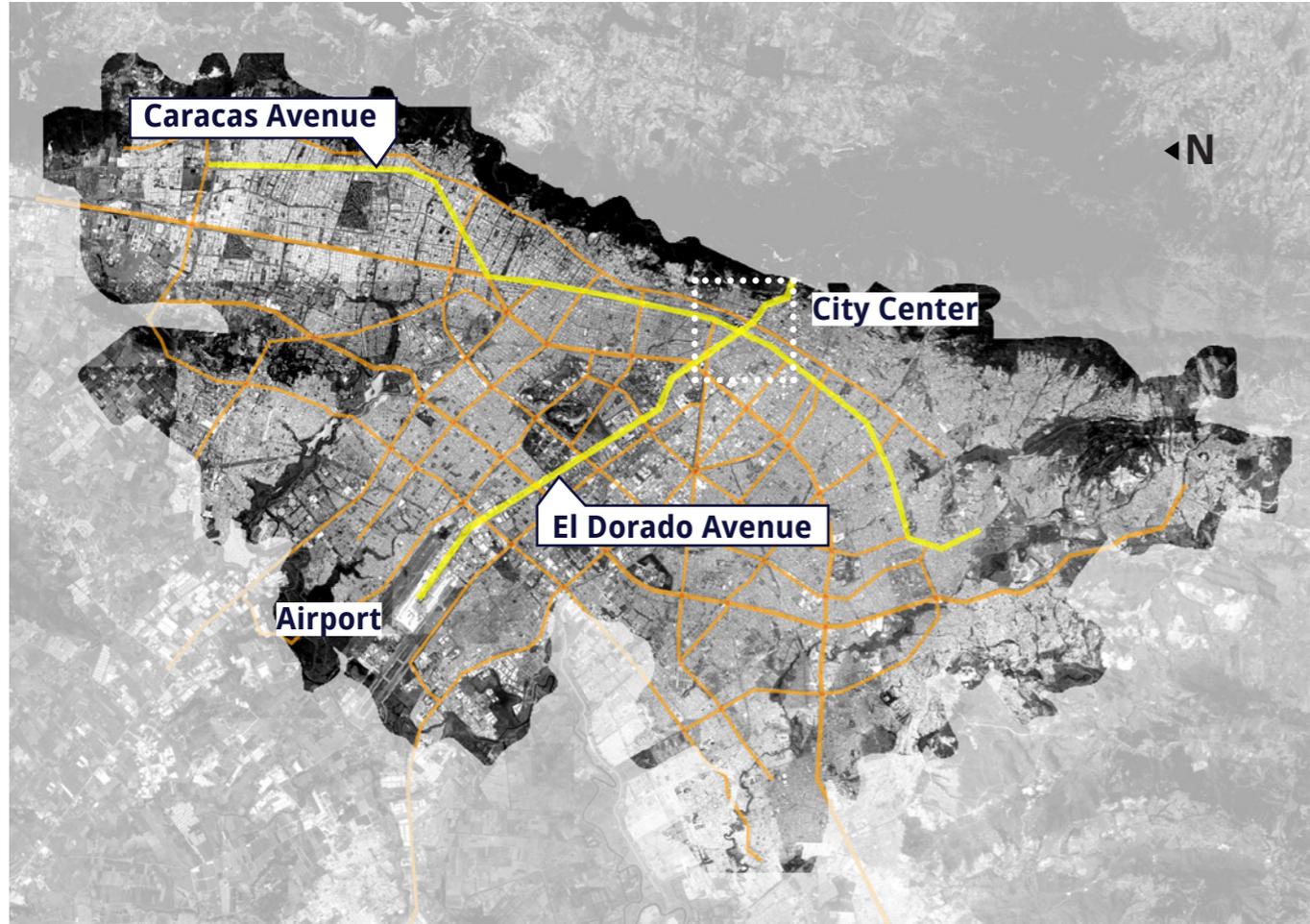
(...) Although his pilot plan for Bogotá would not be carried out in full, Le Corbusier's plans for the city would leave the execution of important infrastructure in the following years.

His analysis of large-scale cities and definition of growth through the mobility infrastructure, leaves in a second level of importance the particularities and identity characteristics of the city, generating an abstract city model shaped by the car, where the speed and the connection of great distances is the most pressing issue. Although his pilot plan for Bogotá would not be carried out in full, Le Corbusier's plans for the city would leave the execution of important infrastructure in the following years, among them the Americas Avenue, El Dorado Av. and the North Highway among others..



THE JUNCTION

Mobility infrastructure network



Bogotá, Colombia

Caracas avenue + Dorado avenue Intersecting urban area of the two “Mobility Infrastructure Milestones” of the XX. Century in Bogotá, Colombia.



How do we construct a unified, more inclusive and sustainable vision of our city?

EL DORADO AVENUE

Contrasting characters

Constructed between 1952 and 1958 to connect the center of Bogotá, to the east, with *El Dorado International Airport*, to the west. It constitutes one of the most important, modern and at the same time traditional highways in Bogotá and in Colombia.

(...) a relevant, high velocity hall for motor vehicles and massive transportation.

Due to its strategical location as a center piece in the mobility infrastructure for the city, it shows an enormous potential for new developments, that have increasingly started to pop-up along this axis in the recent years (specially in proximity to the airport area); with office space for big companies, hotels, government and institutional entities, housing, among other uses.

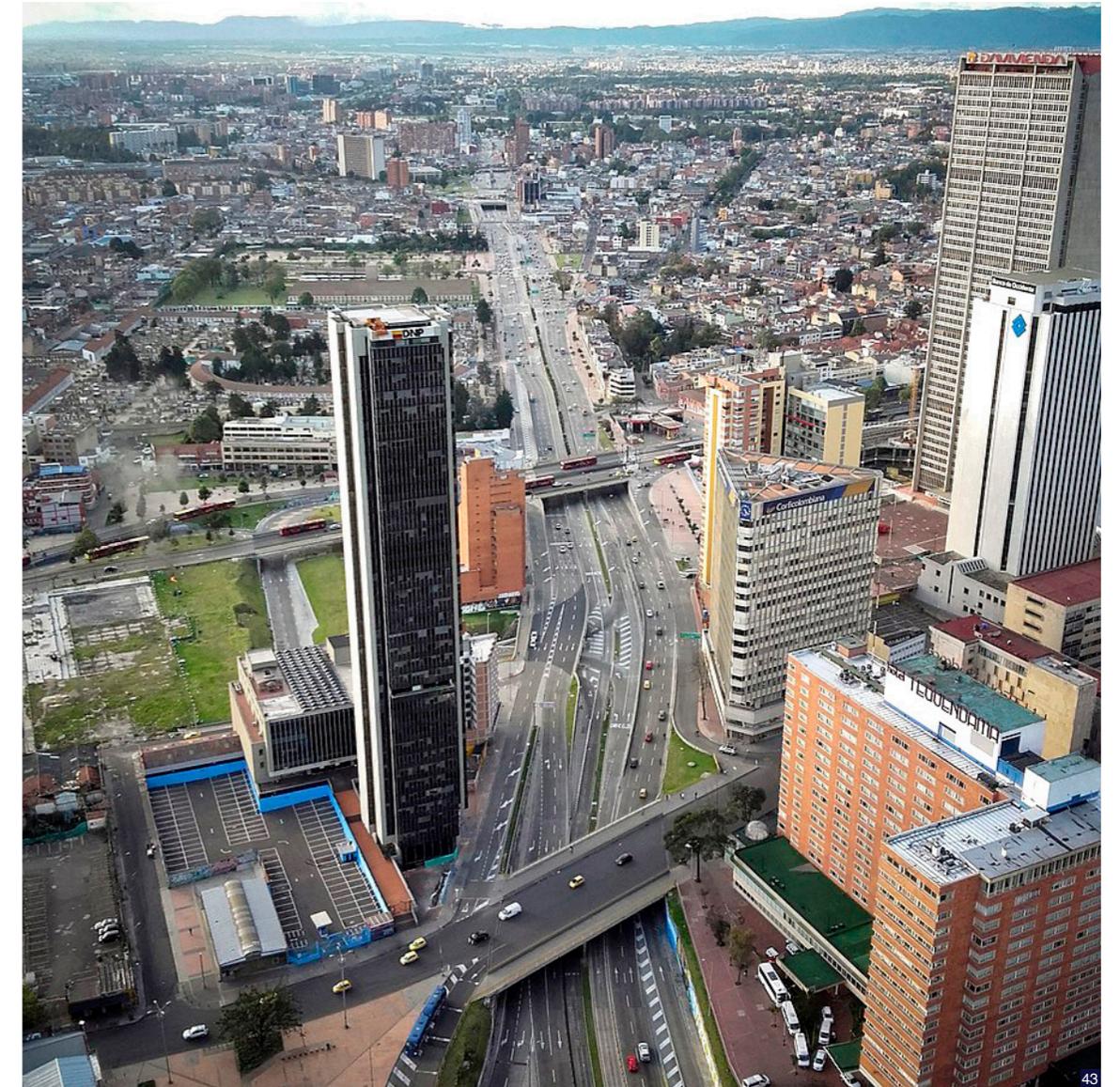
This rapid development of some fragments of the avenue seem to come as some sort of serendipitous result, from the original ambitions; connecting in a larger scale, the airport (back then in the “outskirts” of the city) with the rest of the urban tissue. Building a relevant, high velocity hall for motor vehicles and massive transportation.

This mobility axis also constitutes a confluent point for a number of divergent areas in the city. In which development have been outshined by decay and residual spaces derived from superimposed scales along the axis.

(...) it constitutes a confluent point for a number of divergent areas in the city in which development has been outshined by decay and residual spaces

“it is paradoxical that with all these new development projects, the Dorado Av. continues to be an inhospitable place” (Semana, 2017). This 15 km connecting corridor embodies the divergence of multiple characters of the city, and constitutes a reflection of the synchronicity in planning and the superimposing of scales.

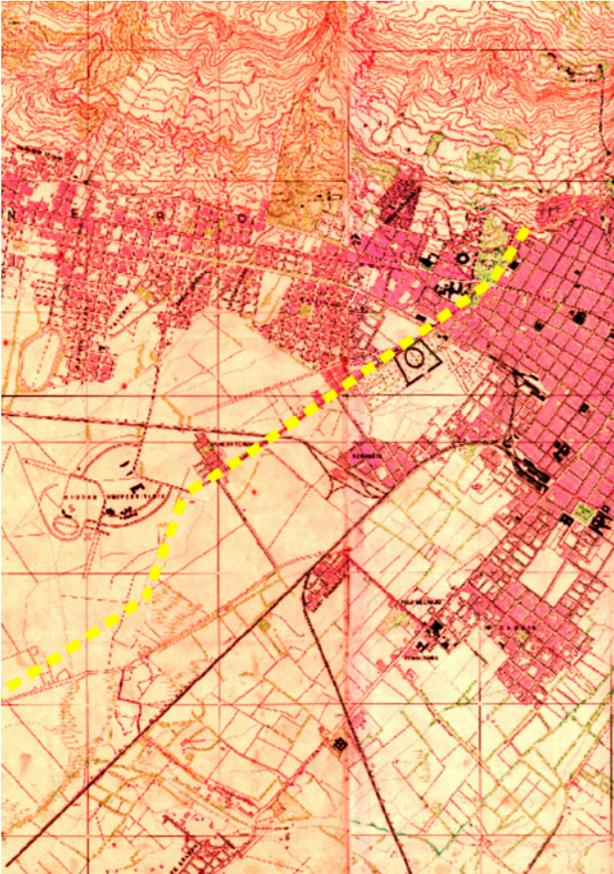
“it is paradoxical that with all these new development projects, the Dorado Av. continues to be an inhospitable place” (Semana, 2017).



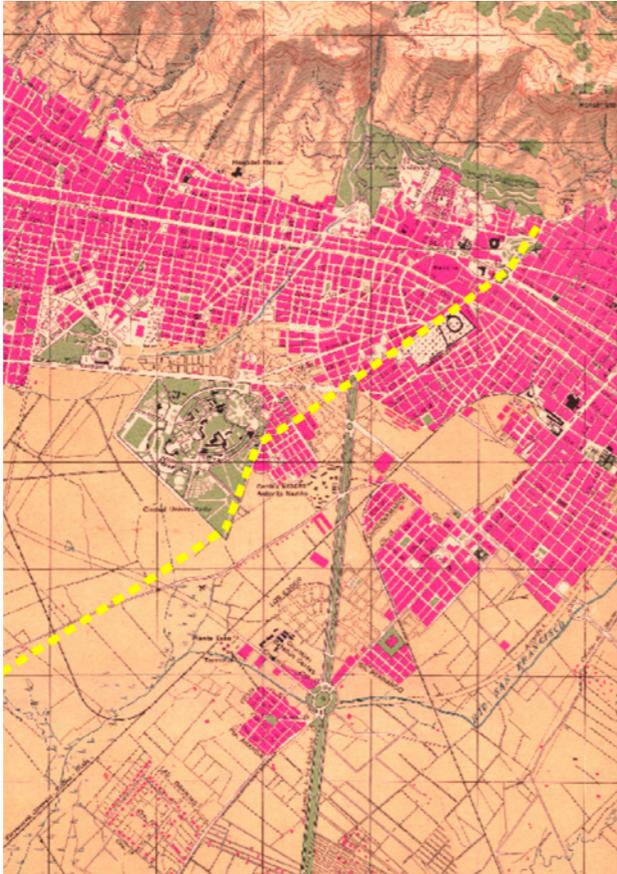
Av. El Dorado
Aerial view. Bogotá, Colombia

EL DORADO AVENUE

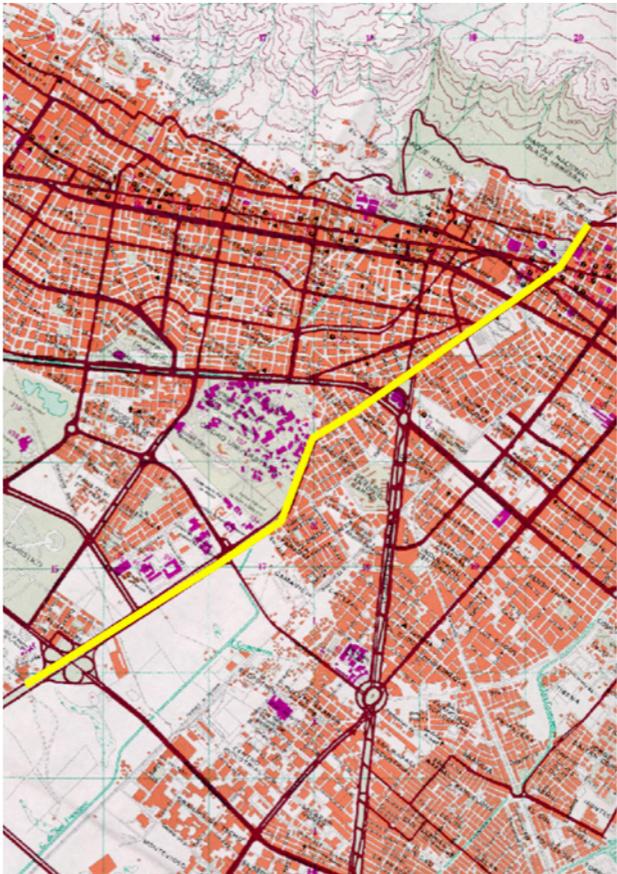
Urban growth along the axis



1938
Before Av. El Dorado



1950
Before Av. El Dorado



1980
After Av. El Dorado



2019
After Av. El Dorado

EL DORADO AVENUE

New over new

Urban areas (today) that arose with, during and after, the Dorado Av. was built in 1958.



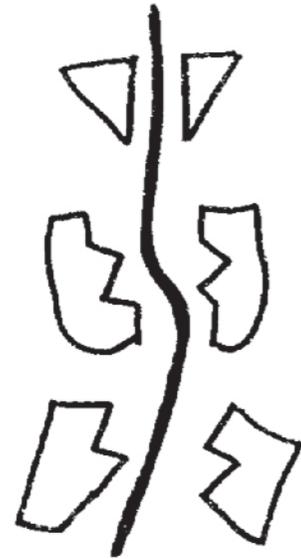
El Dorado Avenue Today:



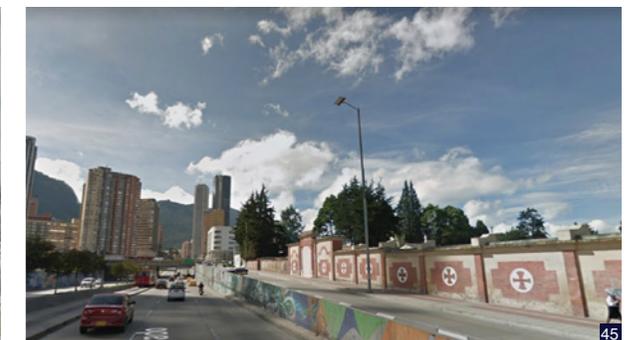
EL DORADO AVENUE

New over old

Urban areas (today) consolidated before the Dorado Av. was built in 1958.

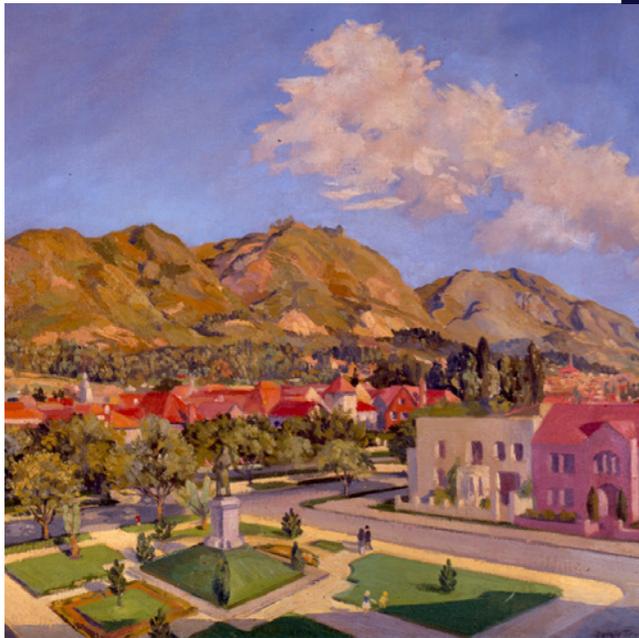


Before El Dorado Avenue Today:



CARACAS AVENUE

Embracing modernity: The shift in paradigms



Caracas Av. is a high-speed road that runs through the city of Bogotá from north to south. It is one of the most traditional routes; connection for historical, touristic, and important political sites in the city. It has had the most transformations throughout the history of the city. From 1880, when the first layout was established by the northern railway line, it was planned to be one of the most important axis of the city; connecting the

downtown with the new areas of residence and expansion in the north (Chapinero).

It has had the most transformations throughout the city's history (...)

The Caracas Av. in its urban conception was designed by the Austrian architect Karl Brunner in 1933. Originally planned as a wide local scale pedestrian and residential road that connected the city from north to south. "In 1967 the extension of the avenue was made, going from two to four vehicular lanes, removing the pedestrian passages and the gardens" (El Espectador, 2009)

"Between the end of the 1940s and until the 1980s, the trolleybus system worked on Caracas Av." (Morrison, 2007) along with the other transportation systems at the time.

In 1989, during the Mayor's Office of Andres Pastrana, exclusive lanes were created for buses with stops in a project known as "La troncal Caracas". In 1999, due to the lack of maintenance mechanism and control of the operation, it was necessary to completely replace

this intervention, which in some points had aggravated the situation of insecurity in certain sectors along the mobility axis. The project ended up being site for street dwellers and thieves.

The change was not contemplated beyond mobility function considerations. And this had real, negative impacts in certain areas along the axis, which failed to adapt successfully, and which instead remained segregated and fragmented with this imposed infrastructure limit.

In 2000 with Mayor Enrique Peñalosa, the first line of the Transmilenio massive bus transportation system was implemented on this avenue. Subsequently, new lines were built that complemented the route of the transportation system along the avenue. Nowadays the Caracas Av. is planned to host one of the lines for the future elevated metro proposed by the current administration.

It is therefore a clear example of the effects caused by the haste for modernization in

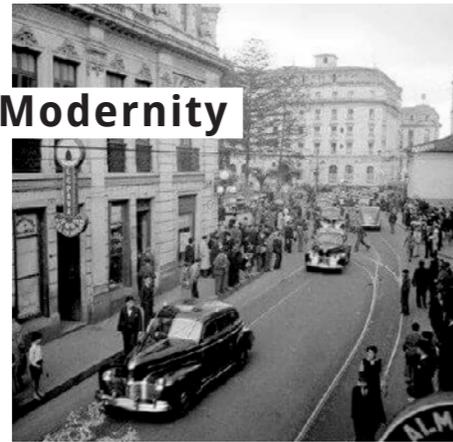
traditional areas of the city. Updating a local scale road to be a global scale one, of high speed and with mass transport, without a clear plan of adaptation or consequent transformation for its urban context.

The change was not contemplated beyond the mobility function, and this had real, negative impacts in certain areas along the axis, which failed to adapt successfully, and which instead remained segregated and fragmented with this imposed infrastructure limit.

(...) a clear example of the effects caused by the haste for modernization in traditional areas of the city. (...) without a clear plan of adaptation or consequent transformation for its urban context.

(1933)

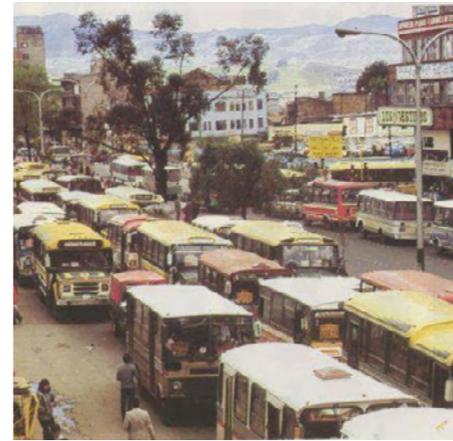
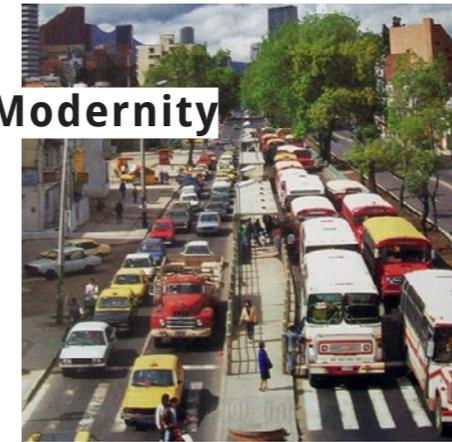
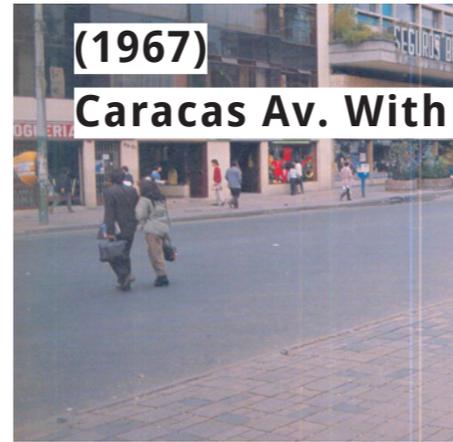
Caracas Av. Before Modernity



47

(1967)

Caracas Av. With Modernity



48

URBAN DECAY

City of fragments

Different areas of the city adapt to new uses over time, the urban phenomenon fluctuates constantly, as it is dynamic. The landscape changes inheriting qualities from social and historical changes, of the various operations it undertook and that leave marks.

This constant process of re-definition of uses in the architectures and the people who inhabit them, is also evident in their physical condition (with processes of aging, vandalism, and degradation.)

Specially in places that contain uses that are not well accepted by society, which nevertheless are part of the normal functioning of the city; recycling areas, mental hospitals, parking lots, cemeteries, prisons, red districts, etc. Also in general areas that have a detrimental effects directly on the urban context where it is installed, creating an imaginary of insecure places and promoting a mutations of the area.

The new mobility infrastructure produces an alterations in its implantation areas. Negative, when being completely indifferent to the context where it is introduced. Degradation processes (vandalism, abandonment, vacant land, etc.) begin to consolidate an atmosphere

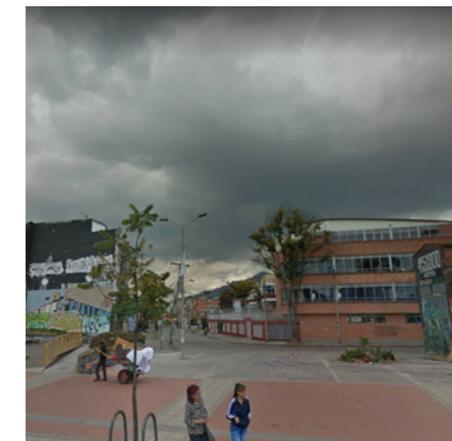
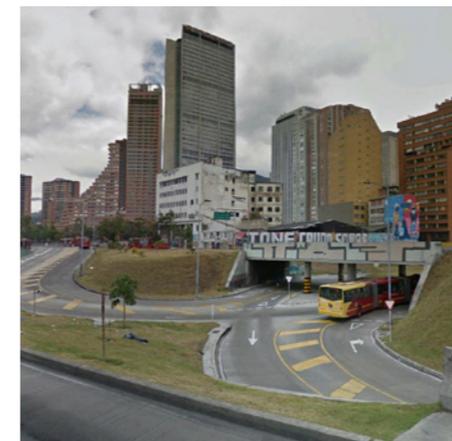
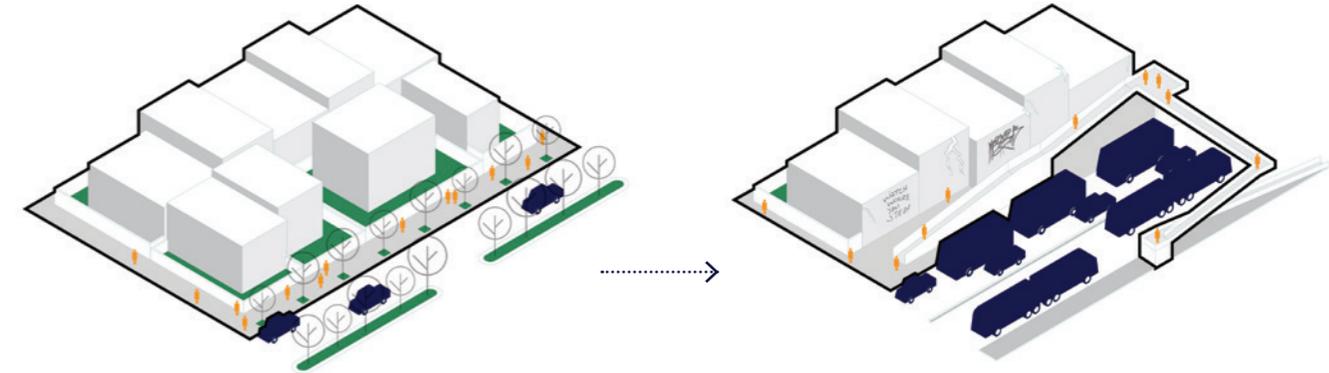
of deterioration, decadence and segregation. Processes of progressive diminution of the value, identity and or vitality of a place that may lead to abandonment.

Fragmenting derived from mobility infrastructure residual spaces / decay process / physical boundaries / social segregation / use migration / resulting in a character mutation of the area.

The conditions and needs of the surrounding population change, the vandalism appears and the properties begin to decrease in value. Degradation accelerates as public land falls into disuse and, "as crime rates multiply, these remnants of real estate accumulate" (Lynch, 2003).

"(...) urban decay may feature deindustrialization, changing population, restructuring, abandoned buildings, high local unemployment, fragmented families, political disenfranchisement, crime, and a desolate, inhospitable city landscape." (Definitions, 2019)

Urban fragments (street views):



URBAN DECAY

Fragmenting infrastructure

The implementation of new mobility infrastructure in the city, has generated fractures in the urban fabric, for which even today many sectors suffer deterioration processes. Mobility infrastructure is commonly unlinked from the urban project formulations in the city, and tend to follow functional logics, rather than responding to a holistic vision for the city.

(...) usually deriving in the elimination of existing architectures and the detriment of the surrounding ones. Producing spaces of degradation and loss of identity in different areas of the city.

The making of a new road or an extension of an existing one, to introduce new transportation systems (such as the *Transmilenio*) contemplates the acquisition of adjacent properties, and the effect it will have in the overall mobility and connectivity of the city, but does not seem to care much on the effect it will have in its local context once it is implemented, or the potentials for the city making, these massive operations could have beyond connectivity.

This construction of mobility infrastructure executed without a cohesive urbanistic view of the city and with no understanding of the local context, usually derives in the elimination of existing architectures and the detriment of the surrounding ones, producing spaces

of degradation and loss of identity in different areas of the city.

The implementation of new mobility infrastructure in the city, has generated fractures in the urban fabric (...)

New activities are consolidated due to the detriment in land prices or the change in activity of uses due to the displacement of the main activities (housing or/and commerce), and in these parking spaces, recycling areas, waste, motels, areas if prostitution, drug distribution or other marginal activities are implemented. Constructing progressively a negative and segregated identity for the area of the city.

Residual spaces fragments (street views):



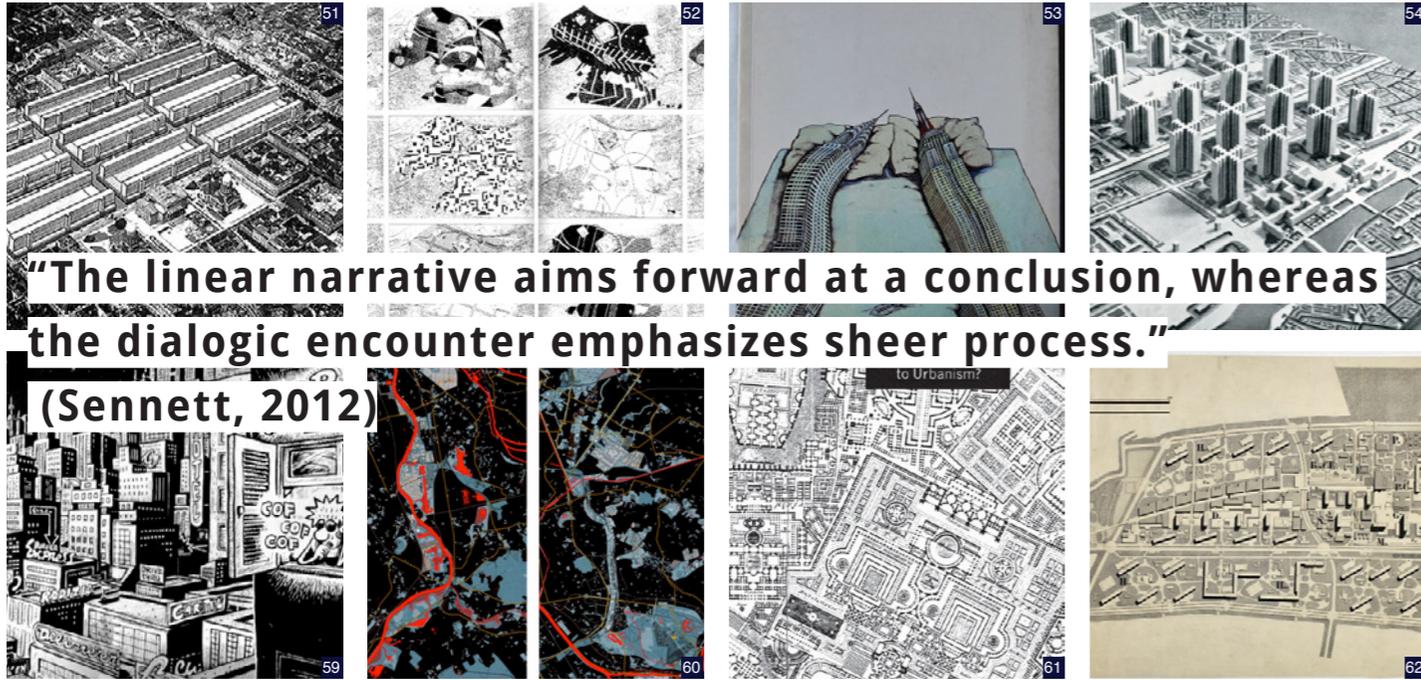
TERRITORY COLLAGE URBAN SYSTEMS

Multiplicity & Segregation

“The cities everyone wants to live in should be clean and safe, possess efficient public services, be supported by a dynamic economy, provide cultural stimulation, and also do their best to heal society’s divisions of race, class, and ethnicity. These are not the cities we live in.” (Sennett, 2006)

“Since social inequality is central to the new urban question, the question then is, what is the responsibility of urbanism?”

(Secchi, 2012)



“The linear narrative aims forward at a conclusion, whereas the dialogic encounter emphasizes sheer process.”

(Sennett, 2012)

- “Proyectar el lugar es, así, el método principal de lo que llamamos Proyectos Urbanos.”(Solá Morales, 2008)
- “(...)hijo de la complejidad y la superposición, como el “Proyecto-Urbano” nace y se configura como el momento de proyecto más adecuado, rico, variado y capaz para la proyección de la ciudad moderna.” (Solá Morales, 2008)
- “Planning in the open city, like open systems in mathematics and the natural world, should embrace non-linear forms of sequence.” (Sennett, 2012)
- “Arquitectura de la ciudad que es todo lo contrario de una arquitectura urbana de edificios en sí mismos y sí, en cambio, orden arquitectónico del cuerpo físico (espacios, tejidos y lugares) de la ciudad.”(Solá Morales, 2008)
- “if density and diversity give life, the life they breed is disorderly.” (Jane Jacobs, 2010)
- “Dialogics is the study of that complexity which transcends clarity. Moreover, ambiguity and indirectness can play a liberating role in social relations.” (Sennett, 2012)
- “Open-city planning attends to conflicts and possibilities in sequence; there’s problem-solving, but also problem-finding, discovery rather than merely clarity. All good narrative has the property of exploring the unforeseen, of discovery; the novelist’s art is to shape the process of that exploration.”(Sennett, 2012)
- “exploring the socio-spatial specificity and its



Unresolved narratives and open systems (Urbanism-Urban project-Architecture)

What is next? What if?

- political territories through any urban project build functional and social mixité” (Secchi, 2006)
- “Urbanism no longer is or has to be the most solemn of our decisions; urbanism can lighten up, become a Gay Science – Lite Urbanism... What if we redefine our relationship with the city not as its makers but as its mere subjects, as its supporters?” (Koolhaas, 1994)
- “...it will no longer be about meticulous definition, the imposition of limits, but about expanding notions, denying boundaries,” (Koolhaas, 1994)
- “incomplete form is a basic principle in the good conduct of social life in general...we are obliged to interpret silences or fragments, to make sense of incomplete expression” (Sennett, 2012)
- “Urbanism cannot impact inequality or poverty directly, but it rather governs those devices that are aimed to produce and reproduce inequality and poverty”(Secchi 2012)

URBAN COLLAGE

Asynchronicity & Segregation

The area has quite a heterogeneous urban landscape. It is fragmented by the infrastructure of El Dorado Avenue from north to south, and by Caracas Avenue from east to west. It has been defined on the one hand, for the development of large-scale architectures, with commercial, financial uses articulated with housing buildings (towards the north-east side).

The Centro Internacional; has currently one of the highest land prices in the city, due to its continuous investment in real estate development, and its proximity to the east cultural and commercial offer zone of the city center. A zone of large scale buildings that became the traditional financial core of the city in the period of modernization (50s-70s).

On the other side; crossing the *Caracas Av.* to the West (*Armenia*), and also towards *El Dorado Av.* to the South (*Santa Fe*), these are areas with architecture of the city's traditional residence in the 30s and 40's, which nowadays have no relation whatsoever to the scale and dynamics of the financial sector across the avenue (*Centro Internacional*), nor with the cultural, commercial and educational dynamics that are presented towards the eastern center side of the city.

These neighborhoods instead, entered a process of abandonment and decay. Due to a displacement of the economic nuclei, the migration of the upper class towards the north of the city, and the fracture generated by the infrastructure bordering and containing them. They are now in some sort of island

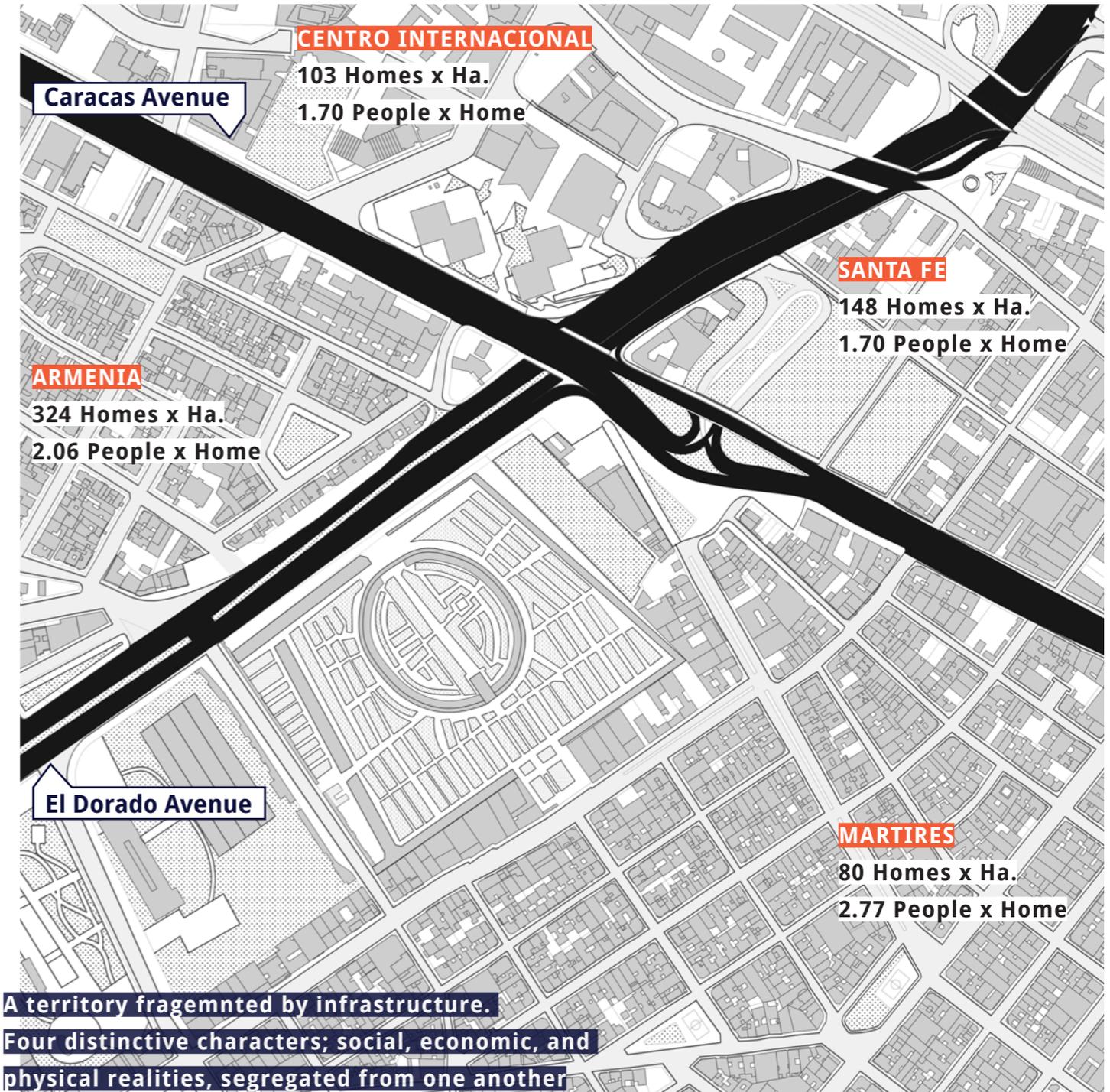
condition, with no relationship between its boundaries and the areas across the infrastructure limits.

Nowadays they are characterized by small industry, automobile workshops, services, spaces of prostitution, and other marginal uses. They are residual spaces that now await a change, or some sort of connection to the cultural and economic development that is presented towards the east.

The area has quite a heterogeneous urban landscape. It is fragmented by the infrastructure of El Dorado Avenue from north to south, and by Caracas Avenue from east to west.

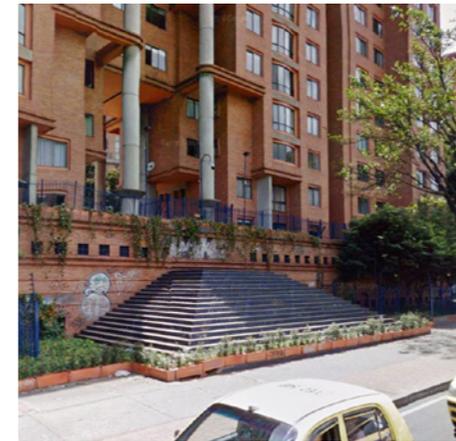
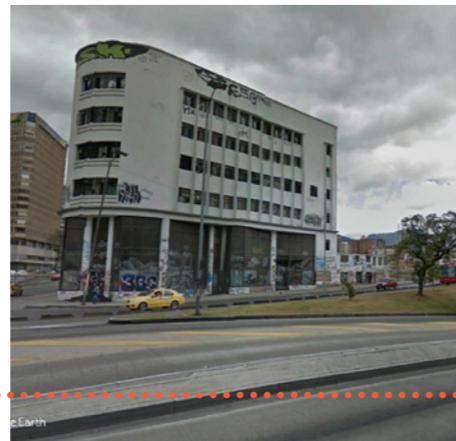
The area is a *Collage* of different eras, superimposed and segregated from one another. Bound by the mobility infrastructure that fragments their dynamics, social and urban tissue in pieces. It is a key element in the new development now taking interest in the deteriorated and marginal state of the city center of Bogotá. Making this area of vital importance for the densification of the center, in order to avoid further expansion towards the peripheries in the future, and also for the city vision to bring the city center out of the never-ending decay process it has been submerged to for more than half a century now.

Area of Study
1:1500



URBAN CHARACTER

Physiognomy & the particulars



Downtown life;

“Today it is driven by the dynamism and youthful spirit of an area where houses of residence, offices, institutions, theaters, restaurants, bars and university centers coexist” (...) (El Tiempo, 2016)

Empty plots / urban gaps;

“That demolition affected us (...) now these empty plots became a place for consumers and robbers who hide there” - says Juan José Murillo, a shop keeper who has been there for 40 years” (El tiempo, 2018)

Hidden poverty processes;

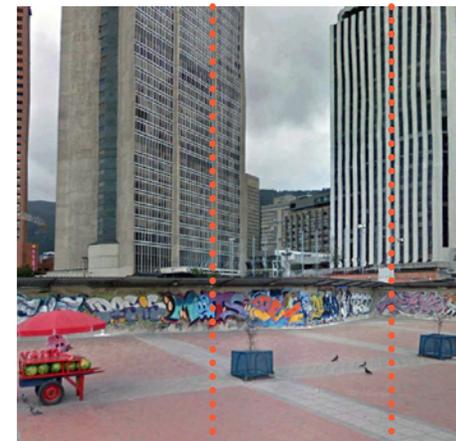
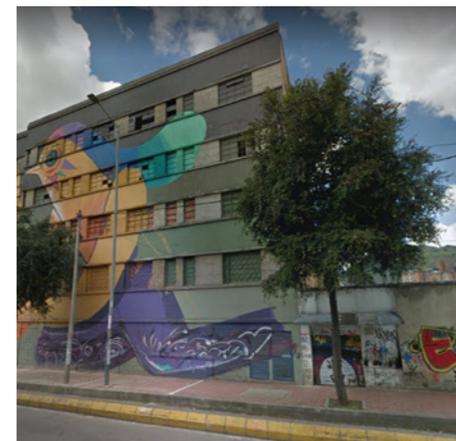
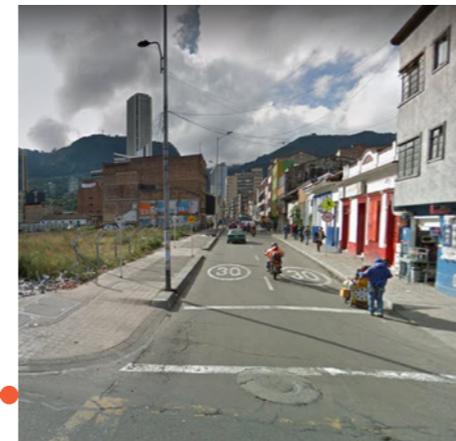
“(...) 2,248 houses of cultural interest (...) they are, in their vast majority, inhabited by one or two elderly adults whose income prevent them from maintaining the houses. In many cases they end up leaving them or turn them into tenancy houses” (El Tiempo, 2016)

Red-light neighborhood;

“This is a place of contrasts, where diversity and the need for social transformation of the country are experienced with the same intensity” (las2orillas, 2019)

Under used / abandoned plots and buildings;

“What we want to do in the neighborhood, in the future, is to repopulate it. The area has an enormous potential for housing, since there are still many lots in disuse or as parking lots (...)” (El Espectador, 2008)



Urban Milestones



Aerial view
Taken from dronestagr.am

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■ Centro internacional (ICB)

(International center) The first financial district of the city. Notably devastated during the *Bogotazo*. This residential and local scale commercial area turned into a vibrant business and commercial area. Occupying the vacant plots that remained after the riots in the 50's and the migration of the population to the north of the city.

■ Red-light Neighbourhood

The *special area of high impact services for the practice of prostitution*; "A striking place both for the contrasts and for the diversity. Transvestites, prostitutes, apartment owners, robbers, psychoactive drug dealers, pimps(...)" (Gomez, 2019)

■ Centro de memoria, paz y reconciliación

(The memory, peace and reconciliation center) Its construction arose from the need to create a place for dignifying the memory of the victims as a contribution to the culture of peace in Colombia. (CMPR, 2019) It was built in a former wing of the central cemetery.



■ Cementerio Central

(The central cemetery of the city) It is home to several national heroes, poets and former Colombian presidents' rests. Opened in 1836 and declared National Monument in 1984.

■ El renacimiento Park

Built and completed in 2000. "(...)where once was the cemetery, one of the loneliest parks in the city was built" (El tiempo, 2008).

■ Centenario Park

Inaugurated in 1883 to commemorate the first centenary of the birth of Simón Bolívar. Fragmented to its actual state in 1949 due to the construction of the Av. El Dorado.

■ Transmilenio

Caracas Avenue Stations: TransMilenio is the fast transit bus transportation system in the city.

URBAN CHARACTER

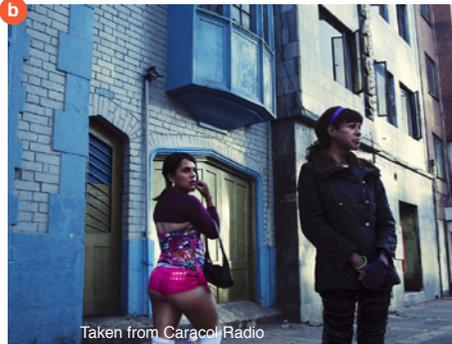
People



Taken from NICOLÒ FILIPPO ROSSO



Taken from NICOLÒ FILIPPO ROSSO



Taken from Caracol Radio



Taken from NICOLÒ FILIPPO ROSSO



Taken from Caracol Radio

a Homelessness: Way below the minimum standard of living conditions
Of the 9,538 street inhabitants registered in the city of Bogotá, 18.35% is in Los Mártires, 13.77% in Santa Fe and 3.8% is concentrated in Teusaquillo. According to National Administrative Department of Statistics (DANE 2017). Making the area of study one of the most significant in the city in this matter.

b Prostitution & Drugs: Unregulated/informal red-light district
“It is estimated that there are between 260 and 300 Venezuelans who are currently working in the sector and sending money to their country. The Santa Fe neighborhood has become the place of arrival in Bogotá.”(Caracol Radio, 2018)

“(...) the users of the place and all its scaffolding of high moral and social impact, extended until they covered the neighborhood, to the detriment of *the people of good*, who were forced to abandon their homes and businesses, leaving a whole residential and commercial sector in the hands of a mob of pimps”(Gilibert, 2018)

“(...)Today there are 166 establishments where 4,000 women practice prostitution, according to official figures.”(El Tiempo, 2002)

c Informal Merchants:
Street vendors. The 49.7% of the city’s total informal commercial activities, According to National Administrative Department of Statistics (DANE 2018), is concentrated in Santa Fe. (El Tiempo, 2018)

d Artsy & Cool Trends:
Creative and new gathering spaces are emerging. “In this neighborhood of traditional houses in the heart of Teusaquillo, coexists some of the best artists of the city and cultural spaces such as Casa Kilele, Nest Art Center and Vertigo Graffiti (...)” (El Tello, 2017)

e Traditional Workers:
Marble handcraftsman. “The popularity of cremations have become a death sentence for the marble handcraftsman of the central cemetery, which have gradually disappeared(...)” (El Tiempo, 2019)



Taken from El Tiempo



Taken from Bricolería, Facebook



Taken from Bricolería, Facebook



Taken from Portafolio, revista



Taken from El Tiempo, revista



Taken from Casa Bogotales, Facebook



Taken from Radio Santafe



Taken from Colprensa



Taken from El Tiempo, revista



Taken from Radio Santafe



Taken from Caracol Radio



Taken from El Tiempo, revista

URBAN CHARACTER

Inventory: Land Use



URBAN CHARACTER

Inventory: Heritage

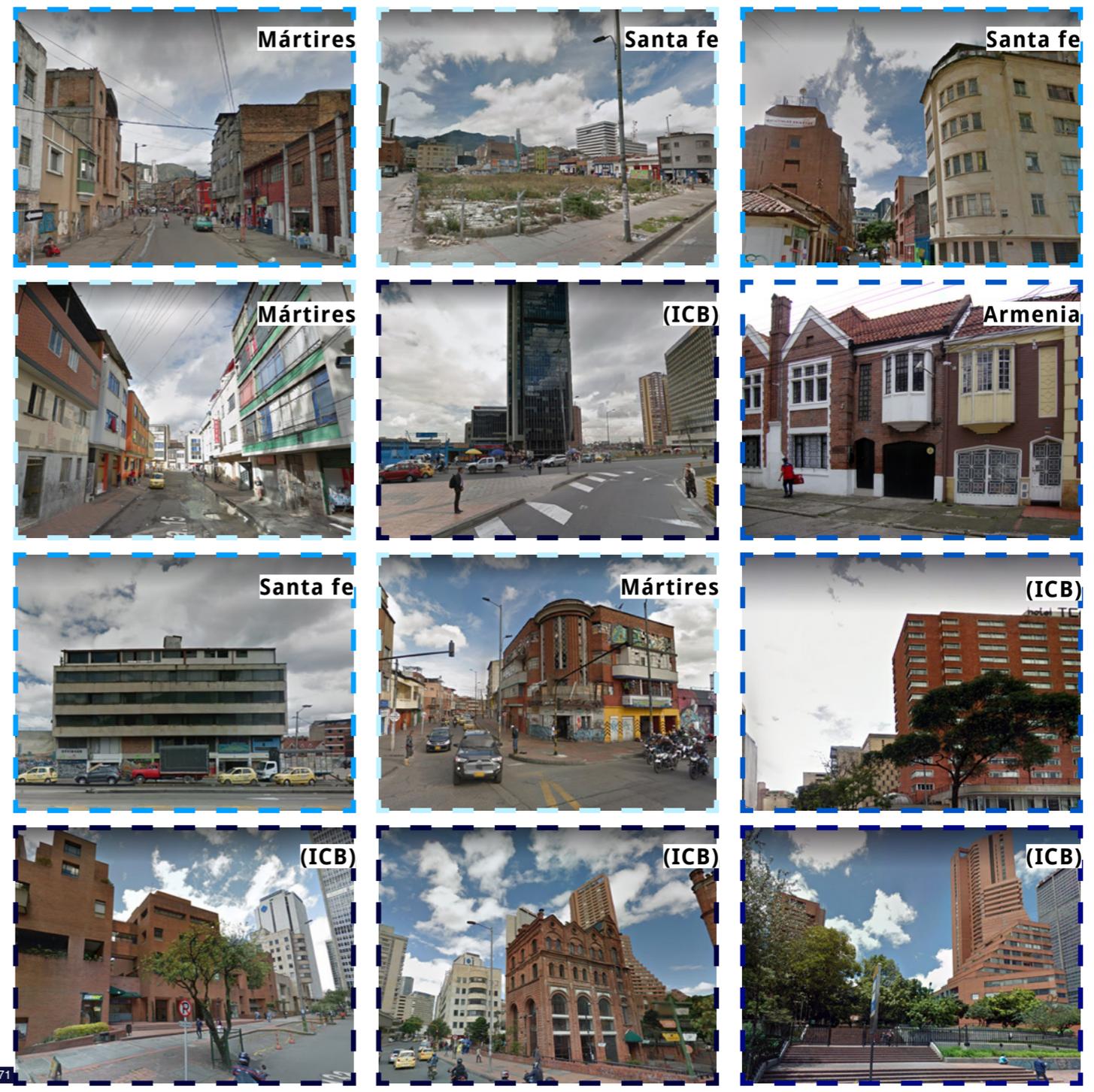


(BIC) Asset of cultural interest



URBAN CHARACTER

Inventory: Land Price (m2)



URBAN CHARACTER

Inventory: Building Height (Floors)



URBAN CHARACTER

Urban fluidity



Mobility infrastructure: fluidity of the urban tissue

The urban layout of this area is fractured by the large mobility infrastructures of the Av. El Dorado and Cra. Caracas. It is as a result a confluence of 4 different urban tissues, framed by these two mobility axes that separates them from one another.

Each urban patch has different scale elements, consolidating before and after the limit of the

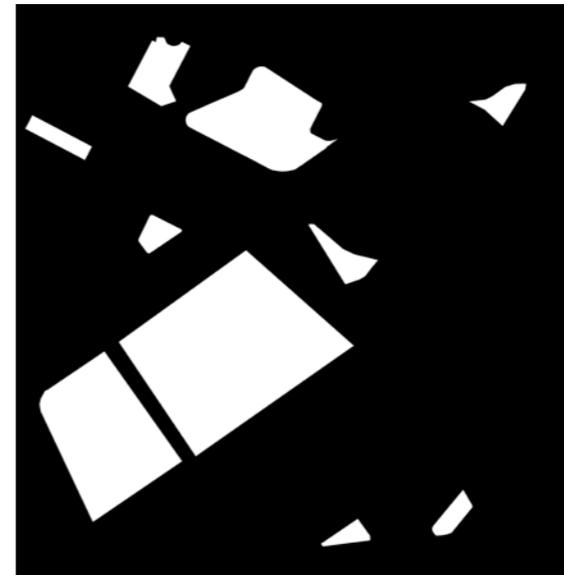
infrastructure landed in the area, resulting in totally different identities in the present day.

Each urban patch adapted differently to the new boundaries imposed by the infrastructure; Different block typologies can be found in the study area, permeated, close, enclave, open with boundaries...

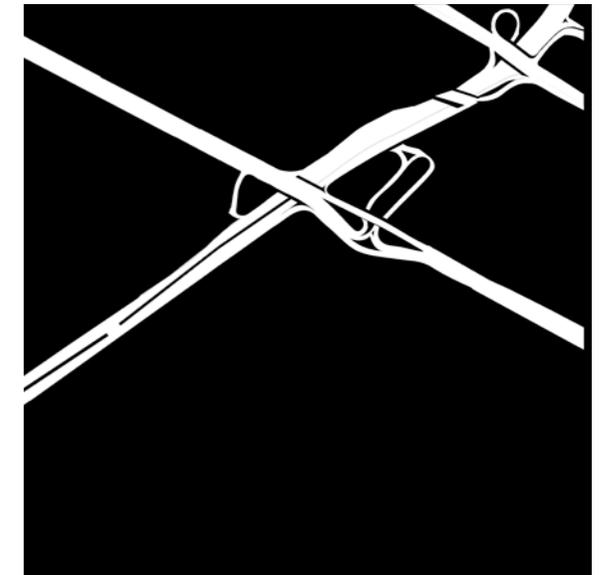
N-S "Mobility net fluidity"



E-W "Mobility net fluidity"



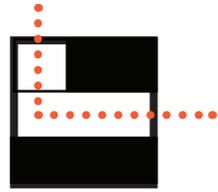
"Especial elements"



"Hierarchical Mobility elements"

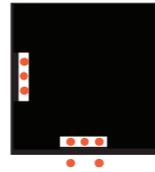
URBAN CHARACTER

Block Typology



Permeated block

It is configured with a passage that relates the interior of the block to its urban context from two or more fronts.



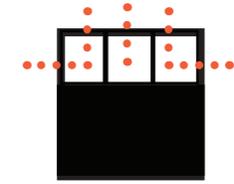
Closed block

It is presented as a solid element from all fronts towards its urban context. It usually has control devices to limit the access.



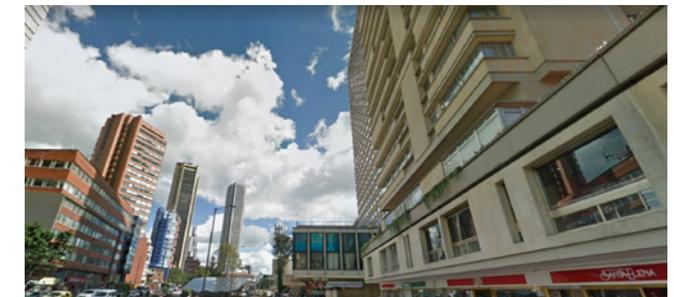
Enclave block

It presents unbuilt areas for the development of protected areas, isolated from its urban context.



Open boundary block

It responds to pedestrian flows produced by a main or secondary road with the presence of public transport. Architectures adapt to this transit condition.



URBAN CHARACTER

Boundaries: Infrastructure and closed urban systems

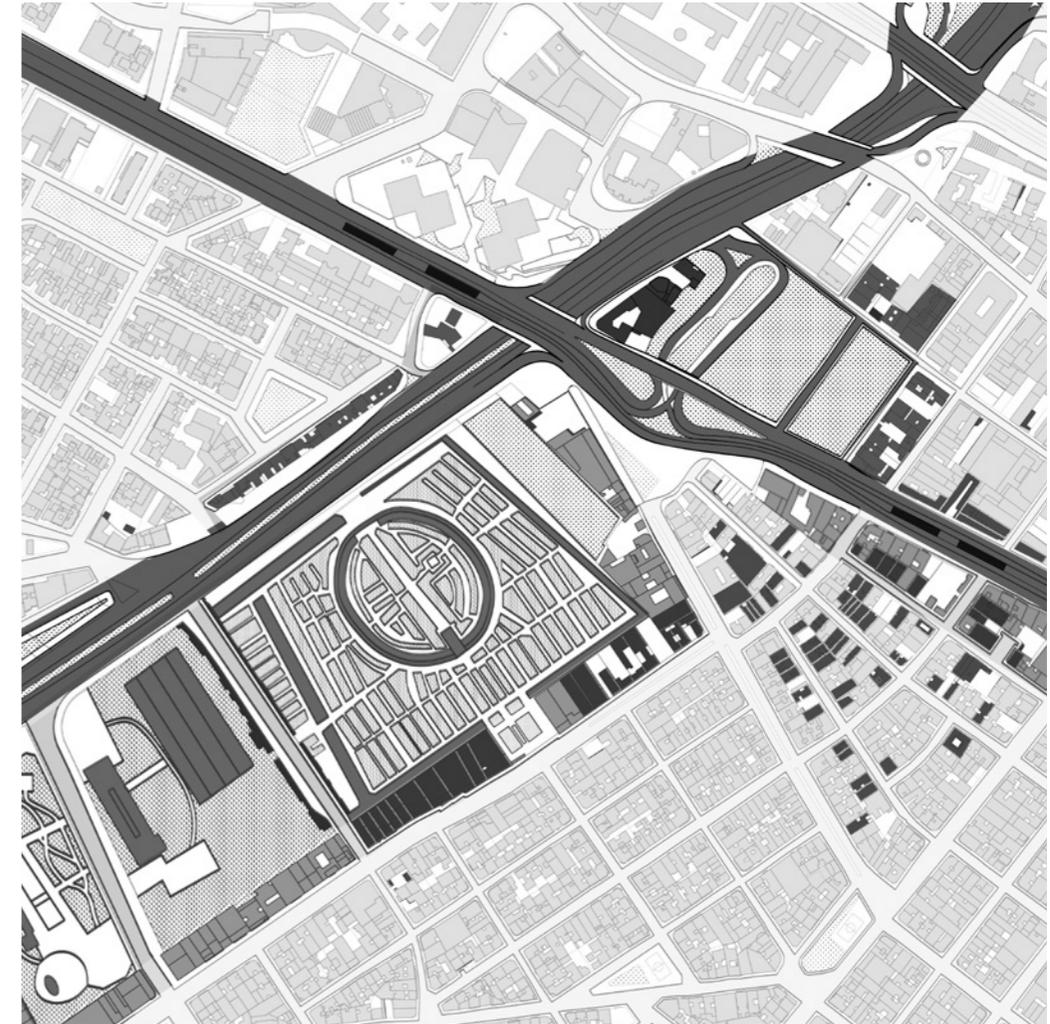
“The boundary is a limit; a territory beyond a particular species does stray... It is a guarded territory that establishes closure through inactivity, by things petering out, not happening.”
(Sennett, 2006)

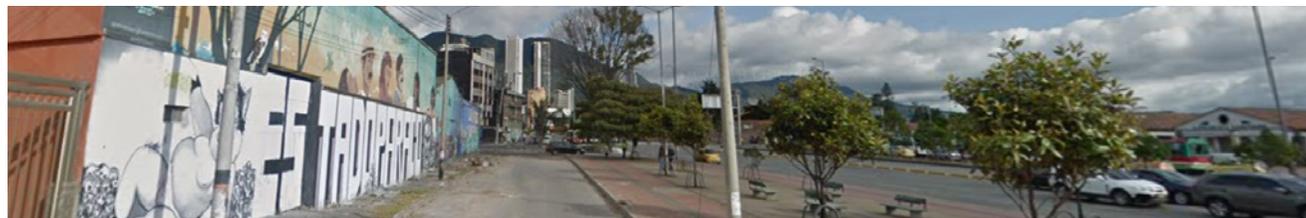
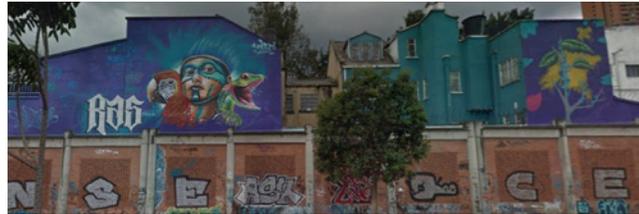


Limits and borders inside the territory

Edge condition

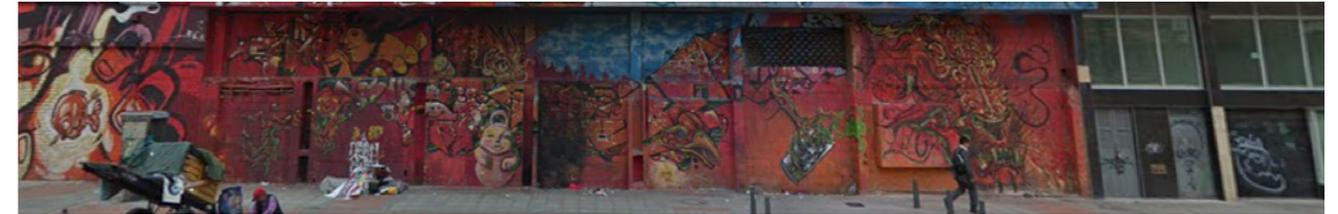
Boundaries; Fragmenting and segregating elements





75

Limits and borders inside the territory



75

Boundaries: The marginal and abandoned



Vacant plots / empty buildings

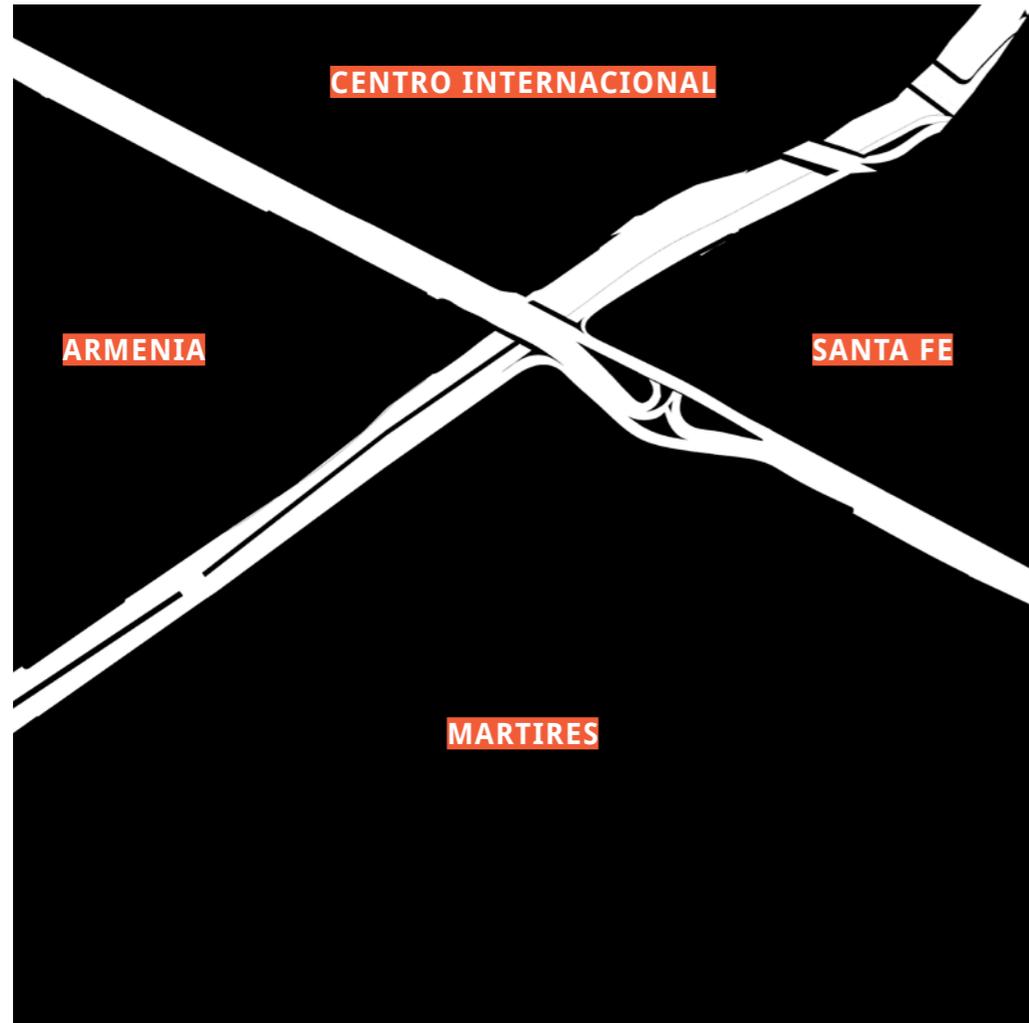
Prostitution / drug related activities

Parkings

"Informal local economy"



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† PARTICULAR TERRITORIES

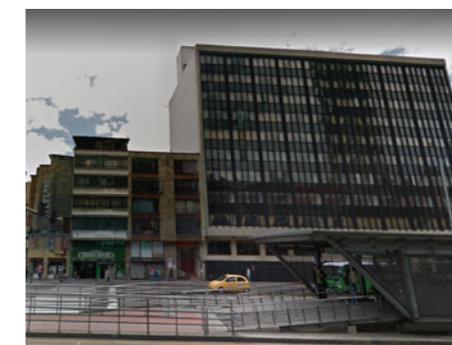
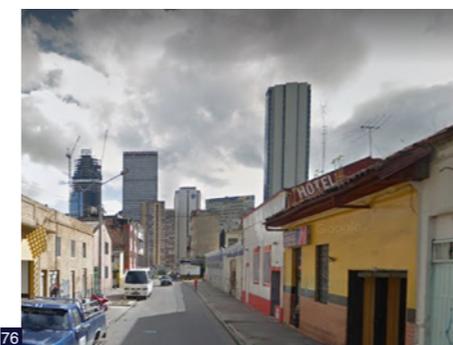
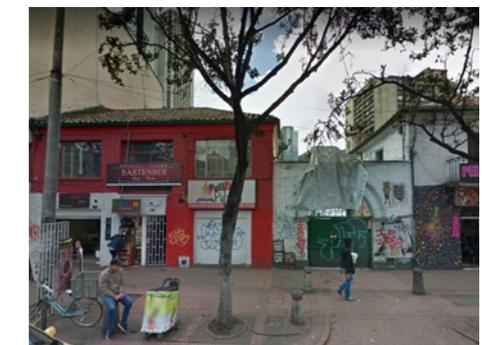
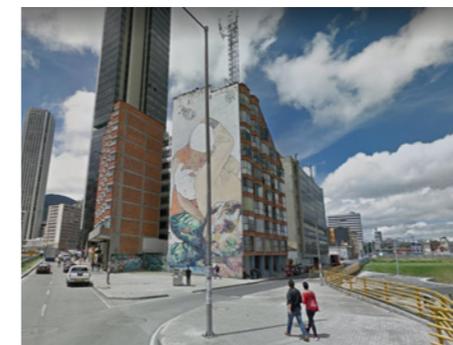
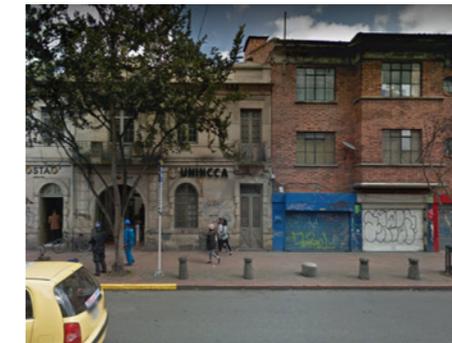
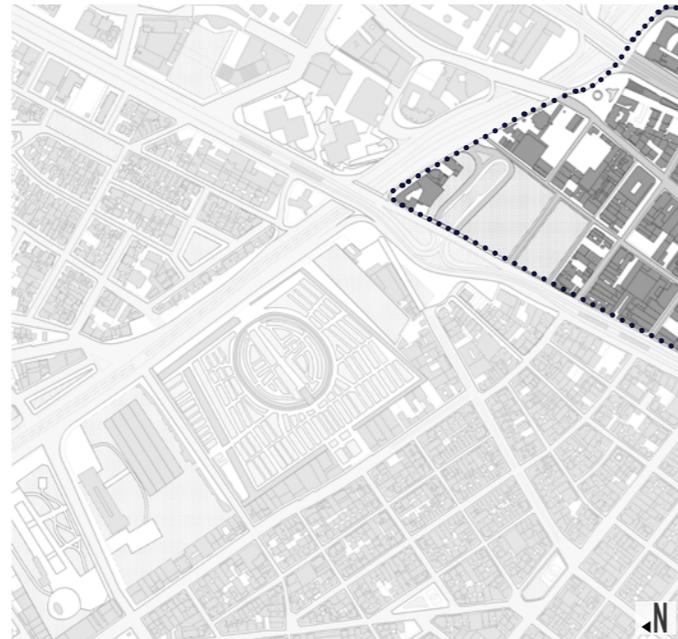
Urban Development: Social - Spatial conditions

Understanding the particulars

“Closed means: over-determined, balanced, integrated, linear.
Open means: incomplete, errant, conflictual, non-linear.
The closed city is full of boundaries and walls; the open city
possesses more borders and membranes” (Sennett, 2012)

SANTA FE

The traditional and marginal



SANTA FE

The traditional and marginal

One of the most traditional neighborhoods of the city from the very beginning, with craftsmanship related activities; shop keepers, shoemakers, millers and masonry workers. Constituted by the “mestizo” population that settled in the area from the 19th century. “Las Nieves (In Santa Fe) was the favorite place of humble sectors of the population.” (RUBIANO, 2008).

Santa fe is characterized by a heterogeneous evolution, a foundational, traditional, peripheral, commercial district, of clandestine, marginal, entertainment, spectacle and “pleasures”. Today it is a central area (strongly related to the traditional city center) in an evident process of deterioration with strong commercial activities, but also with blooming educational and cultural life.

Entering the 20th century it goes from being a neighborhood devoted to the foundational character that gave it origin, to an environment of clandestine pleasures and marginal guilds of society at the time. “..It endured a strong migration and population growth, and with this the increase of “lazy, thieves, beggars and prostitutes...” (RODRIGUEZ, 2010).

It began acquiring a “public assistance” character, and began installing public facilities such as shelters, asylums, tenancy houses, etc... to treat this “deviant population” and to ease the period of accelerated growth in the city. “... in this way, the tranquility of the Santa Fe people was guaranteed, distancing the agents of social disturbance from the center of the

city” (RODRIGUEZ, “2010).

The concentration of artisans (tailors, shoemakers, blacksmiths, cabinetmakers, carpenters, painters, masonry workers, watchmakers, among others ...). With

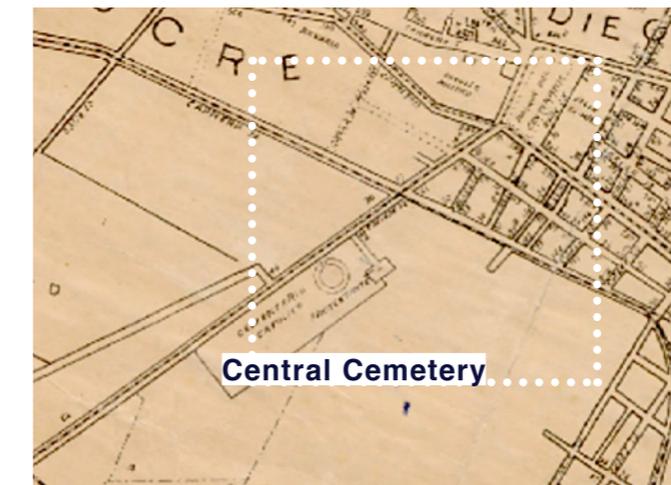
The new century, an evident expansion outside the historic center began, new commercial and industrial dynamics are introduced, and other entertainment scenarios begin to be generated in the area. These processes began outlining the commercial trends that we see today in the sector. “The show, the commercial and the clandestine pleasures began to define the area” (RODRIGUEZ, 2010).

An environment of prostitution and other pleasures began to be introduced in the area. (It is at this point that policies of control towards this type of marginal activities beginning to be formulated, delimiting exclusive zones for their development, spaces of a city that were once peripheral and now make up the central nucleus of our city). “Prostitution was practiced in “chicherías”, gambling houses, billiards and shops ...” (RODRIGUEZ, 2010).

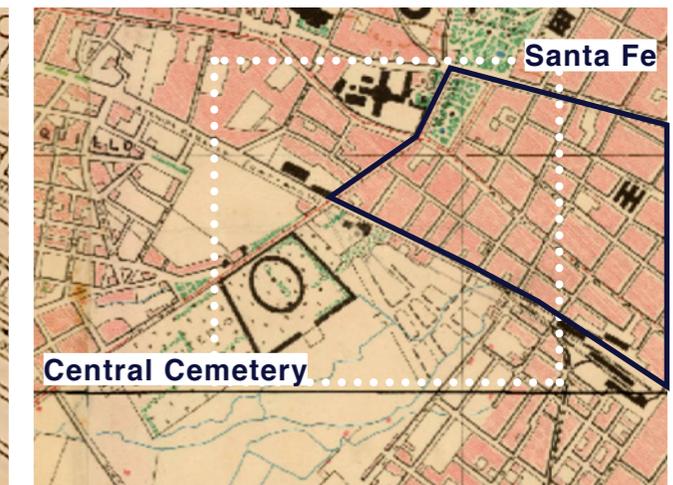
Later in the same century the neighborhood acquired a character of entertainment and culture, with cafes, bars, restaurants, museums, and cinemas. Today, despite its intensive commercial activity and physical decay, multiple cultural and educational activities take place in this area of the city.

Santa Fe aerial view

“it goes from being a neighborhood devoted to the foundational character that gave it origin, to an environment of clandestine pleasures and marginal guilds of society at the time.”



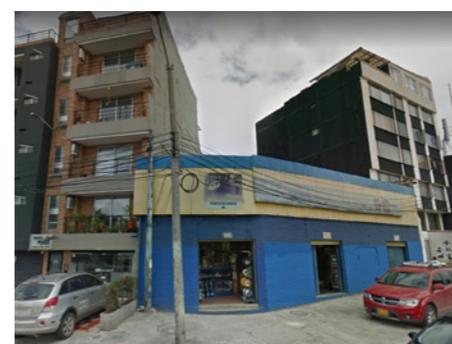
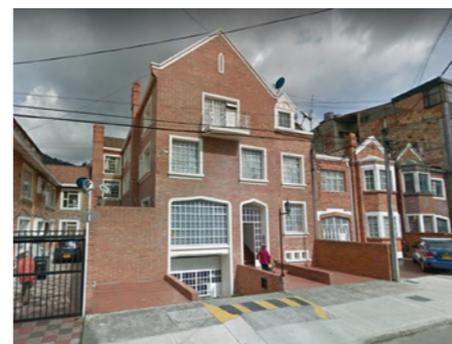
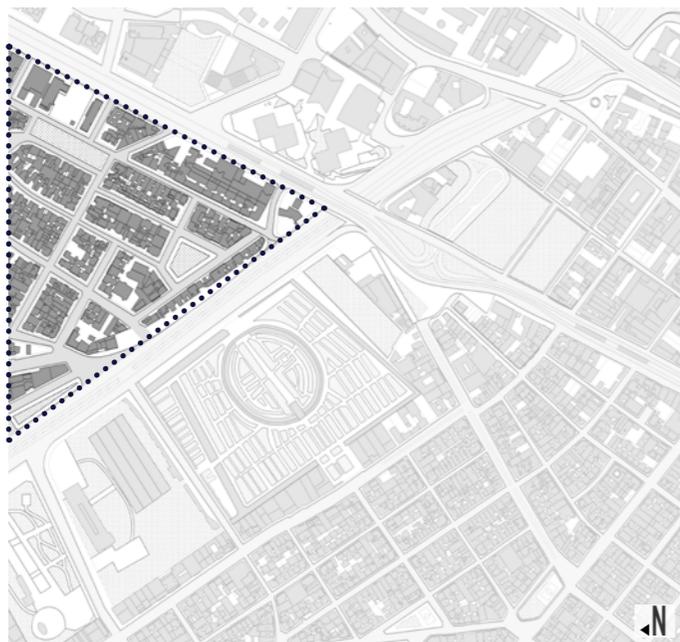
1923 Plan highlighting the consolidation of “Santa Fe” from the beginning of the 20th century.



1938 Plan highlighting how the urban tissue extended and “Santa Fe” is still delimited by the train railway. The city began expanding to the north...

ARMENIA

From traditional to diffuse



80

ARMENIA

From traditional to diffuse

Armenia is one of the neighborhoods that became the residential areas for the elite of Bogotá at the beginning of the 20th century, (Teusaquillo and Chapinero). "... they acquired properties and brought architects of different nationalities to start the construction of large houses with front yards and lawns, including several European elements of classical, Italian, French architecture and especially the urban movement called 'garden city ...'" (Molano, 2018).

One of the few places in Bogotá that in the 30s and 40s had the best public service infrastructure (aqueduct, sewer and street lighting). "This area was thought of to become the best neighborhood in Bogotá" (El tiempo, 2011). The traditional center of the city began to lose relevance in comparison to the rest of the city; now expanding to the north with this new "elite" residential areas.

This area of the city hosted also a large number of foreigners: Syrian-Lebanese, Jewish-Armenians, Central European Jews and Germans, all of them migrated to Colombia because of the wars that suffered their countries at the time.

Nowadays, Armenia still has its peculiar architectural character of residence with European influence, however, its inhabitants and activities have transformed over time, forcing the area to adapt as well. "(...) The neighborhood life disappeared very quickly in the 70s. Many of the houses became

offices. Quite a few front yards were razed and became parking lots for visitors. To some of these houses they made interventions on their facades, in a vain effort to modernize them ..." (Armenia nuestra casa, 2017).

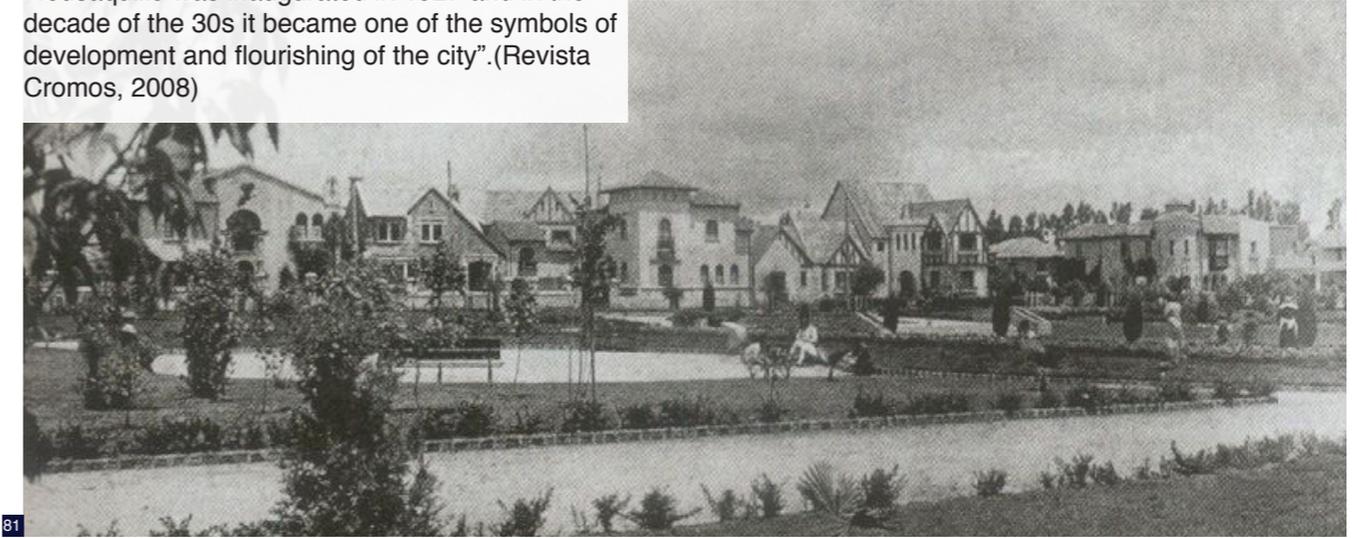
The neighborhood life of the elite, was replaced by local and intermediate commercial activities, institutions, offices and educational centers, among others.

Multiple houses were left abandoned or in a state of deterioration. Many of the people who live in them suffer from hidden poverty processes, as they do not have the resources to keep the house and pay the taxes. The maintenance of these houses is high (because of its size and heritage conditions), which is why many of these have been modified to serve other uses (universities, offices or small companies) because of its relatively cheap land price, small companies and other commercial activities began establishing in the area.

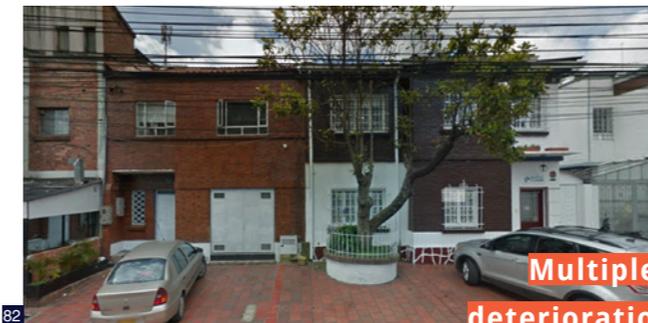
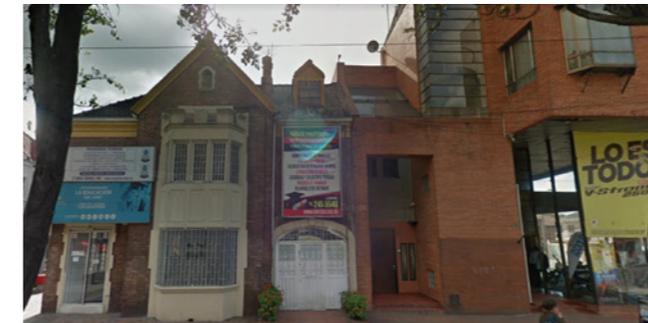
"... 2,248 heritage houses mostly inhabited by one or two older adults, whose resources prevent them from maintaining the properties. In many cases they abandon them or make them tenancy houses" (El tiempo, 2017). The houses with fronts facing the "high velocity roads" (Av. Caracas, Av. El Dorado) suffered a serious deterioration process as well.

Teusaquillo (Armenia) 1927

"Teusaquillo was inaugurated in 1927 and in the decade of the 30s it became one of the symbols of development and flourishing of the city". (Revista Cromos, 2008)



81

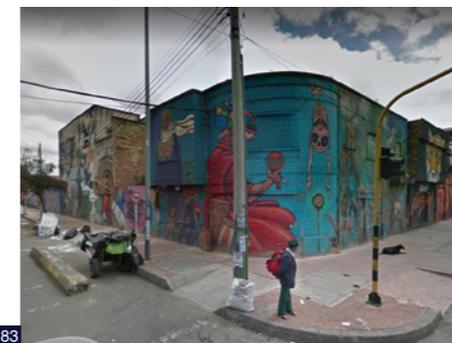
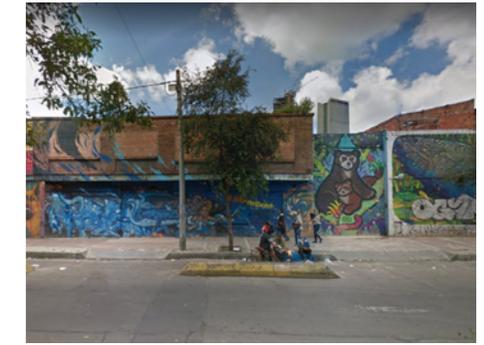
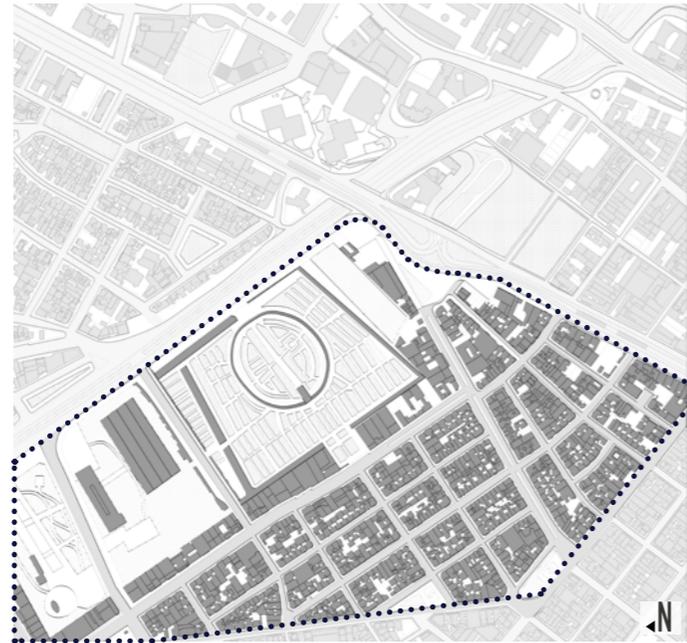


82

Multiple houses were left abandoned or in a state of deterioration. Many of the people who live in them suffer from hidden poverty processes

MÁRTIRES

From prestigious to precarious



MÁRTIRES

From prestigious to precarious

In 1831 began the construction of the Central Cemetery, in what was then the outskirts of the city. This funerary set began to lose relevance in the 50's due to the appearance of the "garden-cemetery" in other areas of the city. Simultaneously, the city progressively expanded from its traditional boundaries, until it surrounded the central cemetery.

The construction of the neighborhood that sits today behind the cemetery, began in 1937 under Karl Brunner's regulatory plan for the city of Bogotá. It was one of the first sectors of the city with compact apartments, housing-workshops and commercial housing. "The regulatory frame of this expanded area of the city's traditional center was conceived by Brunner in the 40's." (Cardeño, 2007).

Its service infrastructure (paved roads, service network, sewerage, etc.) was unparalleled with other projects in the city at the time. It was a privileged housing area due to its mixed character, its proximity to the traditional city center, as well as its "experimental character" as a residential area in the city, introducing new typologies as rental buildings (a novelty for the time), which began to favor the settlement of foreign immigrants and other parts of the country.

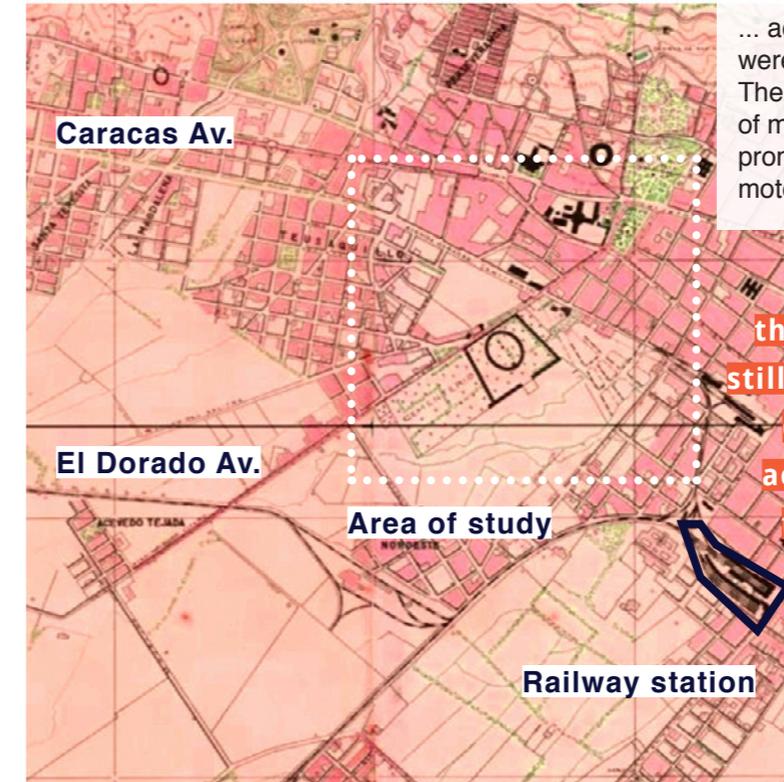
The urban quality of the neighborhood favored the appearance of "quality architecture" with European stylistic influences, which in turn attracted merchants, wealthy population and refugees from the war in Europe among others. Remains of the character

of this era that gave rise to the neighborhood are still visible among the deterioration and decay, so as the process of change in activities and its social tissue, leading to the intensive marginalization that characterizes it today.

Its proximity to the "Sabana" train station (the main railway station of the city of Bogotá at the time), promoted the development of a commercial character in the area, which in the beginning mean a source of income and connectivity within the city. But later, along with the migration of the elite to the north of the city, would also bring the first signs of decay and obsolescence to the area.

The Process of deterioration of the railway transport in the country and in the city, began to be reflected directly in the area as well; "... adjacent neighborhoods that had lodging services, were affected by the situation of the station and the new forms of transport.

The prices of the lodging went down, attracting clients of more precarious socioeconomic conditions and promoting the transformation of these lodgings in motels and tenement houses. (El Tiempo, 2016). Devaluing the land, promoting the displacement of its original population, gradually transforming its uses, and modifying its dynamics, facilitating the establishment of a different type of social tissue (marginalized population displaced by violence in the country), which contributed to the change in the character of the area.



... adjacent neighborhoods that had lodging services, were affected by the decayed railway station... The prices of the lodging went down, attracting clients of more precarious socioeconomic conditions and promoting the transformation of these lodgings in motels and tenement houses. (El Tiempo, 2016).

Remains of the character of this era that gave rise to the neighborhood are still visible among the deterioration and decay, so as the process of change in activities and its social tissue, leading to the intensive marginalization that characterizes it today.

1938
Plan highlighting the proximity of the area to the Central railway station, during its process of consolidation.

...The deterioration process of the railway transport in the country and in the city, began to be reflected directly in the area as well ...



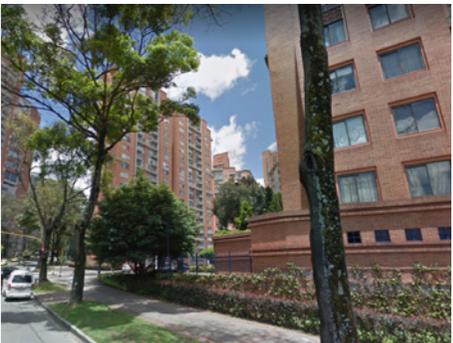
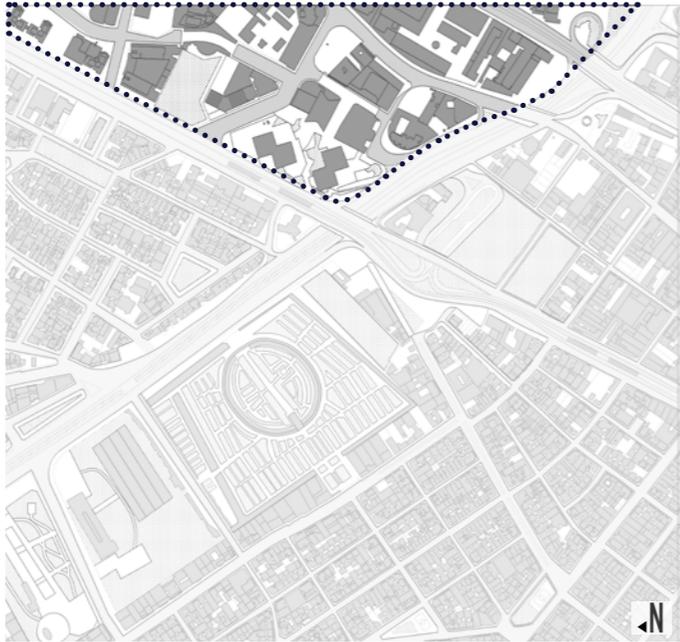
84

"Sabana railway station" - 1919

The most important railway station during the early 20th Century. The main gateway to the city for passengers and goods.

(ICB) CENTRO INTERNACIONAL

The symbol of modernity and progress



(ICB) CENTRO INTERNACIONAL

The symbol of modernity and progress

The International Center of Bogotá; (ICB) is an area of downtown Bogota (Today it extends from “calle 25th to calle 45”, and from Carrera 5th to carrera 30th”) Built between 1950 and 1982, in an area of the city not yet consolidated in the moment of its construction, limiting in the north with the historic center, occupying a block shaped in a particular way (not orthogonal as traditional blocks) due to the widening of the “Carrera 10ma” (one of the most representative routes of modernity in Bogotá).

It is made up of residential, cultural, educational, administrative, financial and commercial uses, making it a lively and diverse district in the city. It is characterized by gathering several tall buildings distributed in an area with multiple “plazas and pedestrian areas. “(...) the buildings are arranged forming a unitary set within this plot of difficult geometry, establishing formal links and a diverse program of different uses. Platform buildings with towers of different configuration and heights, and urban quality areas link the buildings into a unified urban set “(Fontana, 2008).

It was designed and built between 1950 and 1982 as a new centrality and symbol of progress and modernity for the city of Bogotá. During the republican era (late nineteenth and early twentieth century) the ICB was a residential and industrial sector with few commercial establishments, located in the then periphery of the city. In proximity to the then Bavarian brewery at the time (which is currently a park), located in what was then the outskirts of the city.

This sector of Bogotá was notably devastated during the “Bogotazo”, as many properties were destroyed, generating vacant lots that were not occupied for several years, and that later would give room to the construction of the most traditional financial district of the time for the city. “(...) It is composed of three joint lots, resulting from a complex internal pre-arceling operation” (DEARQ, 2011)

Platform buildings with towers of different configuration and heights, and urban quality areas link the buildings into a unified urban set

The Tequendama-Bavaria urban complex was designed to occupy an “empty” and newly formed block, irregularly, without neighbors, or dividing walls, and surrounded on its edges by roads. A block with totally different characteristics from those of the traditional center, where the regularity of the blocks and the logic of grouping the plots, allowed the insertion of very defined buildings in their edges and boundaries.



“ICB” - 1960
“an irregularly shaped block, as large in extension as four traditional blocks from the traditional city center”(DEARQ, 2011)



“ICB”- 1950
Tequendama-Bavaria complex from the Av.7ma with Av. El Dorado (Source: bitacora de Bogotá, 2006)



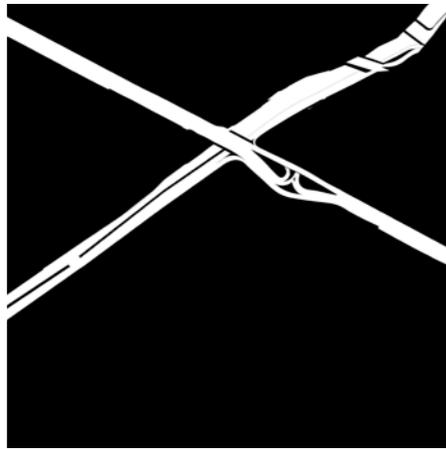
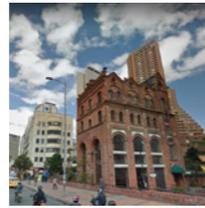
“CIB” - 1952
Tequendama-Bavaria complex with the newly built Tequendama hotel. (Source: Agustín Codazzi Institute)



“(ICB)” - 1970
The (ICB) polygon in the an “intermediate” phase of consolidation during the 70s (its construction period began in 1950 and ended in 1982). Source (DEARQ, 2011)



“Bavaria Brewery” - 1970
The industrial remanent of the most important brewery in Colombia, located in the polygon of the “Centro internacional” Source: bitacora de Bogotá, 2006



URBAN PHENOMENA

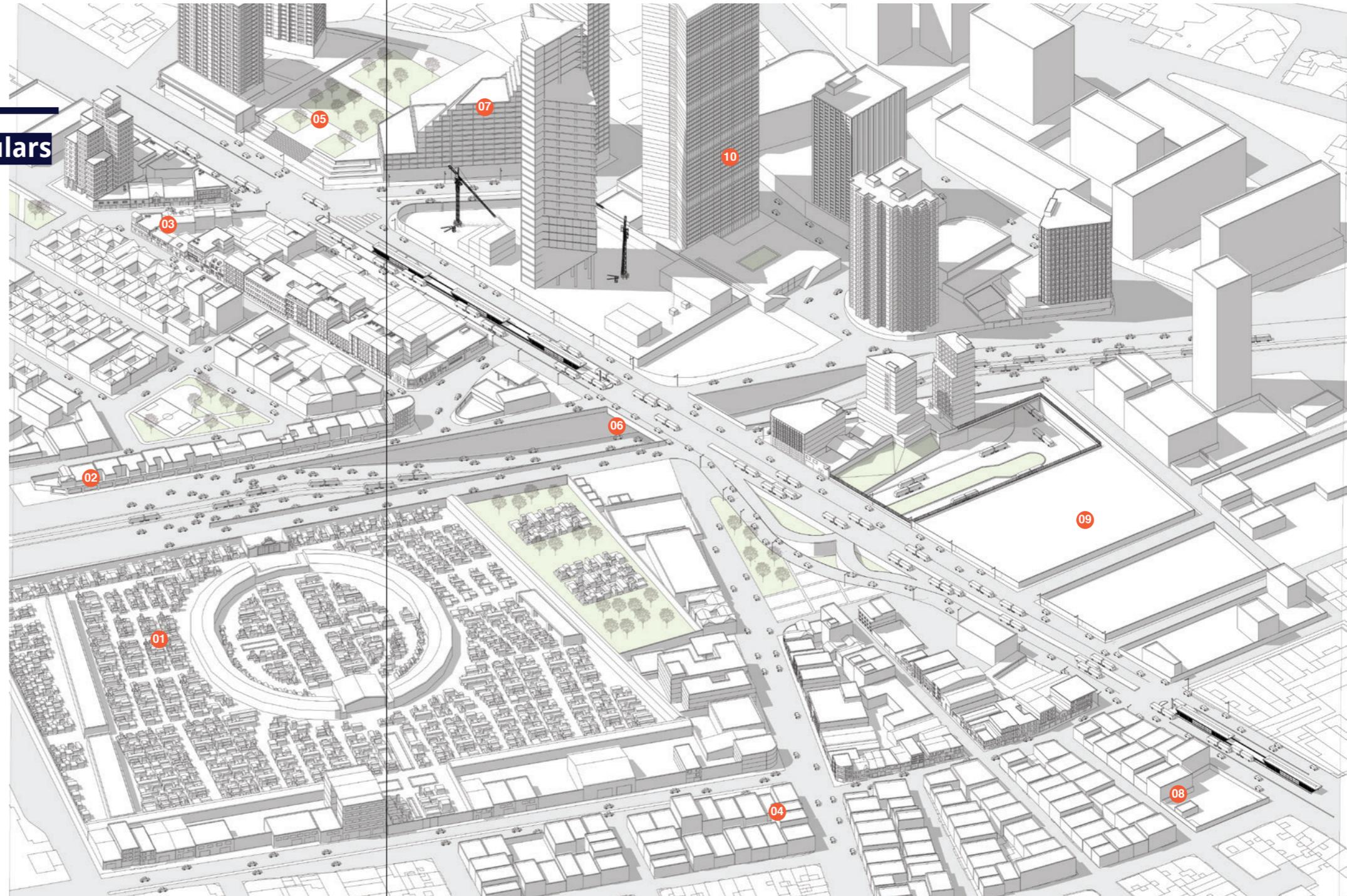
characterizing; breaking down the particulars

“Being human is itself difficult, and therefore all kinds of settlements (except dream cities) have problems. Big cities have difficulties in abundance, because they have people in abundance.”
(Jacobs, 1997)

URBAN PHENOMENA

Characterizing: Breaking down the particulars

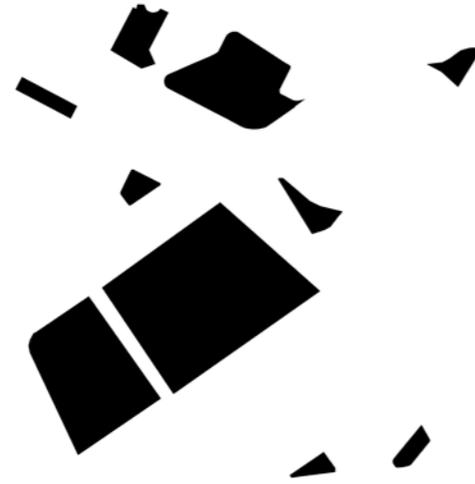
- 01 "Fragmenting urban pieces"**
Large facilities (Cemetery) that limit porosity and build boundaries...
- 02 "Remnants of urban Fabric"**
Vestiges of superimposing mobility infrastructure to existing urban fabrics...
- 03 "Diffuse heritage"**
Architectural heritage that adapts to the transforming conditions of the area.
- 04 "Incompatible activities"**
High-intensity marginal and coercive activities now prevail over the neighborhood life...
- 05 "Lively plinth and urban life"**
Mixed uses: residential, cultural, educational, administrative, financial and commercial uses, make up this lively and diverse district in the city...
- 06 "Fragmenting with mobility"**
Privileged vehicular connection, mass transport systems...divide the sector in 4...
- 07 "Wealth enclaves"**
The real estate market promotes...segregation systems that hinder the relationship with the surrounding urban contexts...
- 08 "Marginalized architecture"**
Decay, abandonment and / or obsolescence of the built environment...
- 09 "Urban gaps"**
"Idle plots" that promote urban deterioration...
- 10 "Superimposition of scales"**
The contrast between heritage building and new "high rise"...



URBAN PHENOMENA

Characterizing: Breaking down the particulars

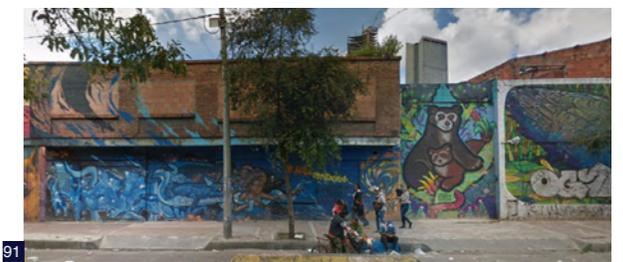
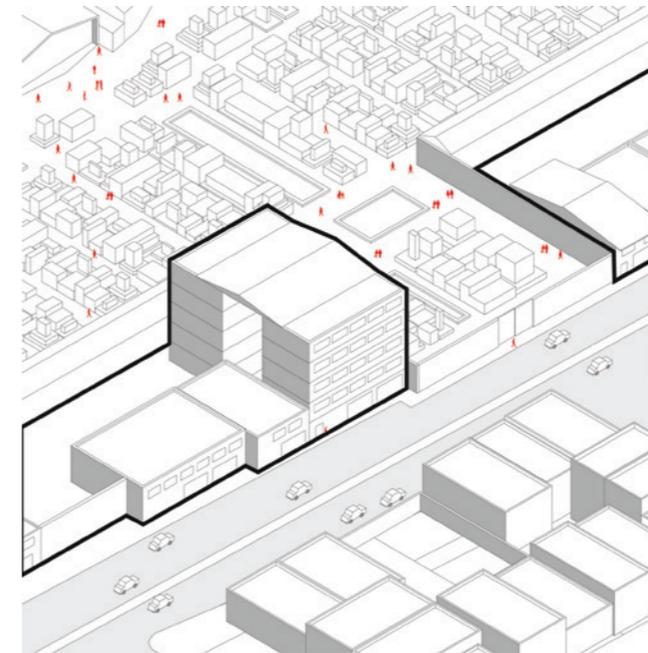
Public space



Public Space: Fragmenting urban pieces ⁰¹

The cemetery acts as a segregating enclave, promoting deterioration and the disuse of public space and its boundary architectures (buildings left from local scale industrial activities, that Brunner planned to divide the residential uses from the cemetery before the neighbourhood behind consolidated...), due to the boundaries this large urban piece consolidate around it, isolating itself from the context it is inscribed in.

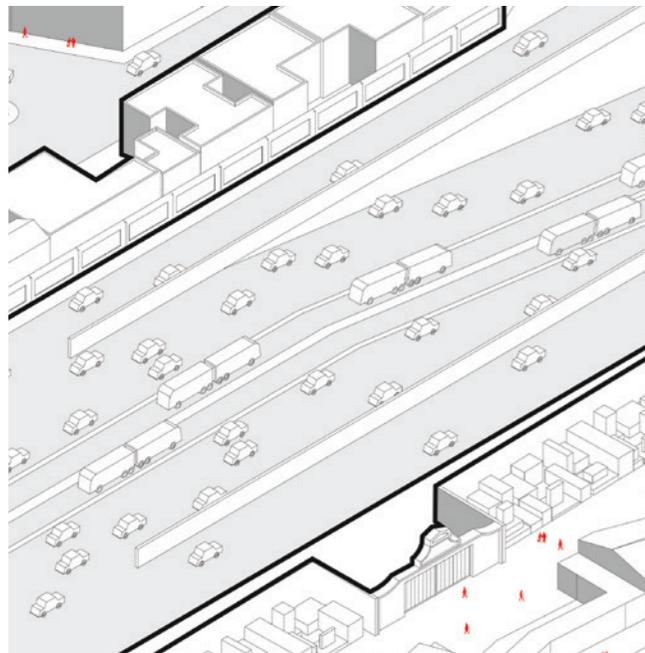
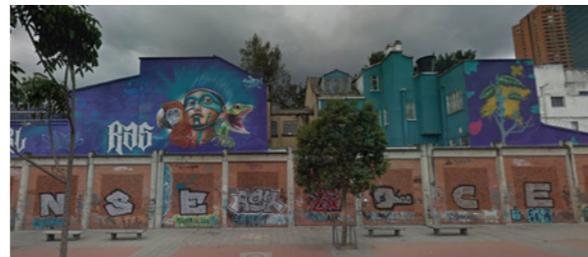
Promoting decay, and abandonment; informal commercial activities, and some “parasite” uses derived from the cemetery use (grave stone and flower sale...) begin settling in some of the boundaries of the fragmenting piece.



Public Space: Remnants of urban fabric ⁰²

Residual spaces produced by the implementation of large mobility infrastructure in consolidated urban fabric. Without contemplating a redevelopment and adaptation of the fragmented urban pieces once the high-speed road has been made.

This now incompatible area, lack activation and integration to dynamics of the surrounding context. They become dead spaces sitting beside these high-speed roads (Av. El Dorado, Av. Caracas, for the study case).



91

URBAN PHENOMENA

Characterizing: Breaking down the particulars

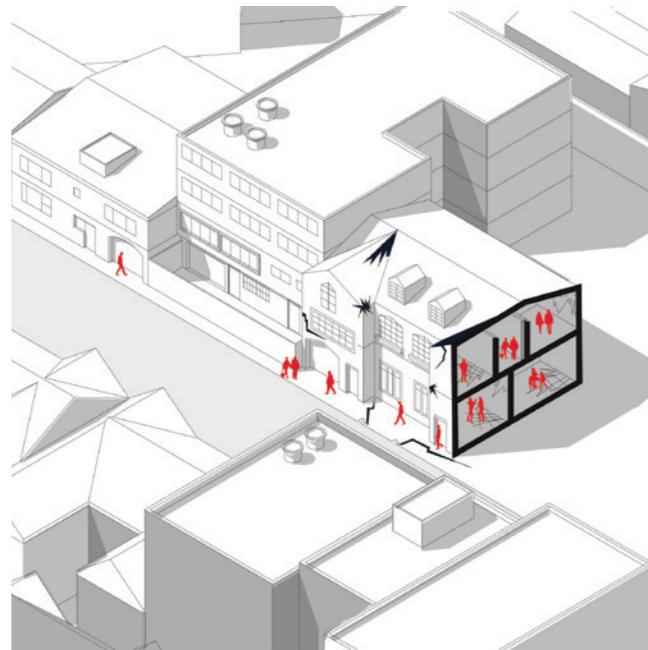
Activities and social tissue



Activities and social tissue: Diffuse heritage ⁰³

Architectural heritage that adapts to the transforming conditions of the area.

It went from being a privileged residential sector in the city, with an European influenced architectural style (typical of the time), to an area with intensive commercial use, institutions, offices, small companies, an abrupt change in its inhabitants (of lower purchasing power without possibility to maintain the properties) and mobility infrastructure that bounds it (Trasmilenio, and the widening of the roads such as Av el Dorado), also bring processes of deterioration and decline.

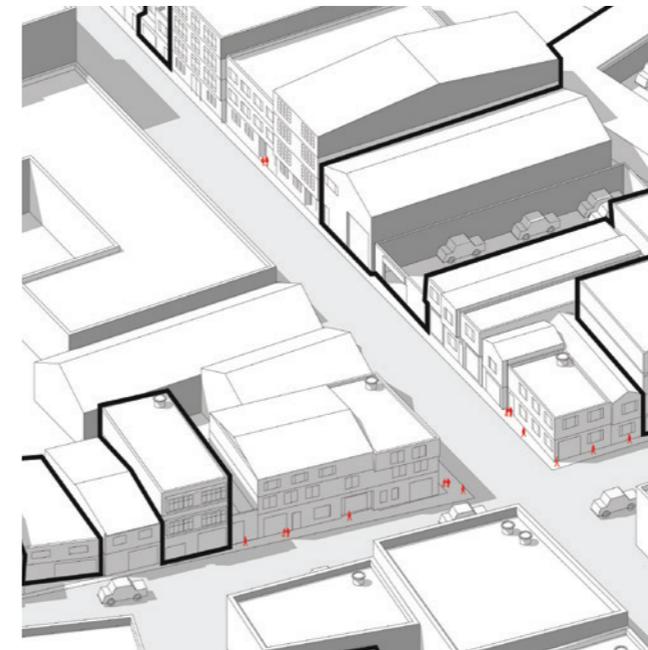


91

Activities and social tissue: Incompatible activities ⁰⁴

High-intensity marginal and coercive activities (prostitution, drug use, tenancy houses...) that consolidated over time in the area (Mártires), now prevail over the ones that gave life to the neighborhood in its in its beginnings.

Housing, local commercial activities, small scale industry, neighborhood life, etc...defining now almost entirely the character of the area.

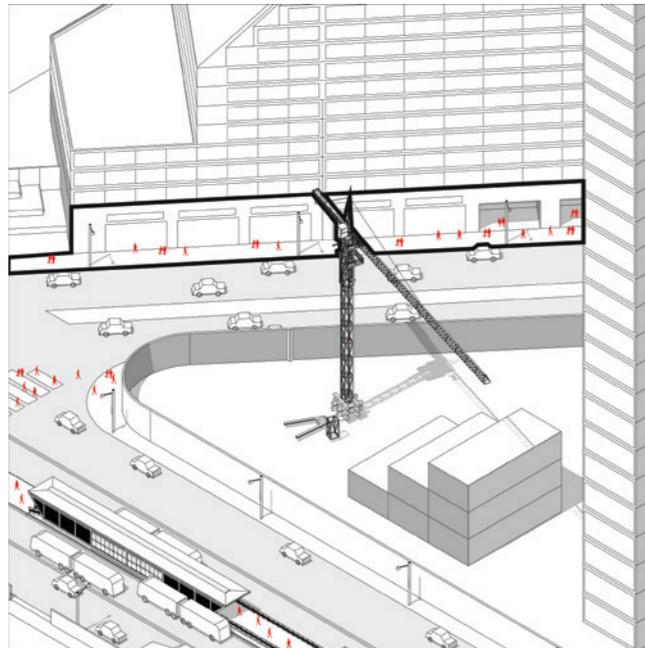
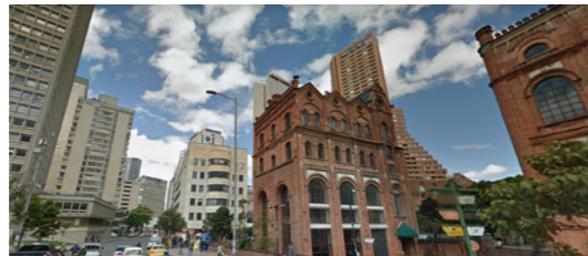


91

Activities and social tissue: Lively plinth and urban life ⁰⁵

It is made up of residential, cultural, educational, administrative, financial and commercial uses, making it a lively and diverse district in the city. It is characterized by gathering several tall buildings distributed in an area with multiple "plazas and pedestrian areas."

Platform buildings with towers of different configuration and heights, and urban quality areas link the buildings into a unified urban set. The high velocity roads have no particular negative influence in area (other than dividing the CIB from its immediate context) as it was conceived like a super-block from the beginning, using these mobility infrastructure as clear set boundaries.



URBAN PHENOMENA

Characterizing: Breaking down the particulars

Built Environment

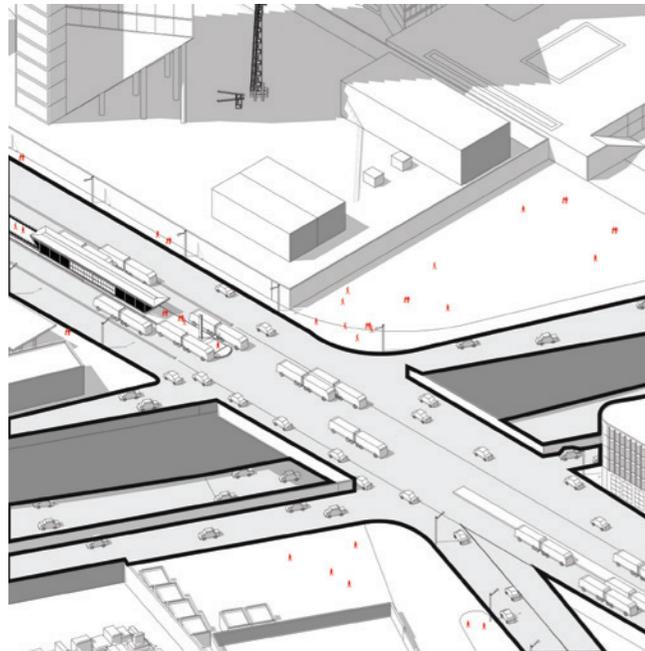
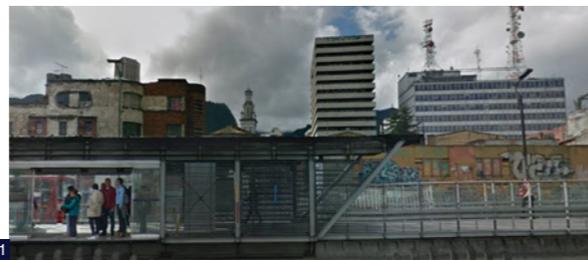


Built Environment: Fragmenting with mobility

06

The area enjoys a privileged vehicular connection, with large avenues such as El Dorado (from east to west), and Av Carcas (from south to north). However, the implementation of mass transport systems such as the Transmilenio, the consolidation and expansion of high-velocity roads, have had a negative impact on the urban fabric already consolidated in the sector.

The large mobility infrastructure has divided the sector into 4, isolating its dynamics from one another, and promoting a state of deterioration and segregation on its edges. Especially in the areas of territory where marginal uses have been installed over time, and the lack of pedestrian dynamics increases the state of decadence and the feeling of insecurity.



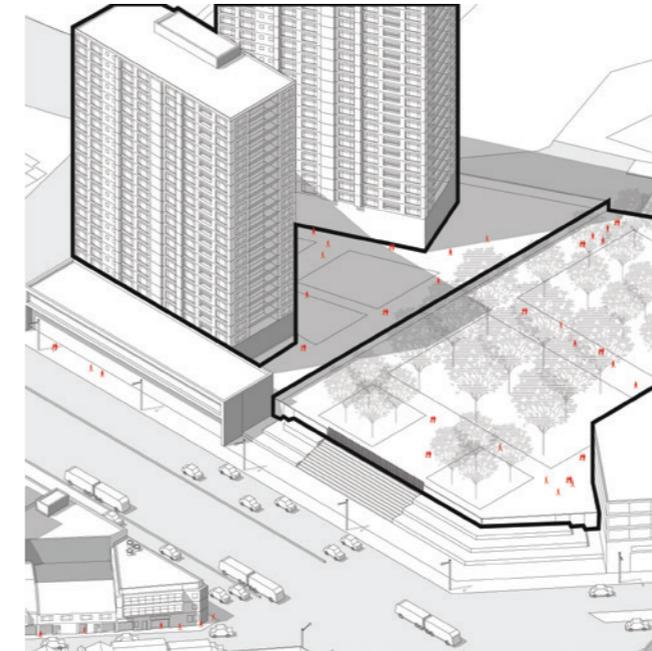
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Built Environment: Wealth enclaves

07

The real estate market promotes high priced residential projects, “selling a feeling of security”; by means of isolation and segregation systems that hinder the relationship with the surrounding urban contexts. “Luxury” residential models are promoted, widening the inequality in the sector. The connection and fluidity of the urban layout from the west to the east for pedestrian circulation, is difficult due to walls, bars and surveillance systems, that segregate.

Quality urban spaces are reserved for the users and uses of the ICB, and are turned towards the interior of the area, keeping far surrounding urban areas and their dynamics, alienated from the financial center sector.



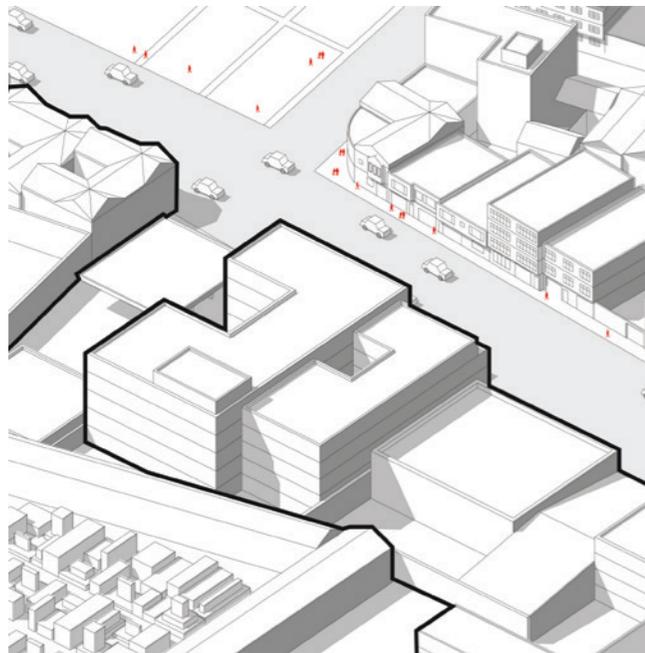
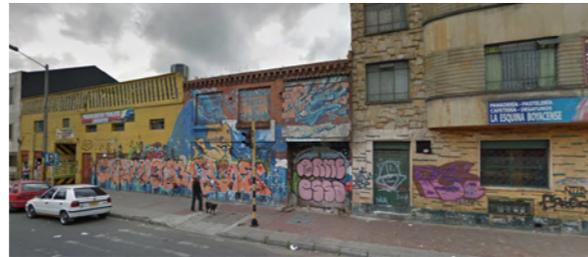
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Built Environment: Marginalized architecture

08

Decay, abandonment and / or obsolescence of the built environment; due to the marginal transformation of the productive apparatus of the area, the change in the social fabric, and the consequent loss of significance and importance of the area as a traditional place of interest and meaning for the city.



91

Built Environment: Urban gaps

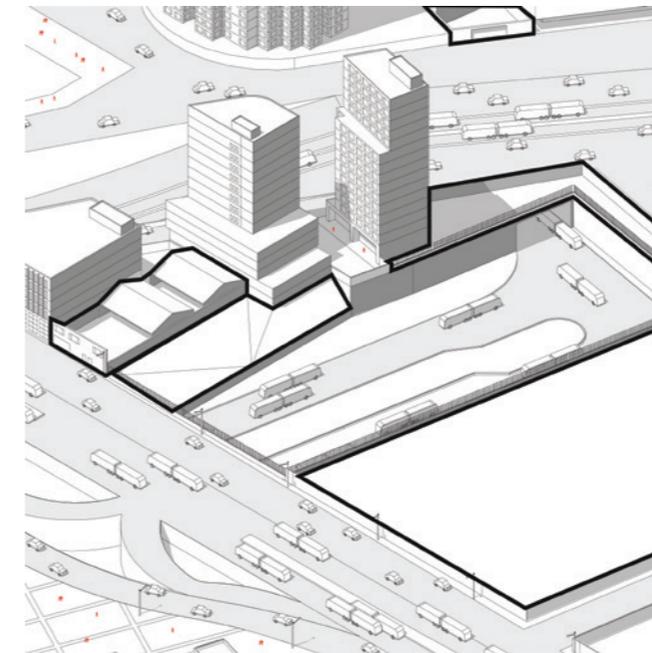
09

“Idle plots” like parking and large empty lots that have not been built due to real estate speculation in the area. They have undergone processes of deterioration and abandonment.

These urban voids promote an image of insecurity, so as the abandoned buildings related to them, that are occupied by programs that promote the deterioration of the sector (prostitution, tenement houses, motels, drug dealing areas, etc...)



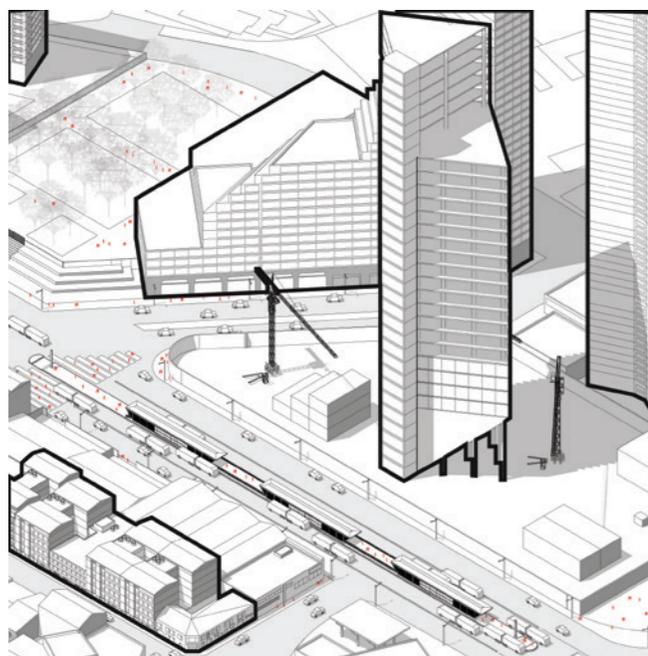
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Built Environment: Superposition of scales ¹⁰

A heterogeneous evolution; from a foundational, traditional, peripheral neighborhood, to a centrality, in an evident process of decay. With strong commercial activities, and where many other educational and cultural begin to settle.

The contrast between heritage buildings (in decay) and new buildings in height (as a result of the real estate boom that is beginning to transform the sector) is evident. Commercial uses that rose with the widening of high-velocity roads, have displaced almost completely the residential use.



AN URBAN COLLAGE

Potential for growth and sustainable transformation

(Areas for intervention)

The study area represents one of the most diverse, central zones of the city, but also one of the most segregated, fragmented and marginal. With different urban developments, social conditions and transformations.

Fragmented by mobility infrastructure, they have developed their own character and dynamics within their physical limits. But it is also an area with enormous potential for development and transformation, due to its proximity to the city center, as well as the ambitions of the city in a future vision of returning to compact and mixed city trends. Attracting interest and investment back to the center (and expanded area) of the city, as well as restoring the symbolic value, and relevance in the inhabitants' imaginary.

The area has a great symbolic value for its historical development as a traditional area; with the financial district of the international center; symbol of modernity and progress in the middle of the 20th century. As well as with the housing typologies of the early 20th century left by the Armenian and Santa Fe neighborhood as a reflection of a lifestyle and legacy that breaks with the colonial heritage.

It also has important architectonic devices such as the cemetery, which is part of the historical development and of the identity of the city, and is now subject to processes of deterioration. nowadays it coexists

with strong prostitution activities and hosts informally marginalized population from outside the city. Although the area has a very active commercial life, where traditional architectures (Colonial and Republican) are now increasingly being mixed with the phenomenon of densification that begins to be more evident in this expanded area of the city center.

An urban collage; privileged by location and symbolic value, with all the potential of transformation towards a less segregated and much more diverse city.

It is still visible the residues of neighborhood life, which is now overshadowed by these other stronger activities. which should be intensified to restore vitality in the territory by complementing the rising activities. It is in short, the area is an urban collage, privileged by location and symbolic value, with all the potential of transformation towards a less segregated and much more diverse city.

WHAT IF?... URBAN SCENARIOS

Urban scenarios and transformation prospect for the expanded center of Bogotá

“In an open city system, porosity, ambiguity, urban values can be designed, they are actions, agents...” (Sennett, 2014)

“How to provide more capacity for adaptation to a system of self-organization?” (Emerging Systems, Steve Johnson)

“Are there ways to configure the edge condition within a city, so that you denaturalize the idea that those who differ cannot live together?”

(Sennett, 2014)



“Only architecture that considers human scale and interaction is successful architecture.” (Gehl, 2013)

- “It’s like the lagoon in Venice where the tide sweeps in, goes out, then goes in again — it’s the same thing with the city...It has this pattern: it wakes up in the morning and it builds up and then it builds down again.” (Gehl, 2018)
- “Datatown is constructed on a series of what if’s that embody different assumptions, so it is always in progress...” (MVRDV, 1999)
- “Everything I was taught in architecture school was about life inside buildings. It was always believed that by changing the inside of buildings, people could have a better life,” he says. “Then we started to think, maybe ‘good for people’ is not inside the buildings, but also outside the buildings. Maybe, ‘good for people’ is very much what is happening between the buildings and not in the buildings themselves.” (Gehl, 2018)
- “In a Society becoming steadily more privatized with private homes, cars, computers, offices and

- shopping centers, the public component of our lives is disappearing. It is more and more important to make the cities inviting, so we can meet our fellow citizens face to face and experience directly through our senses. Public life in good quality public spaces is an important part of a democratic life and a full life.” (Gehl, 2013)
- “Cities must urge urban planners and architects to reinforce pedestrianism as an integrated city policy to develop lively, safe, sustainable and healthy cities. It is equally urgent to strengthen the social function of city space as a meeting place that contributes toward the aims of social sustainability and an open and democratic society.” (Gehl, 2013)
- “Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” (Jacobs, 1961)
- “Proyecto Urbano es partir de la geografía de la



“...maybe good for people is very much what is happening between the buildings and not in the buildings themselves.” (Gehl, 2018)

- ciudad dada, de sus solicitudes y sugerencias, e introducir con la arquitectura elementos de lenguaje que den forma al lugar.” (Morales, 1987)
- “...se trabajó, en fin, por una idea de intervención que no es arquitectura ni plan, sino Proyecto Urbano” (Morales, 1987)
- “There is nothing economically or socially inevitable about either the decay of old cities or the fresh-minted decadence of the new unurban urbanization.” (Jacobs, 1961)
- “A good city is like a good party - people stay longer than really necessary, because they are enjoying themselves.” (Gehl, 2018)
- “... in real life only diverse surroundings have the practical power of inducing a natural, continuing flow of life and use.” (Jacobs, 1961)

- “We can see it in all the cities which have been tidying up their streetscapes and doing much more for pedestrians and bicycles and public transportation and trying to curb automobile use,” explains Gehl. “Now, we talk about livability, we talk about sustainability, we talk about health, and we’ve started to talk about good cities for the aging.” (Gehl, 2018)
- “Thinking has its strategies and tactics too, much as other forms of action have.” (Jacobs, 1961)

SCENARIOS OF CHANGE

What If?...

Through a holistic analysis, and a multidisciplinary and participative approach to the territory. We should aim to understand it, to try to positively influence it, towards a sustainable image, of a much more democratic and enjoyable future of our built environment

What can we do as architects to guide this process in the city?
Formulating scenarios through the identified phenomena, helps us build a better future image of the territory, in order to provide better planning and architectural solutions for its inhabitants

What if, rather than fragmentation and segregation, the mobility infrastructure promoted cohesion and enjoyable urban life?



What if?

El Dorado Avenue and Caracas Avenue transformed into symbolic, relevant axis and key urban pieces for the local context, and for the city of Bogotá. Promoting and enhancing the wellbeing, livelihood, diversity, development and mixture in the surrounding urban life?

SCENARIOS OF CHANGE

What if?, The area became an urban mobility reference for the city. A central mobility hub, promoting the sustainable development of the expanded city center area



What if?

The area became a strategic piece of cohesion, recovery and transformation for the traditional city center of Bogotá, promoting new dynamics and users?

What if?

Regulated areas were designated for the practice of prostitution activities, integrating them, in a controlled way, with other existing dynamics and with the new uses of this new centrality in the city?

What if?, The mobility axis were infiltrated with cultural, recreational uses, and greenery promoting the activation of its borders?



What if?

Public space transformed, and infiltrated to the built environment, and across the mobility infrastructure axis. To accommodate and to help shape the new dynamics of this central district. Acting as an urban cohesion device, promoting transverse relations and interaction?

What if?

the areas where the marginal activities are currently concentrated are reconfigured, and integrated into the new productive processes and activities of the area. And support facilities for this vulnerable population coexists with other programs and users in this new centrality of the city?

SCENARIOS OF CHANGE

What if?, The rising creative and entrepreneur dynamics in the area were promoted and integrated to the territory in different scales?



What if?

The “heritage” in the area turned into productive devices, transforming to integrate to the new dynamics in this expanded city center district, and at the same time promoting its conservation as traditional and symbolic urban devices?

What if?, The residential character of the area was strengthen, promoting the resettling of permanent inhabitants in the area?



What if?

New cultural, commercial and creative productive programs were inserted at different scales, promoting the consolidation of active mixed residential zones in this expanded city area?

What if?

A new dialogue was made between the built environment and its public context, allowing porosity in the lower levels, and infiltrating blocks with new activities, greenery and flow of people?



“Economía naranja”

Strengthening rising dynamics of **entrepreneurship and creative economy**. Promoting productive areas as well as cultural, leisure, green community areas. **Increasing the density of mixed uses and housing** in the area.

“Estación Central”

New **mobility hub**, connecting the city with the center, attracting well-being and diversification in the area. Positioning the area as a **strategic point of interest for cultural, productive and residential uses**, and future development in the city.



HOW?

Strategic approach

How do we influence the positive change of the built environment, from our duty as architects?

To guide it towards that prospective image of the territory, made up through the tendencies and particularities individuated. Seeking to improve the quality of life of its inhabitants, and projecting it into the future in a sustainable manner, contributing to a vision of a less segregated and unequal city.

The urban proposal contemplates the integration of 4 general strategies: **Insertion, Reconfiguration, Infiltration and revitalization.**

These are then broken down into concrete actions applied in the territory, relating to its particular urban dynamics and phenomena. The strategies are focused on the diversification of the activities, and on the fragmentation of the limits that currently divide the territory.

Seeking a positive change in the symbolic imaginary of the place, and the negatively impacting phenomena.

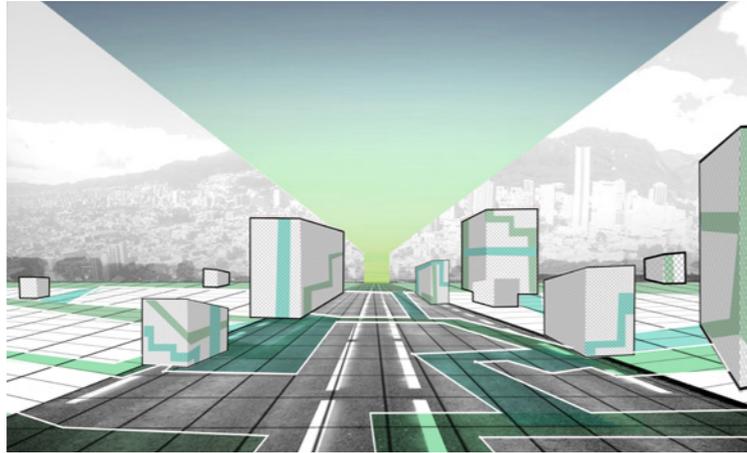
STRATEGIES

Towards the urban imaginaries

“Urbanism cannot impact inequality or poverty directly, but it rather governs those devices that are aimed to produce and reproduce inequality and poverty: spatial, juridical, procedural and institutional devices”
(Secchi, 2014)

STRATEGIES

Infiltration



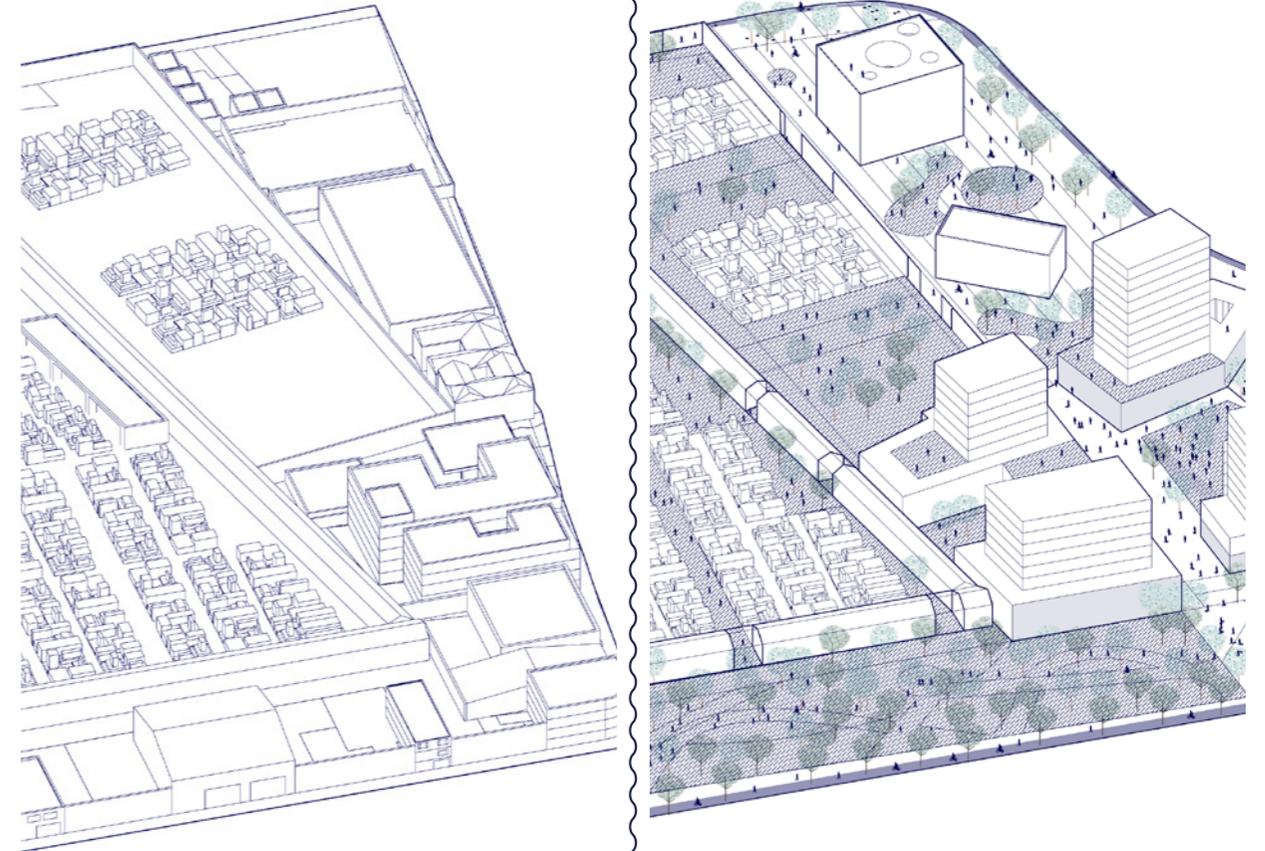
The strategy contemplates the Infiltration of the public space with cultural activities and complementary to new uses of housing. As well as the infiltration of the ecological and landscape component in the 2 structuring axis of mobility (Av. El Dorado, Av. Caracas), consolidating transversal physical relationships between the fragments of the territory.

The strategy also contemplates the infiltration of the public and porous character inside the blocks in the urban proposal, where the new devices, as well as the existing ones of a public and recreational nature (such as the Renaissance Park, or the Museum of

the memory) dialogue with their public environment more directly, promoting a more open relationship and activation of its edges.

The strategy helps in shape the aim of the city vision that wants to consolidate El Dorado Avenue as the primary environmental axis in the city of Bogotá, which connects the airport with the main ecological component in the city (cerros orientales), as well as to infiltrate it with a playful and cultural nature in strategic points, activating its edges and its adjacent built environment, as well as promoting new developments and permanent inhabitants along the axis.

Infiltration



From
Enclosed, idle repelling edges.

To
Open, green, porous, active and interrelated boundaries.

STRATEGIES

Reconfiguration



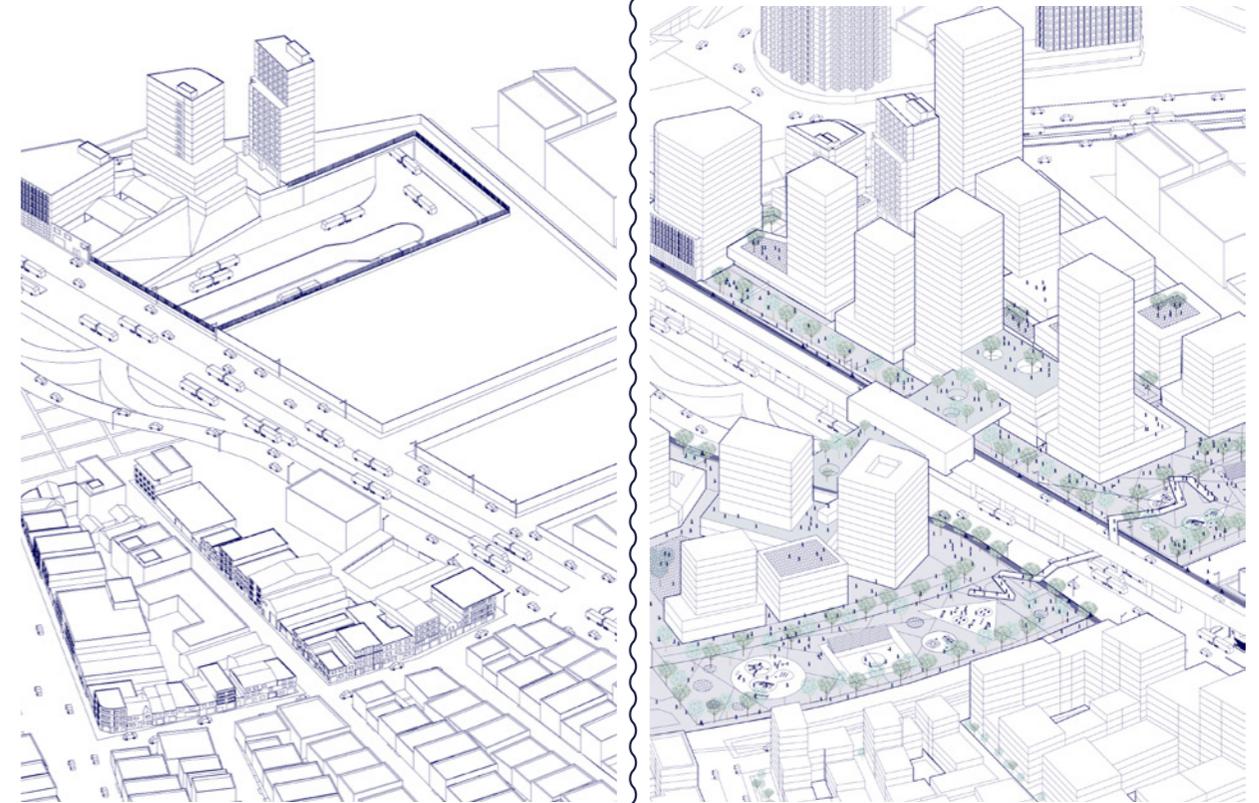
Reconfigure areas undergoing processes of degradation, abandonment and marginalization, to generate area for new developments in this strategic area of the city.

This strategy seeks the integration of the areas where marginal activities are carried out. As well as the implementation of new devices that propitiate the transformation of the character of the sector, with projects like the “Estación Central” that will be the new mobility hub, attracting well-being and diversification in the area, through new productive activities and the consolidation of dwelling, complementing the new uses, and the re-activating the zone at night. Returning the local dynamics, and keeping the permanent residents. Helping restore the symbolic value and sense of belonging to the center of Bogotá.

This strategy seeks to formalize in some way the marginal practices of the sector. Integrating them in a positive way to the transformation of the area, avoiding process of gentrification, and the migration of its current population to other areas of the city. This strategy also contemplates the consolidation of a care facility for the most vulnerable population; homeless, drug addicts, prostitutes, and others ... as well as a regulated physical area for the practice of prostitution.

The edges of the central cemetery that are also currently undergoing processes of deterioration and abandonment are also reconfigured, with new program and a inserting new devices, and an integrated public space.

Reconfiguration

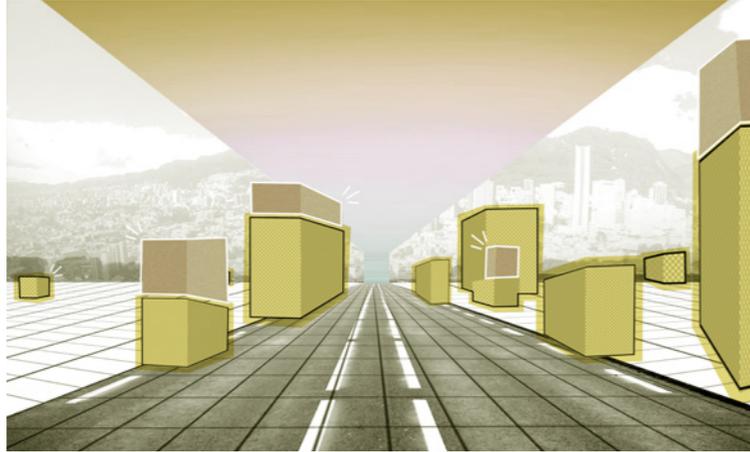


From
Decayed, fragmented and isolated

To
Connected, vibrant, dense and mixed.

STRATEGIES

Revitalization



Revitalize devices of cultural relevance, currently undergoing processes of deterioration and abandonment, promoting their physical transformation beyond their integral conservation, allowing their transformation to productive and creative uses, among others.

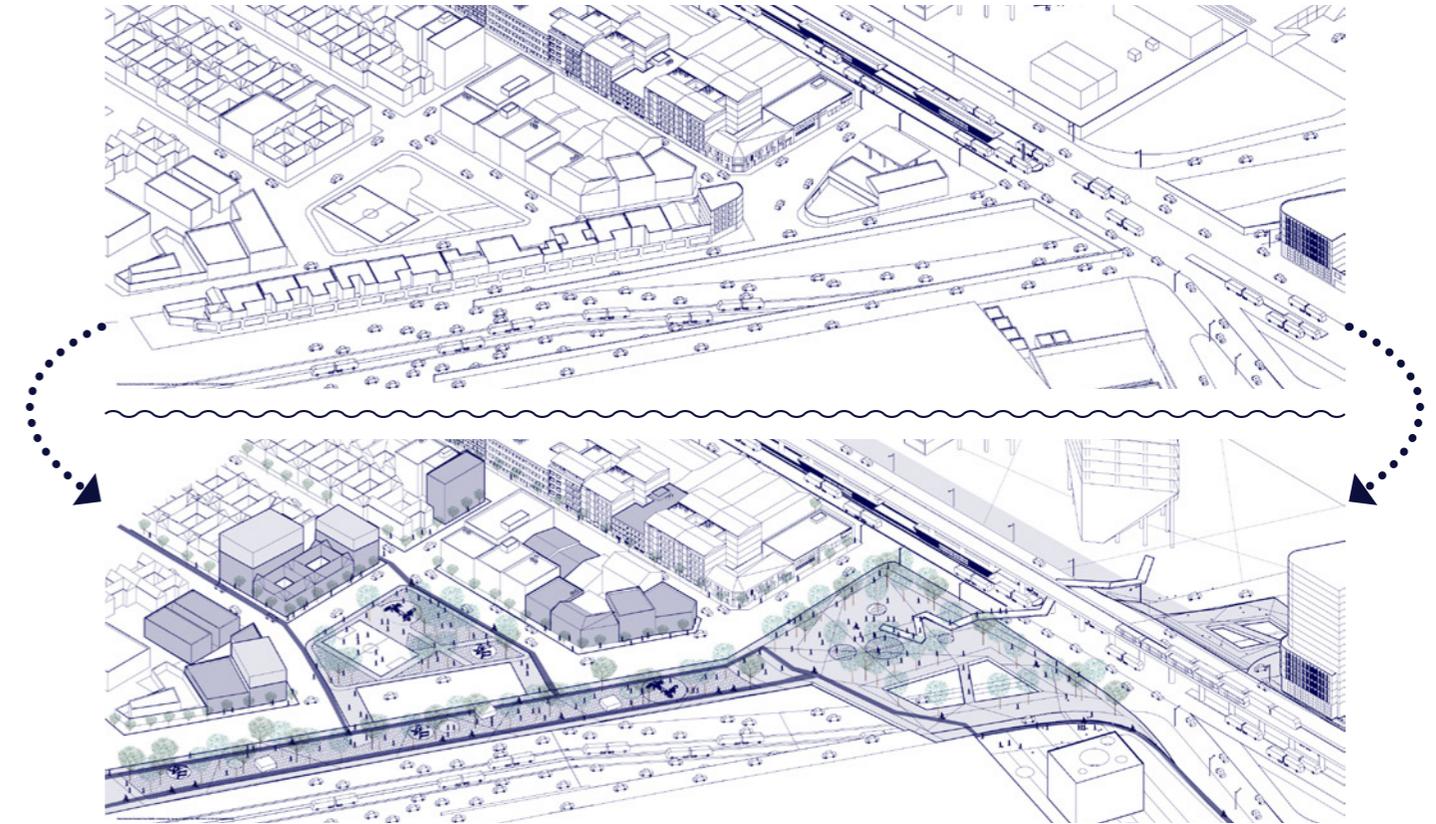
Implementing also incentives to facilitate this adaptation processes, (for owners and possible investors) to highlight the potential of these devices as spaces of opportunity in the development of the

expanded center of Bogotá; as a privileged position in an economic centrality, mobility hub, cultural and creative district.

It is also proposed the revitalization of the public space in general, promoting the transformation of the built environment, and contributing to the shaping of the new character of the area, towards a productive, inclusive and sustainable centrality.

Revitalization

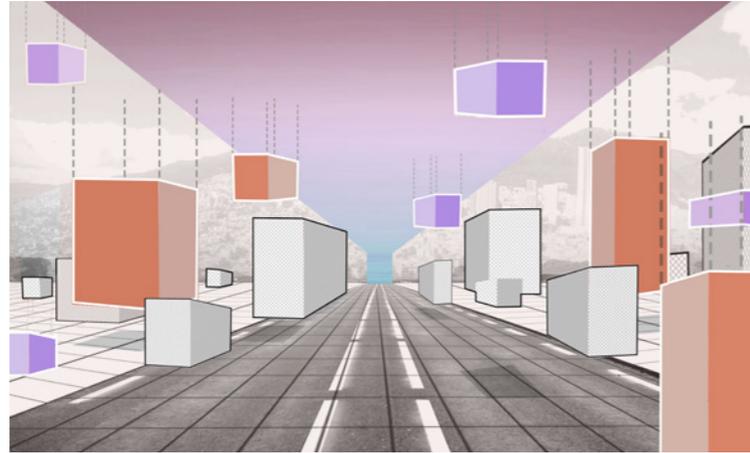
From
Hostile and residual public spaces.



To
Engaging, enjoyable and designed public areas.

STRATEGIES

Insertion



Insert new devices and new uses in the area, to promote new commercial, cultural, creative, and residential dynamics.

Set interest in the area as a great potential for development as a sustainable, dense inner city area. Starting a process of transformation that takes advantage of its condition of economic, cultural, symbolic and geographical centrality in the city of Bogotá.

Taking as a starting point its condition as a traditional economic, financial, commercial and cultural center in the city, as well as strengthening rising dynamics

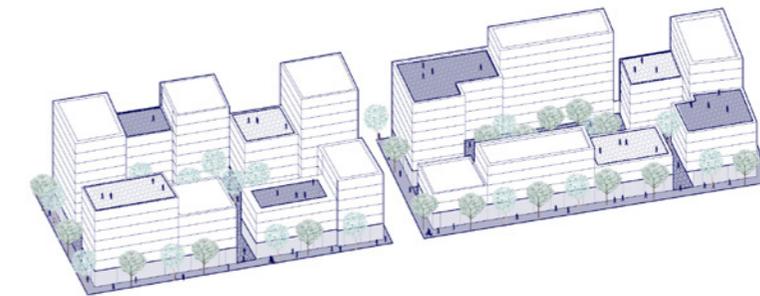
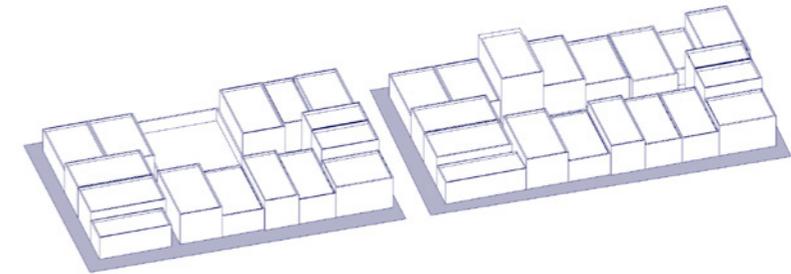
of entrepreneurship and creative economy that are beginning to take shape in this and other areas of the city.

It is proposed the insertion of new architectural pieces will hold mainly, residential typologies, as well as several other uses in groundfloor levels, densifying the area, and providing it with a mixture of activities in different scales. It is proposed to modify existing devices, transforming them to accommodate these new uses, as well as to transform the relationship with their physical environment and its public space.

Insertion

From

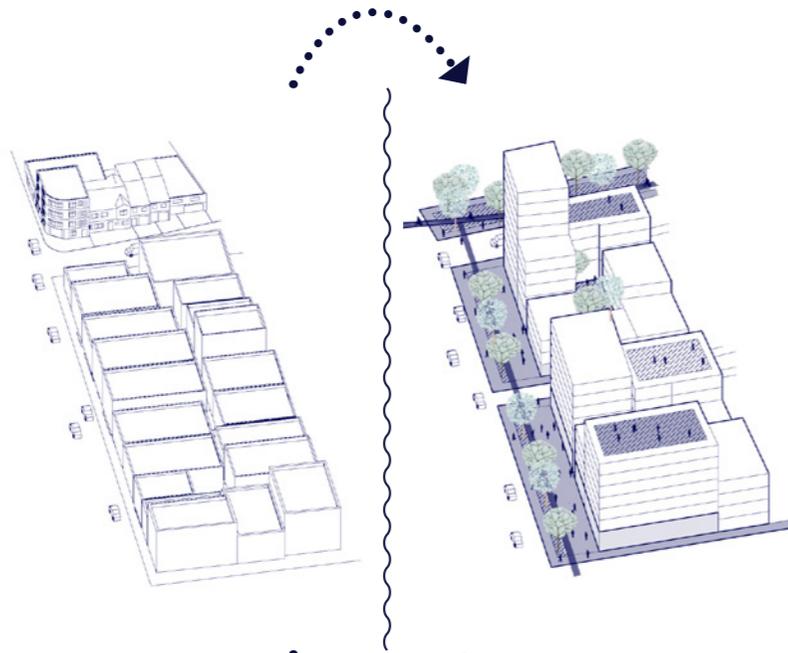
Single, closed unit blocks.



To

Porous and mixed community blocks.

Insertion



From
Decayed and minimum public
space.

To
Generous, pleasant neighbourhood
public life.

PROSPECTED TERRITORY

The new configuration of the sector

“Cities must urge urban planners and architects to reinforce pedestrianism as an integrated city policy to develop lively, safe, sustainable and healthy cities. It is equally urgent to strengthen the social function of city space as a meeting place that contributes toward the aims of social sustainability and an open and democratic society.”
(Gehl, 2013)

MASTER PLAN

01 The new mobility hub (Estación central del metro de Bogotá)

- Create the space for a mixed and diverse urban district around the **A**) Metro's Central Station.
- Generate quality public spaces with sensitivity of human scale, greenery and with active groundfloors.
- Introduce density in height **B**) with tower-platform built typologies. Accommodating mix uses; specially housing and its support uses.

02 A new vibrant district for creative economy, culture and leisure

- Re-configure the urban polygon that gives face to both Avenues (El Dorado and Caracas), and accommodates pedestrian flows from the new metro station.
- Introduce leisure and cultural uses, as well as spaces for makers and for creative economies, always accompanied with commercial spaces to activate the groundfloors, as well as a **C**) community center, a **D**) sport center to integrate both the local and temporary users, and to keep activate public squares and green spaces.

03 The Central Cemetery's linear park

- Re-configure the urban edges of the Central Cemetery to activate them; through the configuration of a linear park on its south facade, that communicates the cemetery with the residential and local uses on the adjacent neighborhood. Making a green boundary that creates a circuit from the cultural uses on the west ("Museo de la memoria" and "parque del renacimiento"), all the way to the new district. With **D**) satellite small public buildings spread throughout the park.
- Re-configure the edges of the cemetery; **G**) making them porous, relating them with the parks around them (Museum complex park and the Linear park). -Consolidating them by making also room for **G**) workshops (for "traditional" and new craftsmanship work), to activate east and west borders.
- Re-configure the east edge of the cemetery with greenery and other urban design operations to turn it into human scale, and integrate it with the new district.

04 The Linear Park Av.

- Re-configure the urban residual spaces from mobility infrastructure previous operations; turning this ambiguous uninhabited spaces into a green axis park that runs through the Av. El Dorado. Strengthening greenery and public spaces.
- Connecting transversely to the mobility axis with **E**) urban devices that extend the public space and greenery through a bridge in the intersection with the Av. Caracas.

05 The re-invented neighborhood of Santa fe

- Strengthening residential and local dynamics, introducing density to accommodate new housing and other supporting uses. With **J**) residential blocks, with an inner patio, and a porous groundfloors.

06 The Museum park complex:

- Interconnecting the existing museum and park uses in the area ("Museo de la memoria" and "parque del renacimiento"), making their edges porous. Throughout public space interventions, relating visually and physically both devices, acting on activating the area from a human scale with **H**) pedestrian crossings, and bike lanes integrated within the park, in green road dividers and **F**) generous designed sidewalks.
- Infiltrating the linear park into the complex, connecting it with the new district.

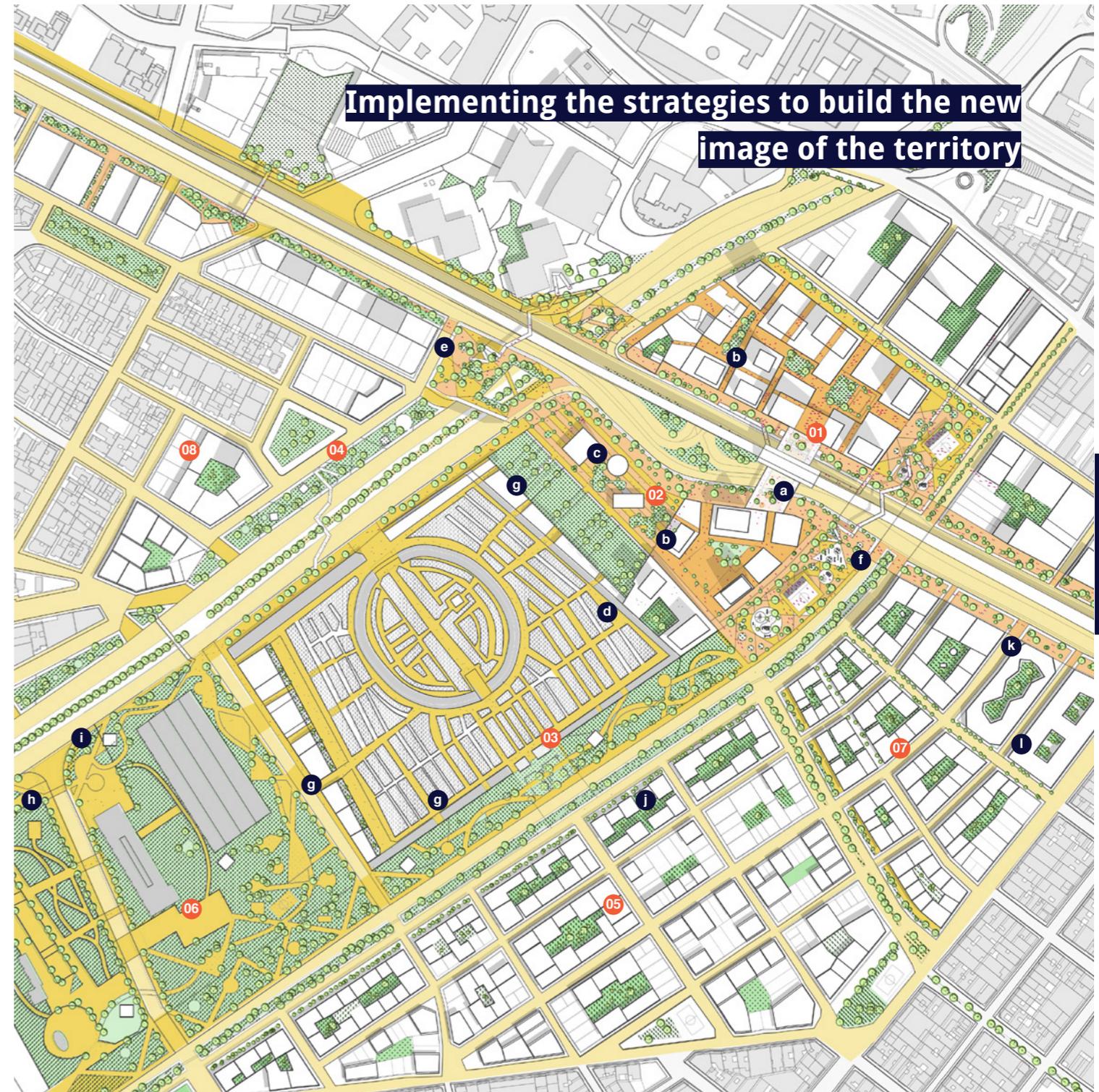
07 Santa Fe's new urban polygon

- Re-configure the decayed urban tissue to accommodate mixed uses and higher density of dwelling.
- Define physical boundaries for the regulated prostitution activities, through **L**) the insertion of a closed block that concentrates the activity inside.
- Insert a **K**) public aid center for the most vulnerable users in the area; contemplating temporary accommodation, a community dining room and a drug center.

08 Armenia's urban boost

- The enhance of public space and leisure areas for the exiting users.
- The revitalization of heritage architecture by re-functioning and addition procedures.
- The insertion of some new architectural devices to accommodate new uses, specially towards the Av edges.

Implementing the strategies to build the new image of the territory



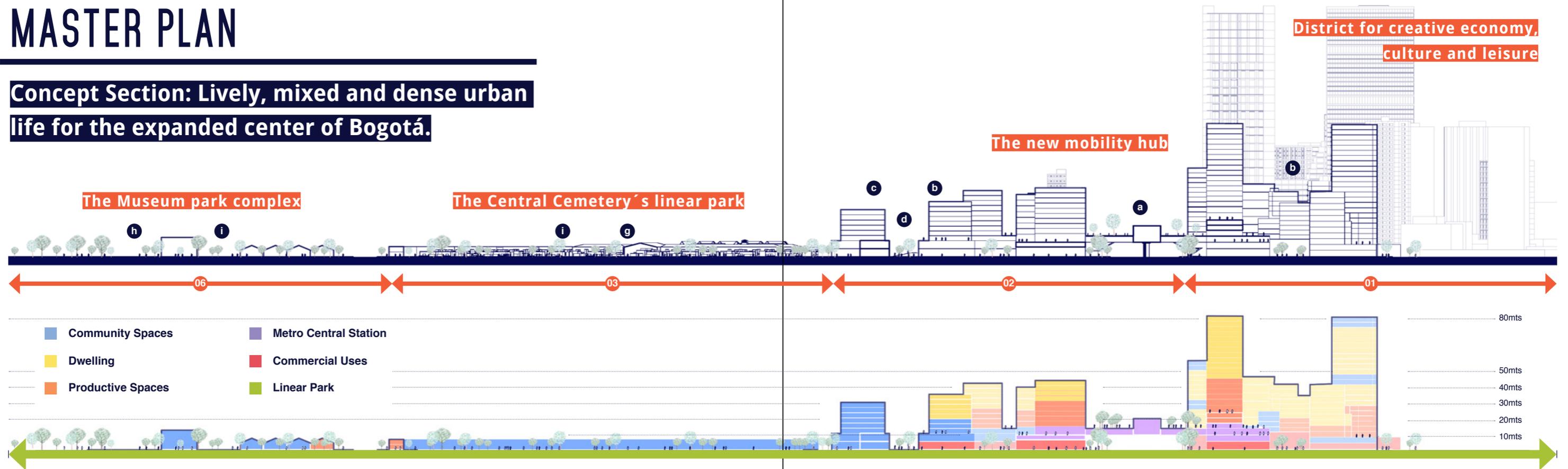
MASTER PLAN

Lively, mixed and dense urban life for the expanded center of Bogotá.



MASTER PLAN

Concept Section: Lively, mixed and dense urban life for the expanded center of Bogotá.



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- Create the space for a mixed and diverse urban district around the a) Metro's Central Station.
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- Introduce density in height b) with tower-platform built typologies. Accommodating mix uses; specially housing and its support uses.

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- Infiltrating the linear park into the complex, connecting it with the new district.

Lively, mixed and dense urban life for the expanded center of Bogotá.



The new mobility hub (Estación central del metro de Bogotá)
Impression from new public park bridge over Av. El Dorado.



A new vibrant district for creative economy, culture and leisure
Impression from the new linear park in Santa Fé.

Expanded City center (2019)

Bogotá, Colombia



Expanded city center (2039)

Bogotá, Colombia



CITY FRAGMENTS

Bogotá, the transformation of the city
from the mobility infrastructure

(Final Reflections)

The strong processes of obsolescence and urban deterioration evident in the study area, together with its multiple characters, make of this urban space in the heart of Bogotá, an area with high potential for future development and growth for the city. Starting from these great mobility infrastructures, and residual spaces for the analysis and identification of the causes of deterioration in this area of the city. (Infrastructure seen as the tangible legacy of a progressive and modern model that shaped most of our contemporary cities, with “orthodox urbanism” ways, and at the same time as promoter of the values of an industrial society, as well as a simplistic and functional vision of the city) we approach the particularities of the sector. We identify its urban phenomena, from a wider vision trying to understand the multiple factors that influence this physical and social decay in the area (such as its historical development, its population, its social, commercial dynamics, its flows, among others ...) to be able to better understand their needs and potentials in relation to the rest of the city. We then imagine future

scenarios of change, that highlight the considerations of the analysis, combining the ambitions of the city, and welcoming new values of a society, increasingly inclined towards more sustainable and conscious ways of life. To get to the formulation of an urban project, which aims to guide these transformation processes, necessary to overcome the current state of marginalization and decay in the area, and at the same time to provide the space for the development of the sector's potential in relation to the rest of the city. The premise of the proposal is the approach to the urban space transformations, from a much less rigid, and instead a much more particular and dynamic, vision. With a holistic and a strategic approach. Formulating imaginaries to guide the process of consolidation of the physical spaces in the city, considering always the particular, and contrasting them with the future ambitions to generate strategies for change. The mobility infrastructure undoubtedly defined the area in many ways; negatively (evident today in

residual spaces, among others) as well as positively (visible in commercial dynamics and connectivity to the city center). However, understanding its relevance and its historical influence in the area, allowed the approach to these particulars in the area (the urban phenomena), which are directly or indirectly influenced by this infrastructure. The mobility infrastructure in the study case in Bogotá, is an example of the result of rigid and isolated planning processes that influence fragmentation and deterioration processes in urban areas. The urban project could be the answer, to this process of adaptation and transformation of these structures (mobility infrastructure), in an urban panorama that is increasingly moving away from the values that conceived them. As it contemplates the city as a dynamic, unpredictable, interconnected, social entity. And approaches with a holistic, and above all, human way.

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SANTA MONICA'S CITY DISTRICT COMPETITION - OMA
"Civic plazas, cultural venues, retail, residences, offices in the heart of downtown Santa Monica." (dezeen, 2019)



HIGHLINE, NYC
Linear park connecting different city areas and reuniting multiple users in a single promenade experience.



SEOULLO 7017 SKYGARDEN, SEOUL - MVRDV
"The pedestrianised viaduct next to Seoul's main station is the next step towards making the city and especially the central station district, greener, friendlier and more attractive, whilst connecting all patches of green in the wider area." MVRDV



LIDINGÖ BRIDGE, SWEDEN - URBAN NOUVEAU
Linear park with housing. Adaptive reuse of mobility infrastructure.



DE WEESPER, BIJLMERBAJES, AMSTERDAM - BARCODE ARCHITECTS
Apartments, offices, retail, workshops (mixture in program)
Community life. Inner shared green spaces.



HYDE PARK, HOOFDDORP - BARCODE ARCHITECTS
Neighbourhood life, with communal open internal areas with mixed program around.



MANGALEM 21, ALBANIA - OMA
“The configuration reaches a high density while leaving 70% of the site open for public plazas and green spaces. The development is car-free and all parking is underground” OMA



VANKE 3D CITY, SHENZHEN - MVRDV
“(…)a vibrant mixed-use city block containing leasable offices, retail space, a restaurant, a hotel, and plentiful outdoor spaces.” MVRDV



CULTURAL CORRIDOR CHAPULTEPEC, MEXICO - FR-EE, FRENTE, RVDG
“the overhaul of the busy 10-lane road that runs west to east between Chapultepec Park and the city centre. Their aim is make the space more attractive to pedestrians.” (dezeen, 2015)



THE MODERNIST, ROTTERDAM - MVRDV

“The Modernist development in Rotterdam’s Central District. The design provides high-quality office spaces along Kruisplein, with transparent plinth housing shops and restaurants clearly characterized by large-framed glass windows” MVRDV

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