



CALI and TURIN

Regeneration of underutilized plots in
two different contexts





**POLITECNICO
DI TORINO**

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INTRODUCTION

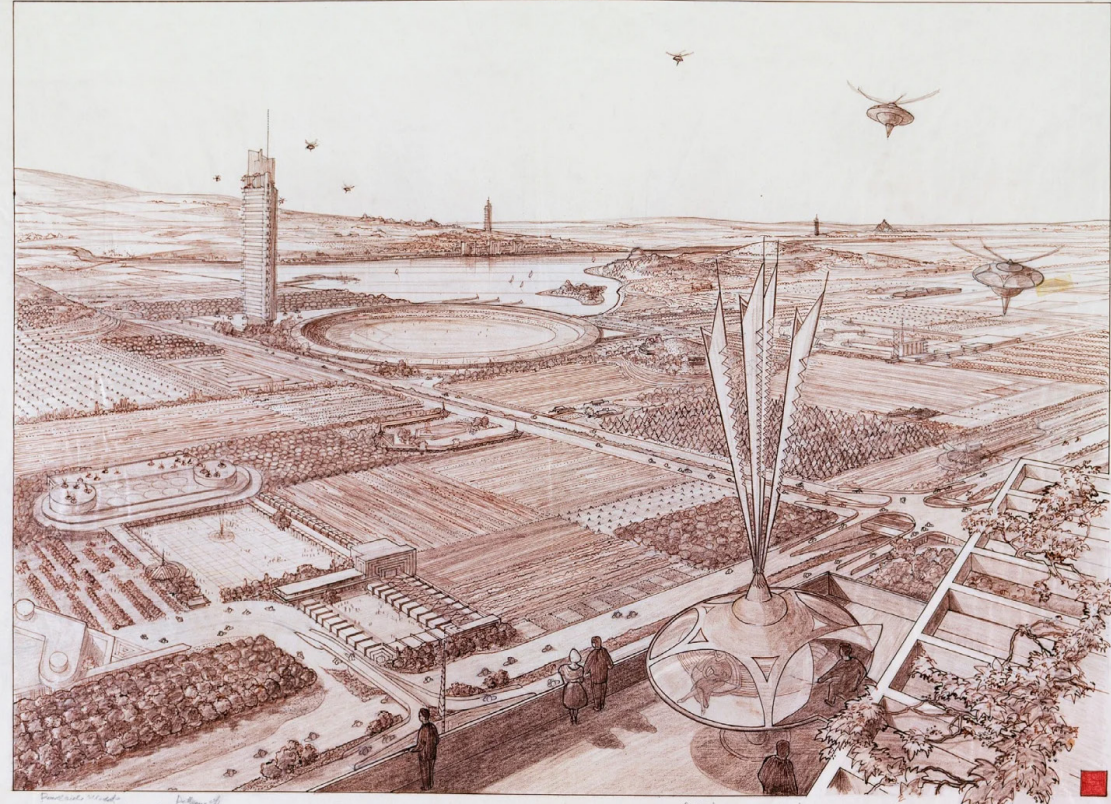
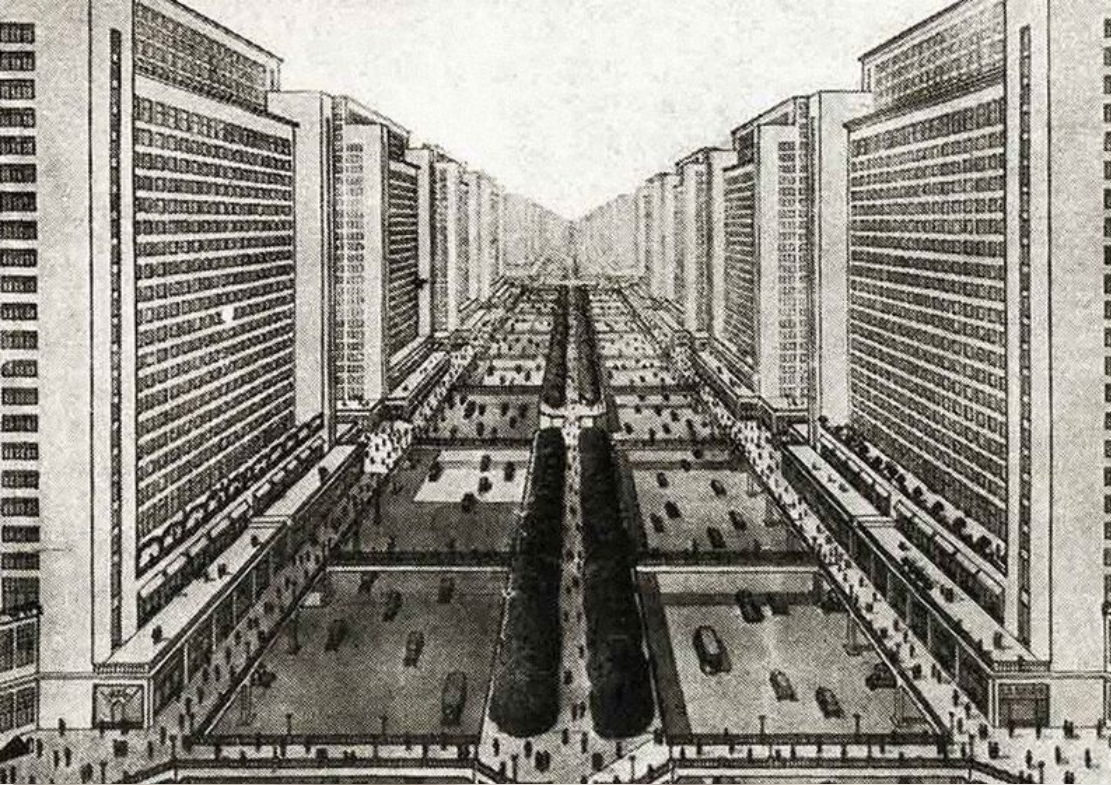
The constant search for an urban model that responds adequately to the unstoppable population increase in cities has only served to demonstrate that “In spite of its early promise, its frequent bravery, urbanism has been unable to invent and implement at the scale demanded by its apocalyptic demographics” (Koolhaas, 1995). The frequent change of techniques has led to the consolidation of cities through a sum of languages that have little or nothing to do with each other, and that respond to the priorities of the territory at the time they were created.

The first answer to the question of what to do in the absence of space for the inhabitants was relatively simple, the amount of free territory around the urban centers was provided as the opportunity to **EXPAND** the city, a horizontal growth also fostered by the promise of wider, more private, and more individual spaces. Nevertheless, a single process cannot respond to the complexity of the transformation phenomena of cities, and the idea of taking advantage of a smaller space to contain more people began to take

hold, bringing with it a **DENSIFICATION** process.

However, the reality that the way we inhabit space has a direct consequence on the resources on which we live, has become increasingly present over the years, when its non-renewability has made it clear that it is time to make a change in the way we relate to the already built city, constantly ignored by new urbanization techniques, and which is not an unalterable element, but rather a scenario that can be exposed to necessary changes. For this reason, it is almost an obligation to take advantage of **underutilized spaces** in consolidated areas, spaces whose original uses have been transferred and which are now an example of the imminent abandonment, but which with the appropriate interventions can become **new focuses of activity, revitalizing the consolidated city**, taking advantage of the connectivity it has and **responding to the needs of the people who inhabit it**.

GROWING CITY



Recent discussions regarding the modalities of **city growth** seem to confront two visions or models of the city that are apparently opposed to each other. On one hand, a vision that sees a **high-density compact model** based on the **renovation of entire areas** of the city through **verticalization** mechanisms, which will theoretically accommodate a larger population in less space, freeing up land for public space and avoiding the “sprawl” or diffusion of the city into the surrounding territory.

On the other hand, an **expansive model** based on the democratization of land, the myth of the individual house and the garden city as a guarantee of a healthy habitat, essentially structured around private means of transportation.

These visions, which seem to **oppose each other** from the archetypes of Le

Corbusier’s “Ville Radieuse” and Frank Lloyd Wright’s “Broadacre City”, to the models of Duany-Plater’s “New Urbanism” and Koolhaasian “culture of congestion”, have declined in urban planning practice through alternate processes of **superposition, juxtaposition and coexistence** with other modalities of territorial organization, giving rise to a **hybrid and mixed urban territory**, where the differences between the two models seem to be diluted.

(Molina y Rubio, 2016)

Top Image: Ville Radieuse, Le Corbusier
Source: 99percentinvisible.org

Bottom Image: Sketches for the Broadacre City project by Frank Lloyd Wright
Source: motorsgroupie.com

CONCEPTS

URBAN DECAY

The horizontal growth of the city towards the periphery of the urban area generates the **gradual abandonment** of the most central areas, which in their time were the residential nodes that activated the different points of the city.

The disorderly growth of formal commerce, even more so of informal commerce, and the arrival of the immigrant population that takes over the available areas, those that are empty and abandoned, has resulted in the deterioration of the city center and its limits. As Kevin Lynch puts it, **abandoned buildings are not something new in history**, however, the lack of respect for the value that they retained at some point and that kept them waiting for a more favorable condition for their use, leads to the **destruction of "their useful potential reserves"** (Lynch, K. 1990), vandalism and demolition end the possibilities they could have.

The decrease in population as a result of this abandonment also has economic repercussions, at sunset all activity dies.

"When sporadic neglect builds up, it can become contagious; expectations change, professional vandals begin to act, and owners turn to arsonists.

When their properties fall to zero value, the owners burn them down to collect insurance rather than give them up... The cost of insurance increases and buildings that with minor repairs would have been useful again, become unsalvageable. Degradation speeds up." (Lynch, K. 1990)

Abandonment, then, is the **first cause of deterioration**, everything that begins to be left aside begins to lose value and is less likely to be preserved. Thus, as the city spread out and became increasingly segregated, "the old center was cordoned off and a new middle-class business district grew far out on the outskirts" (Lynch, K. 1990).

"The creation of a deteriorated space sometimes begins with a progressive and unintended decline. Abandonment leads to deterioration."

(Lynch, K. 1990)

However, this abandonment not only leaves the buildings to the process of natural deterioration, at the moment in which the original inhabitants of the area move to the outskirts of the city, it becomes the **lodging place par excellence** "for people who are on the fringes of society in one way or another: halfway houses, mental hospitals, or low-cost housing. There are also facilities that...need cheap neighborhoods or are unwilling or unable to pay for public services: marginal industries, squats, warehouses, and tax-free institutions" (Lynch, K. 1990)

This condition of abandonment also leads to the fact that as the city expands and the center becomes vacant, "dumpsters appear in the form of **empty lots**, boarded up houses, abandoned cars" (Lynch, K. 1990). The center and its limits become a **fragmented and ownerless space** and is now at the mercy of those who wish to use it as they please, and without any control or supervision, it only deteriorates more and more.

"Deterioration is a generalized process (although valiantly ignored) in human society... It is a characteristic of the underlying flow that drags along, the permanent temporality of things. There is a short-term deterioration of objects and a long-term deterioration of places... Trying to preserve things is a constant threat. If, on the other hand, we seek continuity and non-permanence, then deterioration can be taken into account. Rarely has an accumulation of waste caused the abandonment of an inhabited place, unless it has served to accelerate some natural evolution."

(Lynch, K. 1990)

However, according to Lynch "deteriorated is what lacks value or utility for a human objective... it is loss and abandonment, decadence", a situation that occurs little by little in an area that begins to be un-inhabited and to transform without planning, however, "our opportunities in the face of deterioration multiply as we improve our control and forecasting of events. Deterioration implies negligence or human failure" (Lynch, K. 1990)

TERRAIN VAGUE

In 1995, the Spanish architect Ignasi de Solà-Morales coined the term “terrain vague” to talk about the **abandoned or underused urban spaces** that appear in a city as a consequence of its growth and the constant changes that this causes, where certain uses are displaced, or the inhabitant population migrates. These “terrain vagues”, usually in a state of transition between different uses, become a point of interest because they can be understood as spaces that are part of the city but do not communicate with it.

“The triple signification of the french vague as “wave”, “vacant” and “vague” appears in a multitude of photographic images. Recent photographers...have captured the condition of these spaces as internal to the city yet external to its everyday use. In these apparently forgotten places, the memory of the past seems to predominate over the present”
(Solà-Morales, 1995)

According to Solà-Morales, terrain vague spaces are characterized by their **“in-between” nature**, which

makes them different from other urban spaces. They are neither fully built nor fully natural, and they occupy a kind of liminal zone that is both physically and culturally ambiguous. This ambiguity, Solà-Morales argued, creates a fertile ground for experimentation, where new social and cultural practices can emerge.

“The relationship between the absence of use, of activity, and the sense of freedom, of expectancy, is fundamental to understanding the evocative potential of the city’s terrains vagues. Void, absence, yet also promise, the space of the possible, of expectation”
(Solà-Morales, 1995)

However, the concept of “terrain vague” is not just about identifying and revitalizing abandoned urban spaces, but also about **rethinking how we approach urban design** and the role of the architect in shaping urban space.

The traditional method to urban design has focused on creating

clear, legible spaces that are easy to navigate and understand. This often prioritizes functional and aesthetic considerations over the **social and cultural dimensions of urban life**. By contrast, the spaces define as “terrain vague” offer an **opportunity to challenge the conventional**, by creating urban spaces that are more **complex and layered**.

“We should treat the residual city with a contradictory complicity that will not shatter the elements that maintain its continuity in time and space”
(Solà-Morales, 1995)

For Solà-Morales, the key to activating terrain vague spaces is to approach them **not as empty canvases** waiting to be filled, but as complex and dynamic systems that are **already embedded** in the social and cultural fabric of the city. This means taking into account the **history, context, and local practices that have shaped the space**, and using this knowledge to inform new urban interventions that **build on and extend the existing social and cultural practices**.

The concept of “terrain vague”, then, serves as a way of **rethinking** how we use and understand urban space.

“How can architecture act in the terrain vague without becoming an aggressive instrument of power and abstract reason? Undoubtedly, through attention to continuity: not the continuity of the planned, efficient, and legitimated city but of the flows, the energies, the rhythms established by the passing of time and the loss of limits.”
(Solà-Morales, 1995)

URBAN REGENERATION

“No town or city is immune from either the external forces that dictate the need to adapt, or the internal pressures that are present within urban areas and which can precipitate growth or decline” (Roberts, P. 2000).

The process in which the city center is submerged, not only in Cali and Torino but in many other cities, **calls for an alternative** that avoids reaching the stage of deterioration where the destruction of assets that no longer have any value is a possibility. Fortunately, a process of **urban regeneration** can be “the response to the opportunities and challenges which are presented by urban degeneration in a particular place at a specific moment in time.” (Roberts, P. 2000)

The term urban regeneration is presented by Dalia Lichfield as:

“Comprehensive and integrated vision and action which seeks to resolve urban problems and bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been

subject to change or offers opportunities for improvement.”
(Lichfield, D. 1990)

In this way, and taking into account that “the purpose of the regeneration has been based on conserving and rehabilitating the heritage of the Historic Centers” (Taracena, E. 2013), it is that this is presented as the ideal opportunity to **return to the area** not only its prestige, but also its functionality, making it more attractive and a node for activities, for tourists and for citizens.

This opportunity also requires the study of the entire **context** surrounding the project’s implementation area, since it is essential to plan activities, new buildings and new uses that **complement the identity** that the area initially possessed. Thus, **bringing life back** to the urban center that drastically changed is the idea that guides through the concept of regeneration. In like manner, this concept can be achieved “through the definition of **guidelines and strategies** for the formulation of public policies for urban

regeneration, which will guide the necessary actions for planning the urban environment” (Bucheli, 2014) of the area that will be intervened, and this strategies must “recognise and accept the **uniqueness of a place**” (Roberts, P. 2000), because, in the end, is this uniqueness what guides the process of urban regeneration. In addition, it is important to notice that urban regeneration not only contemplates control and spatial and physical intervention as elements to be taken into account in the project, it is a **comprehensive approach** from the role of citizens, rather than that of architects.

“Urban Regeneration as an instrument and resource is presented as a statement, the budget for its application implies discerning the meaning we give to our condition as citizens and overflowing the comfortable lethargy of doing nothing; It involves a new way of thinking and sensitivity where the encounter with the other is encouraged, respect for the rights of others and the recognition of social and cultural diversity.”
(Bucheli, 2014)

However, it must be taken into account that regenerate an area is a **long process** influenced by many factors and many stakeholders, and sometimes is not possible to do everything that is needed: “However, as Tallon (2010) observes the reality is that regeneration often operates in a fragmented manner and not all problems are solved.” (Roberts, P. 2000). It is important to read this as an opportunity, where every action is a **step towards** the improvement of the urban space.

A HISTORY OF

CALI | TURIN



COMPARABLE INFORMATION

Turin

Country: Italy
Region: Piedmont

Area: 130.01 km²

Elevation: 239 m

Weather: 2°C - 17°C
20°C - 30°C

Population:
Total: 1'792,163
Urban: 886,837

Density: 6,800/km²



Cali

Country: Colombia
Region: Valle del Cauca

Area: 564 km²

Elevation: 1018 m

Weather: 30,3°C - 19,2°C

Population:
Total: 2'445,281
Urban: 2'408,653

Density: 4382/km²



239m
20 = 100.000

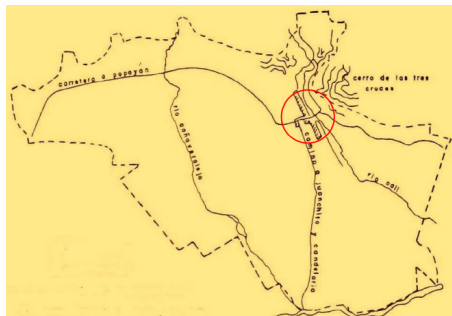
1018m
20 = 100.000

CALI

History

Santiago de Cali was founded on July 25, 1536, after Don Sebastián de Belalcázar gave the order of "founding a city on the outskirts of the Western Cordillera, in a place close to the sea and in the Calima river region" (Alcaldía de Santiago de Cali, 2004).

The order led Cali to be located on the slopes of Cerro de las Tres Cruces, between the Cali River and the road to Juanchito and Candelaria.

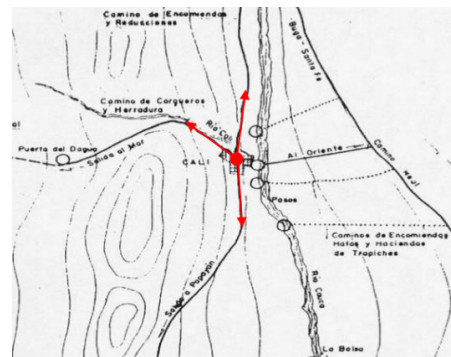


Cali urban areas 1536-1780
Source: "Cali, urban traces" SS. Modify by the author.

It only had **two urban areas**, the one that comprised the neighborhoods of La Merced and San Antonio, the upper part of the city, with cobbled streets and ditches in the middle to collect rainwater and conduct the grey water from the houses in both sides of the road, and the one that included the

neighborhood of San Nicolás, or the lower part of the city, with soil streets and without signs of a system for channeling water. (Alcaldía de Santiago de Cali, 2004)

Nonetheless, beyond this urban division or the development of the city, Cali defined its importance in Valle del Cauca and the area due to the **advantage offered by its location**, especially the cross-flow into which it became, that is, its direct relationship with the roads that connected it with the rest of the region, to the south with Popayán, northeast with Palmira and west with Buenaventura, which made it a **city of passage**, and more importantly, a center of commerce that greatly influenced the development of the city.



Linear urban model
Source: "History of Cali's urban development" SS. Modify by the author.

This characteristic that Santiago de Cali had as a "city of passage" and its configuration through routes (roads and river), makes the city set itself as a **linear urban model**, which was developed along the three main roads, and gave the shape of a "T" to the urban area. The urban center of the city is, therefore, where all these routes converge.

However, in the year 1915 there was another trade flow added to the ones already existing in the roads to Popayán, Palmira, Buenaventura, and the Cauca River, this trade flow was created with the construction and the beginning of the operation of the Pacific Railroad, which was intended to connect the region with the port of Buenaventura. Thus, Santiago de Cali changed from a small town to a city, allowed to place in its territory the transportation infrastructure that gave it economic and physical growth.



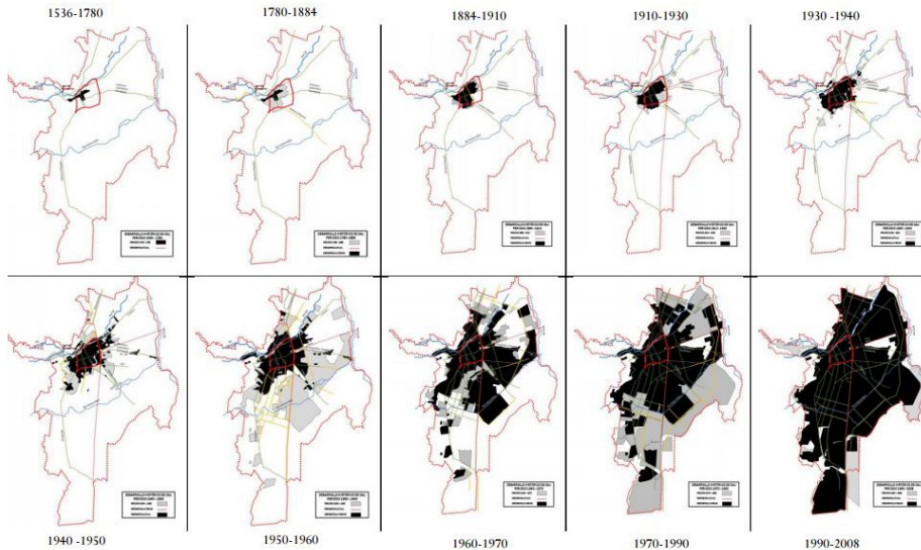
Ferrocarril del Pacífico
Source: "Pacific railroad and its stations" Universidad del Valle



Ferrocarril del Pacífico arriving to a station
Source: "Pacific railroad and its stations" Universidad del Valle

"Initially the "coffee road" was the Cauca River, from Virginia to Cali, to be transported to the Port. At the end of the 1930s, the railroad and the central highway displaced navigation through the Cauca from this function. The forced passage through Cali, towards Buenaventura, allowed a series of commercialization, export and storage activities to be located in the capital of the Valle. With the sugarcane activity, coffee helped to promote and define the type of development in the region." (Vasquez, 1990)

CALI



Urban growth of Santiago de Cali
Source: Estudio diagnóstico para la formulación del Plan del Centro Global de Cali. 2010

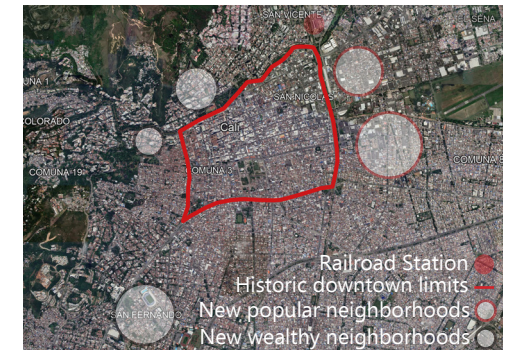
The development brought by the Pacific Railroad in the first half of the 20th century, was **not only economic but also physical**, triggering the initial urban expansion of the city. The new opportunities that came with the economic growth **attracted population** from different parts of the country, a population that settled around the Station and the infrastructure of the Railroad, becoming these settlements, an expansion that would initiate **new centers of activities** and urban centers, beyond the one already consolidated around the Plaza de Caicedo. (Becerra, 2014)

“Thus, the Railroad stimulated the first expansion: the station on Calle 25, the Talleres de Chipichape to the north, and the rail lines to the south and to Palmira became axes of development that extended the city. Whether industrial or residential developments, the city was born around the Railroad.” (Becerra, 2014)

Growing process:

1. First popular neighborhoods: Santander, in 1920 and Jorge Isaacs, in 1923.

Wealthy families move to the north and east of the city, to the new neighborhoods Granada (1922), El Peñon (1930), and San Fernando.



Source: Google Earth. Modify by the author.

2. Around 1948, important infrastructures were built over the Calle 5ta that marked the development towards the south: The University City, the Battalion in Meléndez and the Ciudad Jardín neighborhood.



Source: Google Earth. Modify by the author.

3. New sports and recreational infrastructures due to the Pan American Games of 1971: Pascual Guerrero Stadium (1937), the bullring Cañavalejo (1950), the Templete (1949), and Unidad Deportiva (1971). Urbanization in between these elements, and new types of buildings, like the firsts malls.



Source: Google Earth. Modify by the author.

CALI

New centralities:

The growth of Santiago de Cali always faced different obstacles in its planning, its biggest problem being the scant application of each plan or standard, finding **two options to develop, densify or expand it.**

“Since 1979 the city faces an ambiguity in planning, confirming a double intention to face urban growth: densify and expand. The PIDECA of the same year raised a Densification strategy: occupying the free areas and renovating the center, however, it allowed the inclusion of new soils to meet the housing demand. In a similar spirit, the 1986 code declared both a policy of use and densification of free and central areas as well as three expansion zones for the same purpose: to satisfy the housing crisis.” (Becerra, 2014)

The new centralities in Cali were generated in **two different ways**, initially, through the construction of equipment and infrastructure in the peripheral areas of the city, which led to the configuration of housing areas around

them. On the other hand, these centralities had finished consolidating by adapting new construction areas to residential use, towards the north, south and east peripheries, where the creation of complementary centralities sought to “correct the distances to the traditional or historical center and the collateral needs of roads for accessibility to and from the new metropolitan residential peripheries of middle and high socioeconomic strata” (Martínez, 2015).

Initially, in the POT of 2000 there were identified **9 centralities** in the city, each of which was generated by a specific element and requires a different treatment. These centralities have a particularity, they were not fully consolidated at the time they were defined as such, a few were chosen for their special characteristic of responding to a specific activity (Santa Elena, Puerta del Sol, Imbanaco), and these ended up being consolidated by creating housing within its limits; on the other hand, others such as Menga or Del Puente, were defined mainly by being a new housing area, to which

progressively arrived complementary uses that responded to the needs of the inhabitants and that contributed to the abandonment of the traditional center, which although it maintains its characteristic of centrality, it has been displaced gradually.

However, in the POT of 2014, the number of centralities increased to **23 centralities, divided in 7 categories:** supplying, business, associated with large facilities, industrial, automobile services, industrial services, and associated with housing.

With the definition of these 23 centralities, the city shows its decision to **formalize the vision of a dense and polycentric city**, leaving behind the idea of growing by expansion, in favor of guaranteeing **equitable access** to social services and system functionality.

SUPPLYING

1. Alameda
2. Alfonso Lopéz
3. Floresta
4. Santa Elena

BUSINESS

5. Ciudad Médica
6. Del Norte
7. Jorge Isaacs
8. Lili
9. San Juan de Dios
10. San Pedro

ASSOCIATED WITH LARGE FACILITIES

11. La Merced
12. Panamericana
13. Unidad Deportiva
14. Universidades

INDUSTRIAL

15. Ferrocarril
16. Industrial

AUTOMOBILE SERVICES

17. San Bosco
18. Terminal

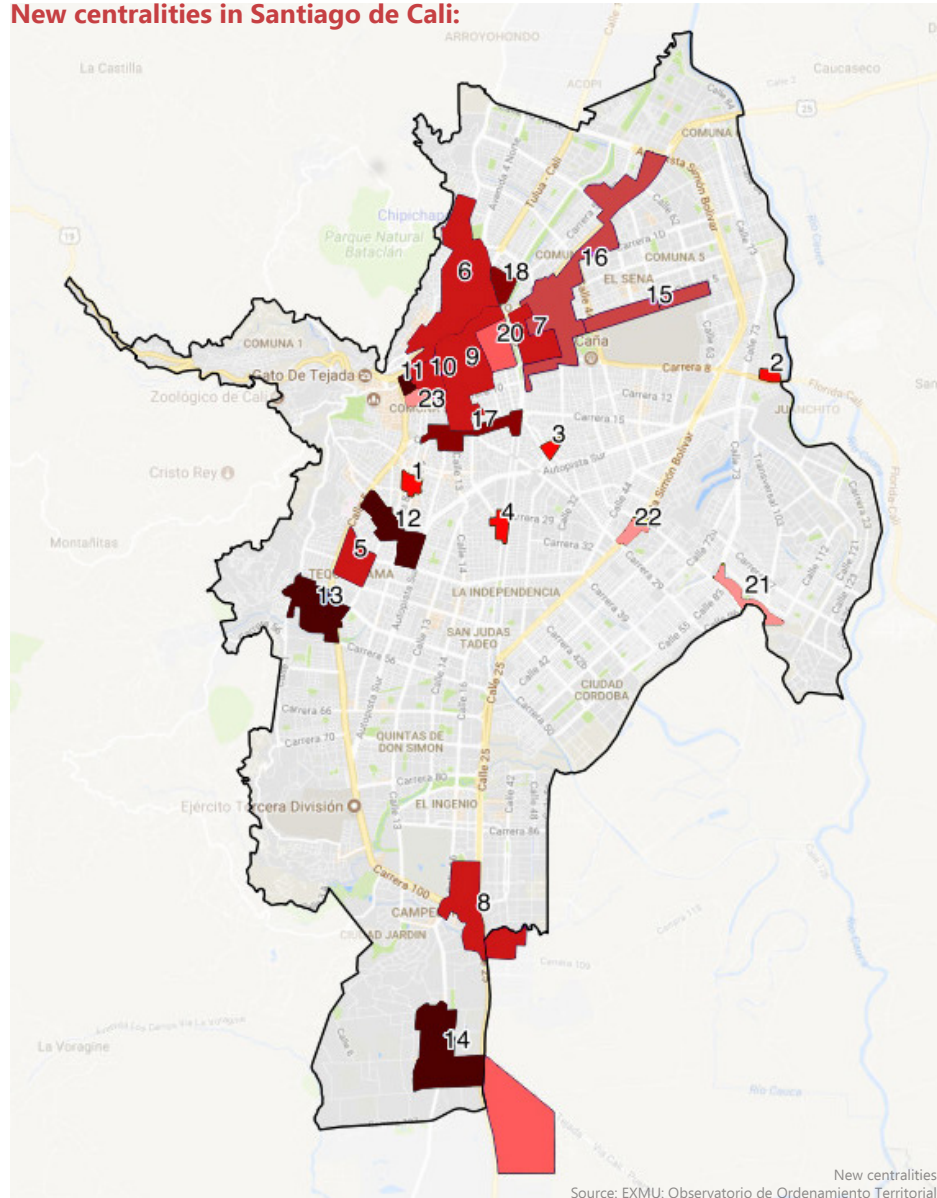
INDUSTRIAL SERVICES

19. Distrito tecnológico industria Limpia
20. San Nicolás

ASSOCIATED WITH HOUSING

21. Aguablanca
22. Julio Rincón
23. Santa Rosa

New centralities in Santiago de Cali:



Historic city center: Transformation

The situation in the historic center of Cali, however, was left in a **limbo** over and over again with each wave of expansion that was generated in the city. Although it was declared a National Monument in 1959, its intervention and renovation were constantly being considered without taking into account what this appointment implied. Likewise, the displacement of the wealthy social classes that inhabited the center towards the peripheries of the city, meant the **abandonment** of the residential areas of the center, places that were transforming their vocation and attracting other uses.

At some point, the center became an area where all kinds of **uses converge**, however, the problem that this entails is that its infrastructure and buildings were **not prepared** to host so many uses and activities. This arrival of uses **incompatible** with the Historic Center generated a setback in its development and an increasingly notable **loss of value**, both due to the changes in the dynamics, as well as the physical and spatial changes that were gener-



Informal commerce in the main square of the city
Taken by the author



Existing social interactions in the main square
Taken by the author



Informal commerce in the city center
Taken by the author

CALI

ated from different renovations with an effort to modernize, that in the end caused the disappearance of valuable pieces of this heritage area.

Furthermore, along with the changes in uses that occurred in the center, “were located in the areas of influence of the BICs land uses that interfere with their operation and induce deterioration” (raPOT, 2014) These situations also attract **illegal and informal commerce**, since the formal commerce decides to move to the safety of a peripheral commercial center. (Martínez, 2015) These activities begin to be located in the public space, invading it, as well as promoting new interventions in existing buildings, demolishing them to build more suitable elements to house the uses that are beginning to arrive.

The **Historic Center of Santiago de Cali changed** not only in the way the space was inhabited, but also physically, in this way, it passed “from a **homogeneous** center in whose urban morphology of continuous walls predominated the constructions of the periods of colonial and republished



Existing activities and social interactions in the historic city center
Taken by the author



Existing activities and social interactions in the historic city center
Taken by the author



Existing activities and social interactions in the historic city center
Taken by the author



Existing activities and social interactions in the historic city center
Taken by the author



Existing activities and social interactions in the historic city center
Taken by the author



Existing activities and social interactions in the historic city center
Taken by the author

tradition... to a center that has experienced the effects of continuous **waves of modernization**” (Universidad del Valle, 2011). Hence, is generated an urban center “whose most obvious and characteristic feature is its volumetric, spatial and formal **heterogeneity**” (Universidad del Valle, 2011)

“In this center with its own expressions, patterns and modes of spatial behavior: small premises that offer products of the most heinous variety and quality at low prices, which coexist with congestion, tumult, the mixture of noises and smells and above all, with a great variety of informal activities that invade and deteriorate the public space, responsible, to a large extent, for that image of discredit, threat and insecurity that the center transmits today, which has resulted in a significant loss of its symbolic value.” (PEMP. Special Management and Protection Plan of the Historic Center of Santiago de Cali. 2014)

TURIN

History:

Turin is an Italian city **set against the back-drop of the Alps at the confluence of two major rivers**, the Po and the Dora. It's history begins with a small village called Taurisia, populated by the "taurine" tribe, a settlement destroyed in 218 B.C. It was also a military citadel during Roman times, configured with parallel and perpendicular roads, that was given the name Augusta Taurinorum.

In 1280, the House of Savoy conquered the city, and under their reign, after the designation of Turin as the capital, the city experienced one of its most important transformations, **becoming one of the major capitals of the Baroque era** with the works of Ascanio Vitozzi, Amedeo and Carlo di Castellamonte, Guarino Guarini, Filippo Juvarra, and others. Turin "acquired a style, charm and elegance all its own that has been one of its distinctive features for centuries." (Comune di Torino). In 1798, the Savoy reign was interrupted when Napoleon's troops occupied the city. Piemonte became a part of France and Turin saw the

1640



1680



1780



1911



1941



2011



Turin urban growth.
Source: MuseoTorino

crumbling of its defence walls, one of the distinctive traits of its planning structure. However, in 1814, the Congress of Vienna returned Turin to the Savoy.

Turin was also known as an **economic center of production and exchange**, its trade, banking and early industries made it a rich city in a rich region. However, it was not only the economic aspect that was important, the city was the point of departure for civil society, for political and economic alliances, and even for the building of the first railways. In the 19th century it became the **political and intellectual center of the Risorgimento**, the movement for Italian political unification, and in consequence, it served as the first capital of a united Italy from 1861 to 1865.

The industrial city

In 1865, the capital was moved to Firenze, and Turin lost status, functions, jobs and investment. The population fell and the unemployment soared, the city entered a crisis that forced its leaders, private, and public

sectors to collaborate, to **rebuild the reputation, economy, and identity** with a strong industrial and entrepreneurial base, and the best example is the founding in 1899 of FIAT, with the construction of the Lingotto and Mirafiori factories.

With the founding of FIAT and other industries, Turin experienced a great economic boost and became one of the **great industrial capitals of the world**. The beginning of the 20th century then, meant the arrival of people from the countryside of Piemonte and the rest of Italy looking for employment, in a city with no infrastructure to accommodate them:

"The path-breaking factory, inspired by Henry Ford's Detroit model, led to the city's population growing by nearly 50 per cent in the following 15 years, while the exploding working population of the Fiat factories multiplied five-fold, and was packed into crowded slums. Most early immigrants came from the countryside and mountain valleys surrounding Torino." (Power, A. 2016)

TURIN

The beginning of the 20th century also meant the arrival of World War I and World War II, two historical events with **opposite consequences** for the city. Firstly, during WWI there was a massive demand for machine components and vehicles, which caused a **growth** of 40% of Turin's population between 1922 and 1939, with FIAT employing almost a third of the city's workforce (Power, A. 2016) Contrary to WWII that had a devastating impact on Turin, due to its status as provider of engines and components for military vehicles and planes, it was a city victim of heavy bombing, causing the **destruction** of at least one third of its buildings.

"Post-war Italy was shattered, its people hungry and its infrastructure in ruins. Torino was not spared. Italian governments were too weak to respond and the Fiat of the Agnelli played an unusually powerful role in helping to keep the workforce in work and looked after, distributing emergency food supplies and providing cheap new housing on the periphery of the city." (Power, A. 2016)



FIAT Mirafiori, historic photo
Source: MuseoTorino



FIAT Lingotto, historic photo
Source: MuseoTorino



FIAT Lingotto, late 20s
Source: Archivio Storico Citta Torino. (FT 11A04_237)



FIAT Mirafiori 15 maggio 1939
Source: mole24.it



Torino - Case FIAT da Corso Grosseto, 50s.
FIAT Houses taken from Corso Grosseto, 50s.
Source: Archivio Storico Citta Torino.

Nonetheless, between 1951 and 1971 when the **post-war economy boomed**, FIAT doubled its workforce and produced almost 95% of Italy's cars. **Other industries** also start to flourish, such as Ollivetti, Ferrero, and textile industries, and even most important, there was a rapid multiplication of **off-shoot production** and service companies that worked for major factories, filling gaps on supply chains and specialist skills.

Deindustrialization and the need to redesign the city

In the late 20th century the **decline** of the automobile industry started; there was more competition on the field with the arrival of German and French producers, the labor costs rose making the production of FIAT less competitive, the social and welfare costs of the workforce rose, and neither the city or FIAT had the capacities to respond to it, furthermore the oil crisis of 1970 dropped the demand for petrol-based cars and pushed up cost of production. Now, it was time to **diversify the economy** of Turin, find new answers to the needs of the city.

"Jobs tailed off, particularly in manufacturing, and Fiat displayed dramatic job losses...The loss of economic firepower in the once dominant car industry affected the level of social support, cut demand for worker housing units, reduced the ability of local government to cope and reduced Torino's leverage on national government." (Power, A. 2016)

TURIN

Needless to say, this also meant the **decrease of the population** of the city, which had peaked by 1970 and now began a steady decline, mainly in the **periphery of the city** where housing was cheaper and built especially for the workforce of this industry. At the same time, this decline meant the **abandonment** of large factories and wasteland.

However, the deindustrialization of the city wasn't all that bad, it was also the **beginning** of a much needed change for Turin, now, there were all these places, spaces, and constructions as a possibility for the city to grow. In 1994, and with the arrival of Valentino Castellanti as the new major, this possibility took the shape of a **post-industrial, reconfigured, denser city**, supported by better public transport, and an opportunity to use and reuse all these spaces.

“The Master Plan further encouraged the restoration of many parts of the historic and potentially beautiful city centre. This overlapped with the ambition for neighbourhood renewal,

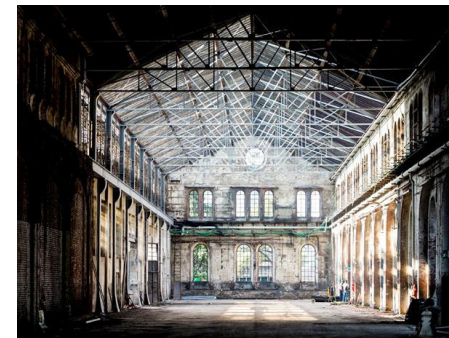
since poorer residents were concentrated either in peripheral publicly owned “factory housing” areas, or in often grossly over-crowded apartments in the centre” (Power, A. 2016)

At the same time, and with the idea of **renewing** Turin, Castellanti launched a “**city-wided, citizen-based consultation of his plans and ideas for the city**” (A. Power, 2016), with the goal of arriving to a consensus of the bases for the long-term development strategic plan for the city. From this consultation came ideas like reinforce the tourism as a pillar of the city economy, made it a gateway city and a new learning center or, made Turin more sustainable and attractive with programs of city center and neighborhoods renewal with an environmental focus (Power, A. 2016)

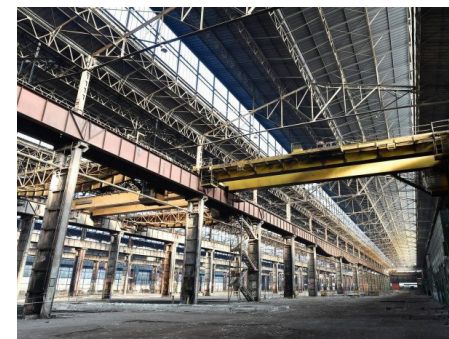
However, it wasn't until 2006 that Turin had the chance to turn around it's identity and brought to reality the concept of renewing the city.



EX O.S.I - Ghia
Source: Samuele Silva Blog



Officine Grandi Riparazioni
Source: OGR Torino



Thyssenkrupp
Source: Sky tg24, ANSA

The new face of the city

In 2006, Turin won the bid to host the Winter Olympics of 2006, and this was its turning point. The games became the excuse to **change the face of the city**, first with the need for infrastructure for the games, and second with the quantity of people that were going to travel to the Italian city for these games, however there were other strategies that were possible just because of this opportunity:

- Upgrading the city and providing new facilities;
- Attracting international attention, investment and visitors;
- Deploying engineering and productive skills to new unifying projects;
- Involving all levels of government in a major new international event;
- Creating new markets and enterprises;
- Transforming the image and reputation of the city.” (Power, A. 2016)

With and after the Winter Olympics, Turin's numbers of tourists rose to almost 2 million, and it became a favorite destination in Italy, after Roma,

TURIN

Firenze and Venice. The new flow of people was just another reason to continue thinking about **how to improve the city**, and to continue planning and developing **projects** to work in the parts of the city that weren't in the influence zone of the Winter Olympics.

In fact, one of these projects was already in action before the games. It was launched in 1998, and it was a **neighborhood recovering program** focused on the peripheral areas of the city, however, after the games, with the flow of tourism and with the crisis of 2007 that brought to Turin a lot of new immigrants from different parts of the world, it was obvious that the zone of action of the program needed to change, and include the **new centers of the city** define by this new and growing population.

“Torino continued to experience high levels of immigration from North Africa, Latin America, Romania, Albania and sub-Saharan Africa, in spite of high unemployment and serious recession, posing several challenges

to social cohesion in a period of deep austerity” (Power, A. 2016)



Existing social interactions in the peripheral neighborhoods
Aurora, Turin. Taken by the author.



Existing social interactions in the peripheral neighborhoods
Aurora, Turin. Taken by the author.



Existing social interactions in the peripheral neighborhoods
Aurora, Turin. Taken by the author.

Places like Aurora, or Barriera di Milano, took importance the moment its empty buildings became the home of people coming to Turin in search for new opportunities, it became a new multicultural and diverse reference node for a whole new population, and even if there were projects working on the **renewal of the city**, an industrial history as long as the one from Turin needs constant work to bring life to the many **empty spaces** left behind by the factories that once were inside the city, or the buildings left behind by the people that once lived there but now moved to new or traditional zones of Turin. Nevertheless, these spaces, these buildings, are just an **opportunity** that needs to be taken to **reactivate the city**, to bring life once again to the **forgotten places**, and maybe to connect the traditional side of Turin with these new centers that are just going to continue thriving.



Abandoned building in Aurora, Turin. Corso Vercelli
Source: Google Earth



Abandoned building in Aurora, Turin. Via Bologna
Source: Google Earth



Abandoned building in Aurora, Turin. Via Aosta
Source: Google Earth

INTERVENTION SITE

A STUDY OF CONTEXT: CALI and TURIN
9.276 km apart

THE OTHER SIDE OF THE WORLD

The abandonment of the center, the presence of empty spaces in the middle of the urban area, horizontal growth, the displacement of residents to the outskirts of the city, are **phenomena that do not happen only in one city in the world, or in one specific type of city.**

“Large number of cities have relocated the city center’s functions outside the city center to suburbs. It has totally changed the traditional dense and multifunctional structure of the city center which had a vital role in creating the dense and active social life. The resulted segregated city has produced deserted city centers in many cities in North and south America and Europe with large economic and social consequences.”

(Nooraddin, H. 2016)

The reality is that despite the differences, and the context, the city “while it may be stable in general outlines for some time, it is **ever changing** in detail... There is **no final result**, only a continuous succession of phases.” (Lynch, K. 1960) and this requires

making certain adjustments, initially improvised - which lead to the current state of the city centers and their immediate surroundings-, currently much more thought out and with the ability to **amend the mistakes that could have been made in the past.**

Cali and Turin are two cities that have more elements that **differentiate** them than elements that make them similar, beginning, with **their location on the globe** -which is surely the most obvious of their differences-, and continuing with their **process of growth** and how this affected the **role of each one in their countries.**

Santiago de Cali, for instance, developed **alongside different urban centers** in Valle del Cauca due to the social-economic framework of the region in which it is located. In this way, both the economic development and the physical development of the city are due to the close relationship with the coffee, sugar and agro-industry activities, and the **transportation of all the products** resulting from these industries, especially due to its prox-



Vertical growth at Turin, Italy.
Source: Google Earth.



Horizontal growth at Cali, Colombia.
Source: Google Earth.

THE OTHER SIDE OF THE WORLD

imity to the Cauca River, to the port of Buenaventura, and its position in the valley, elements that turned it into a **node of flows that characterized it as a transit city**, defined its importance over other urban centers in the region and gave it a linear urban configuration. On the other hand, there is **Turin**, a city that at one point positioned itself as the capital of Italy, with unprecedented political importance, and that after losing this title had to focus on **recovering that same importance** in one way or another, becoming thus in an **industrial node** not only for Italy but for all of Europe, it was no longer the political capital, but it could be considered the **industrial capital** of the country. Turin as an industrial center made the population, the economy, and the physical organization of the city revolve around industrial use, **the city is configured around the factories and their employees**. **Turin becomes the starting point for thousands of routes to cities in Italy that fulfill the role of Cali, being a transit city.**

However, it is not enough to take into

account what happened and how it happened, it is also necessary to talk about what is happening at this moment, how each of these cities behaves **today and now**, the present allows to find other similarities and differences that connect these two urban centers.

Santiago de Cali must respond to a context in **constant development and constant change**, to a city that continues to expand itself with each passing day because it has the land to **spread** and because it needs to grow to supply the population that is always increasing -also due to the arrival of displaced people from other parts of Colombia or from neighbouring countries like Venezuela-. Cali also believes in **demolition as a response to the need for space**, and it was only about ten years ago that started the conversation about the **preservation of historical and important architectural, cultural, and urban elements**, perhaps too late seeing the conditions of the center of the city and of many of these historical milestones -Coltabaco, La Ermita, La Inmaculada, etc.-



El calvario, Cali historical center, 2010.
Source: Google Earth. Modified by the author.



El calvario, demolished to build Ciudad Paraiso, 2021.
Source: Google Earth. Modified by the author.



Re use example: Lingotto
Source: Archilovers. Photo by: Angelo Luisi Montenegro



Re use example: OGR
Source: OGR Torino. Photo by: Luigi De Palma



Re use example: Toolbox
Source: Toolbox Coworking. Photo by: Stefano Borghi



Re use example: NH Collection Piazza Carlina
Source: Archilovers. Photo by: Barbara Corsico

THE OTHER SIDE OF THE WORLD

Then there is **Turin**, a **historic and consolidated city** with a growing population but without the obvious eagerness to spread it's urban limits, where the changes in its center are few and never at the level of the changes that could be made in a Latin American city like Cali, where **conservation is the key** to urban development plans, and where the answer to many needs is found in **re-using what already exists**, not because there are no more options, but because it is the best among all the others, it allows to preserve the architectural, cultural and urban heritage of the city with the possibility of change in what happens inside them.

tential points to intervene, spaces that at some point were occupied, either by an activity or a construction, but that right now have been left aside due to the constant transformation of the city.

A center full of opportunities.

It is because of all these differences that it is even more incredible to find such **similar elements** in both cities, a historic center full of landmarks to **maintain, restore and reuse**, an urban center and its surroundings whose life is concentrated only in daytime activities, but which is **abandoned** at nightfall, a **changing** urban center despite being consolidated, with limited but existing **empty spaces as poten-**



Empty plot: Turin, Zona Aurora
Source: Google Earth. Modified by the author.



Empty plot: Cali, neighborhood 3 de Julio.
Source: Google Earth. Modified by the author.



Empty plot: Turin, Zona Centro
Source: Google Earth. Modified by the author.



Empty plot: Cali, neighborhood San Fernando.
Source: Google Earth. Modified by the author.

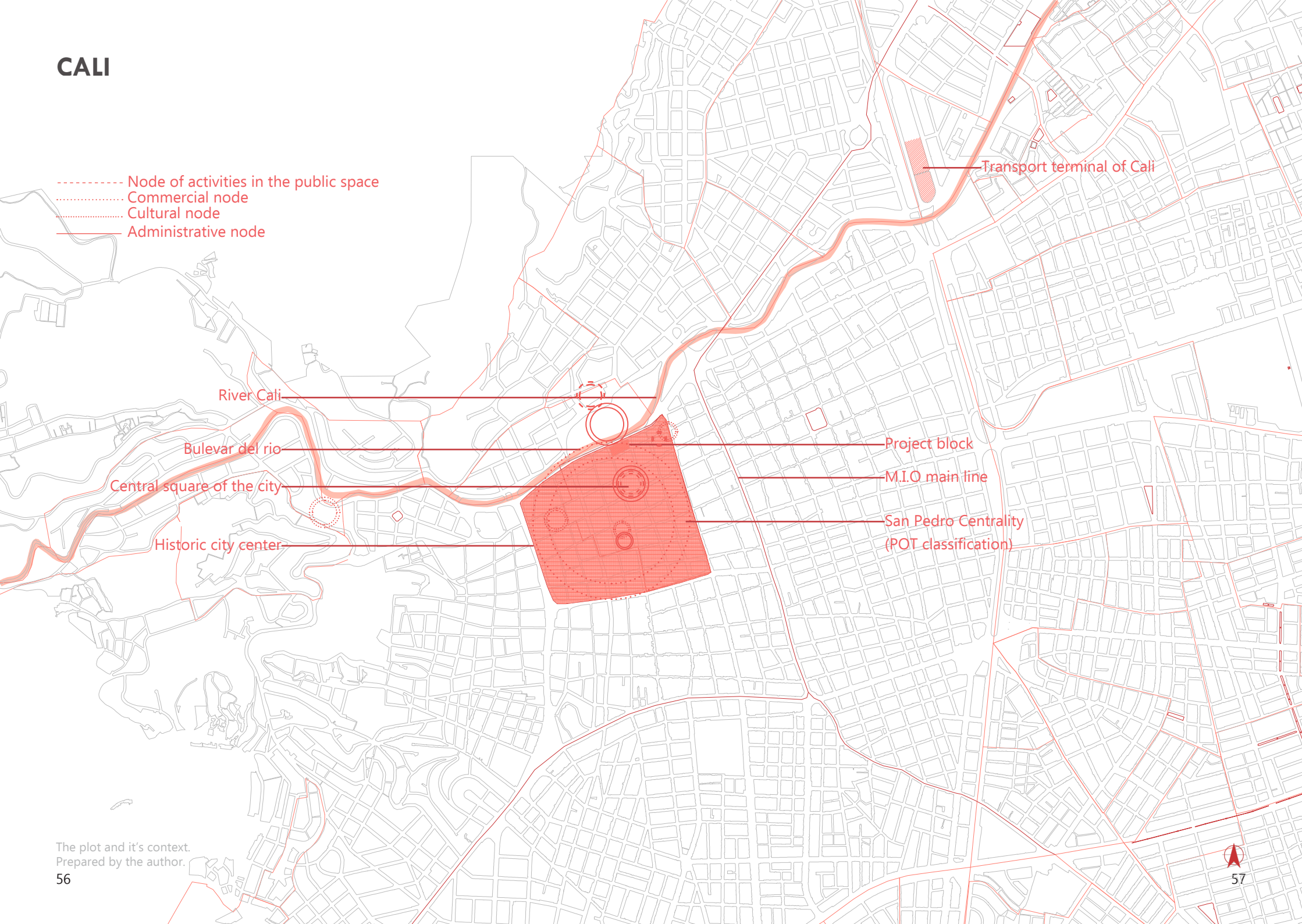
SELECTION CRITERIA

The sites of intervention have been chosen by finding **several similarities** between the two despite the contexts where they are located

	Turin	Cali
<p>Proximity to the city center, benefitig from its flows and activities.</p>	1.4 km	400m
<p>Proximity to commercial nodes like Porta Palazzo and Plaza de Caicedo.</p>	 <p>Porta Palazzo Taken by the author</p>	 <p>Plaza de Caicedo Taken by the author</p>
<p>Accesibility, main lines of transportation near the plot.</p>	<p>Stop Emilia, tram 4: 1 min. 73m</p>	<p>Stop La Ermita, MIO: 3 min. 270m</p>
<p>Landscape potential, the presence of the river Cali and river Dora are a direct link to an important natural element of the city, and gives the opportunity to see the river not as a limit but as an asset to the city.</p>	 <p>Dora river Ponte Mosca Source: Museo Torino</p>	 <p>Cali River Puente Ortiz Source: UnivalleTV, Canal Universitario</p>
<p>Stakeholders, both plots have public and private stakeholders interested in their development.</p>	PRG	PEMP

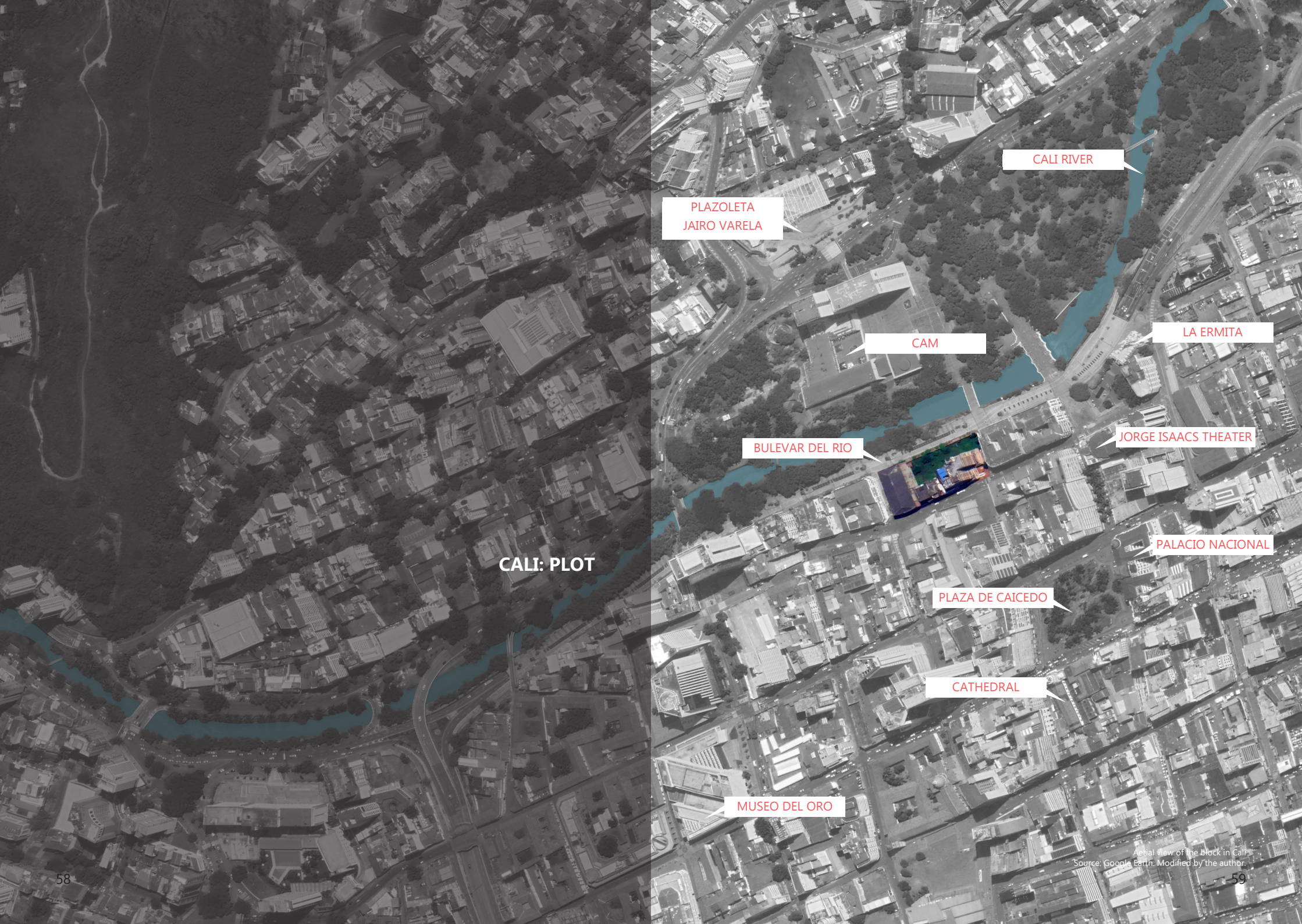
CALI

- Node of activities in the public space
- Commercial node
- Cultural node
- Administrative node



The plot and its context.
Prepared by the author.





CALI RIVER

PLAZOLETA
JAIRO VARELA

CAM

LA ERMITA

BULEVAR DEL RIO

JORGE ISAACS THEATER

CALI: PLOT

PALACIO NACIONAL

PLAZA DE CAICEDO

CATHEDRAL

MUSEO DEL ORO

Aerial view of the block in Cali
Source: Google Earth. Modified by the author.

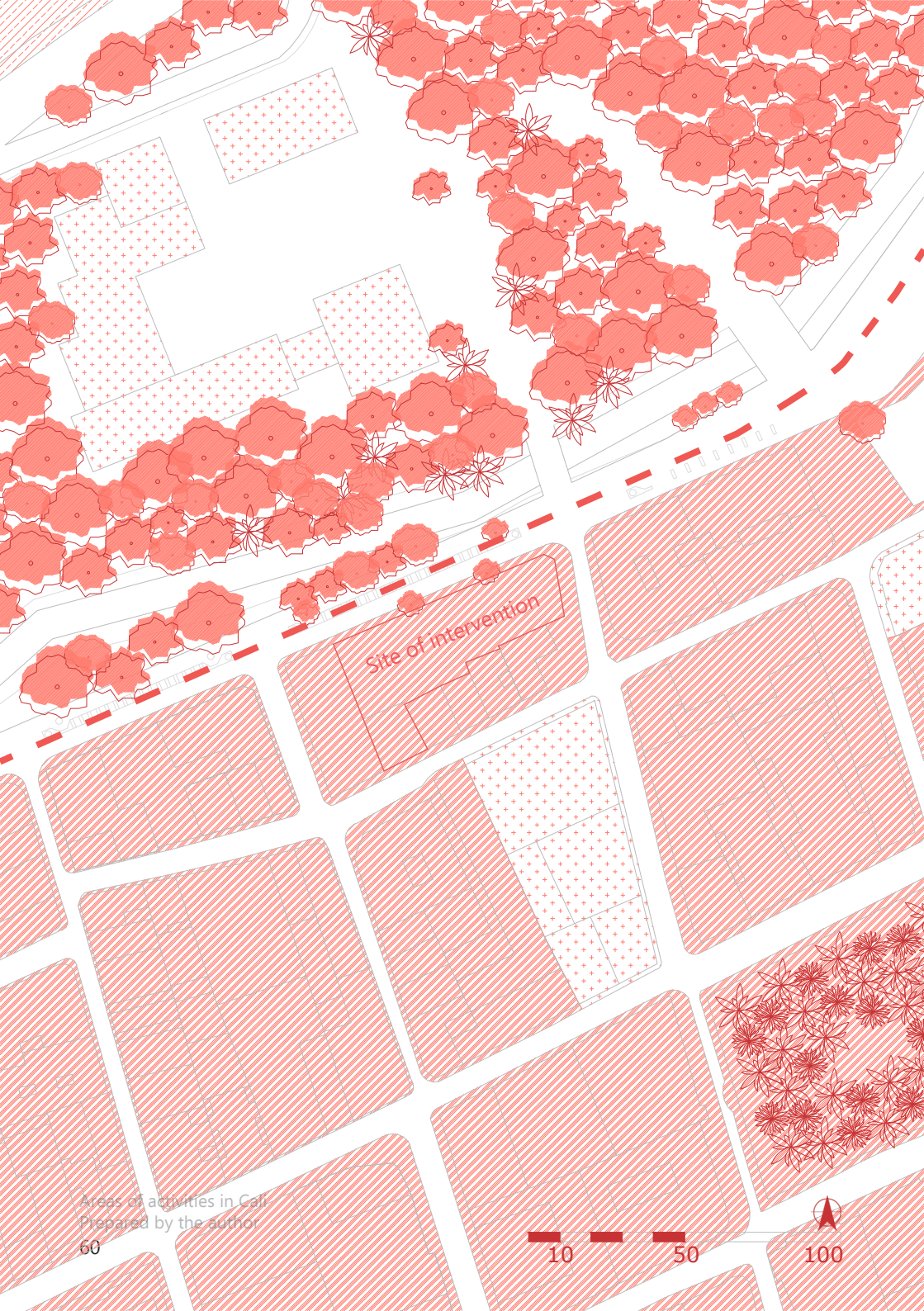
POT: Plan de Ordenamiento Territorial

The POT of Santiago de Cali is an arrangement made in 2014 that dictates the way the city needs to be developed. It divides the territory in **23 centralities**, divided in **7 categories**, these categories are complemented by corridors of activities that allow connections between all the centralities, creating a single system. The plot selected for the intervention is part of the **San Pedro Centrality**, which in turn is part of the **business** category. Just in front of the plot, there is a strategic corridor for business uses.

These categories are divided too, this time in **"Area of activities"**, allowing different kinds of activities in one category, -guaranteeing equitable access to social services and system functionality-, giving also the **guidelines** to which uses can be in each area.



**AREA OF ACTIVITIES PLOT:
MIX ACTIVITIES**



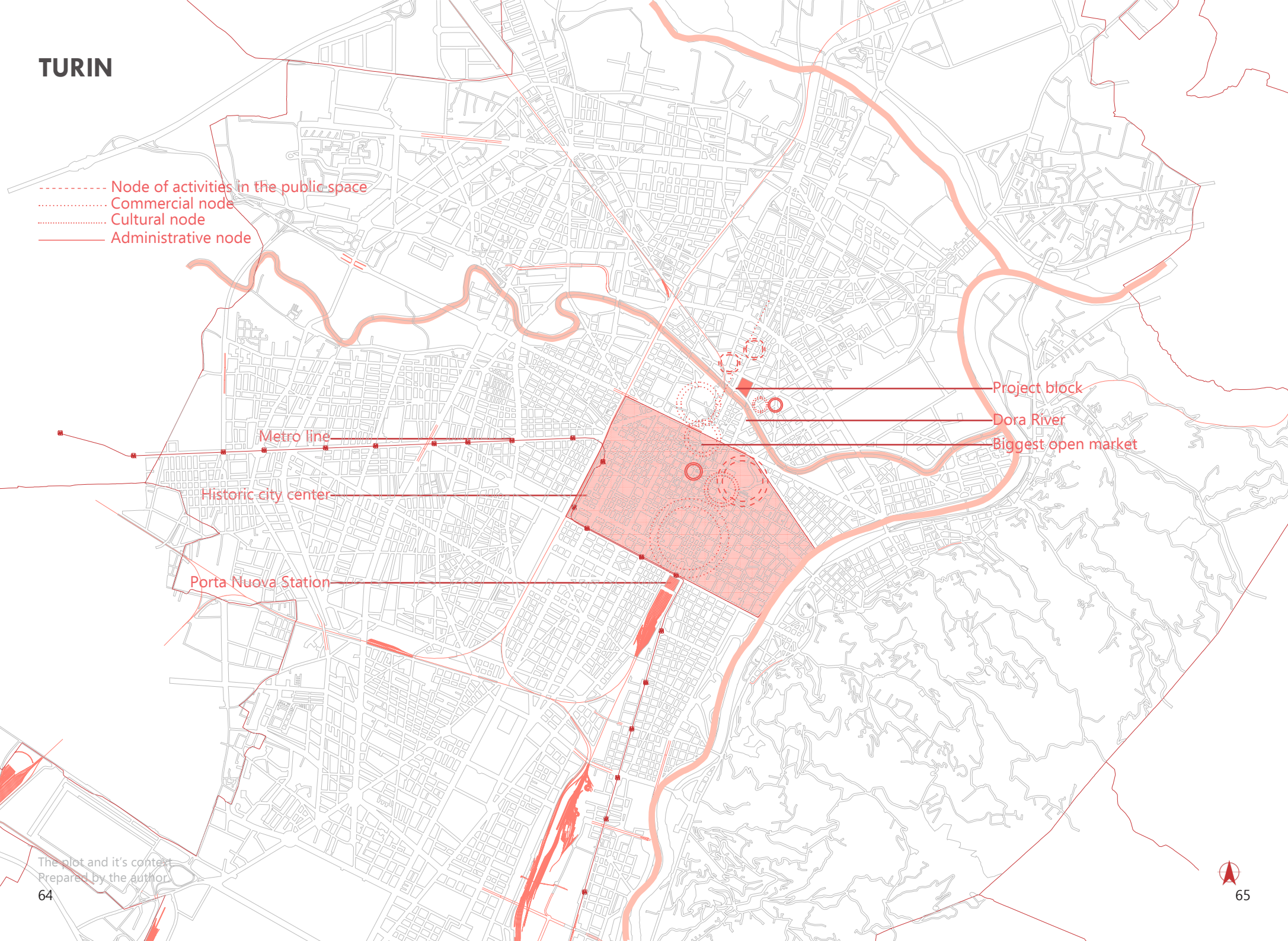
- Corridor: Business uses
- Mix activities
- Residential -net-
- Endowment

USES ACCORDING TO THE POT

USES OF INTEREST	AREA OF ACTIVITY: BUSINESS	STRATEGIC CORRIDOR: BUSINESS	CONDITIONS
Manufacture of bakery	Allowed with conditions	Allowed with conditions	Max. 25% of the area Only in areas greater than 1000 m ²
Malls and chain stores	Allowed with conditions	Allowed with conditions	
Commerce of: Household items, books, newspaper, stationery supplies and materials, sports articles, culture and enter- tainment items, clothes, footwear, pharmaceutical products, medicine, cosmetics, etc.	Allowed	Allowed	Implementation and regularization scheme (art. 299)
Hotel accomodation	Allowed	Allowed	
Restaurants, coffee shops, self-service restaurant	Allowed	Allowed	
Tour operator activities	Allowed	Allowed	
Educational support activities	Allowed	Allowed	
Plastic and visual arts	Allowed	Allowed	
Live musical activities	Allowed with conditions	Allowed with conditions	
Libraries and archives	Allowed	Allowed	
Books, magazines, newspaper editing	Allowed	Allowed	
Audiovisual production and post pro- duction activities	Allowed	Allowed	
Audiovisual materal display	Allowed	Allowed	
Sound recording and music editing activities	Allowed	Allowed	
Programming and trasmission activi- ties in the sound broadcasting service	Allowed	Allowed	
Television programming and broad- casting activities	Allowed	Allowed	

TURIN

- Node of activities in the public space
- Commercial node
- Cultural node
- Administrative node



Project block

Dora River

Biggest open market

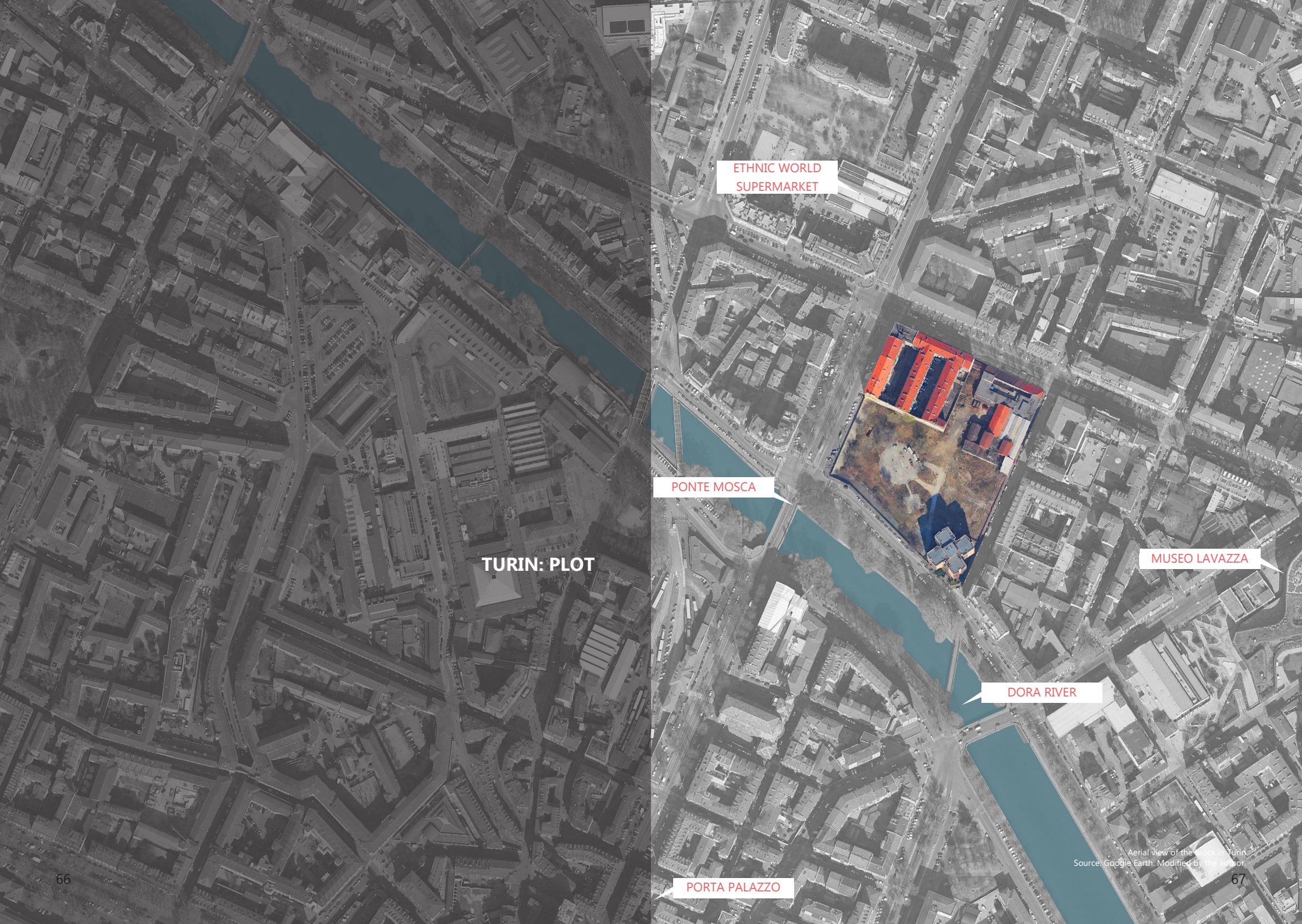
Metro line

Historic city center

Porta Nuova Station

The plot and its context
Prepared by the author





ETHNIC WORLD
SUPERMARKET

PONTE MOSCA

MUSEO LAVAZZA

DORA RIVER

PORTA PALAZZO

TURIN: PLOT

Aerial view of the city of Turin
Source: Google Earth. Modified by the author.

PRG: Piano Regolatore Generale

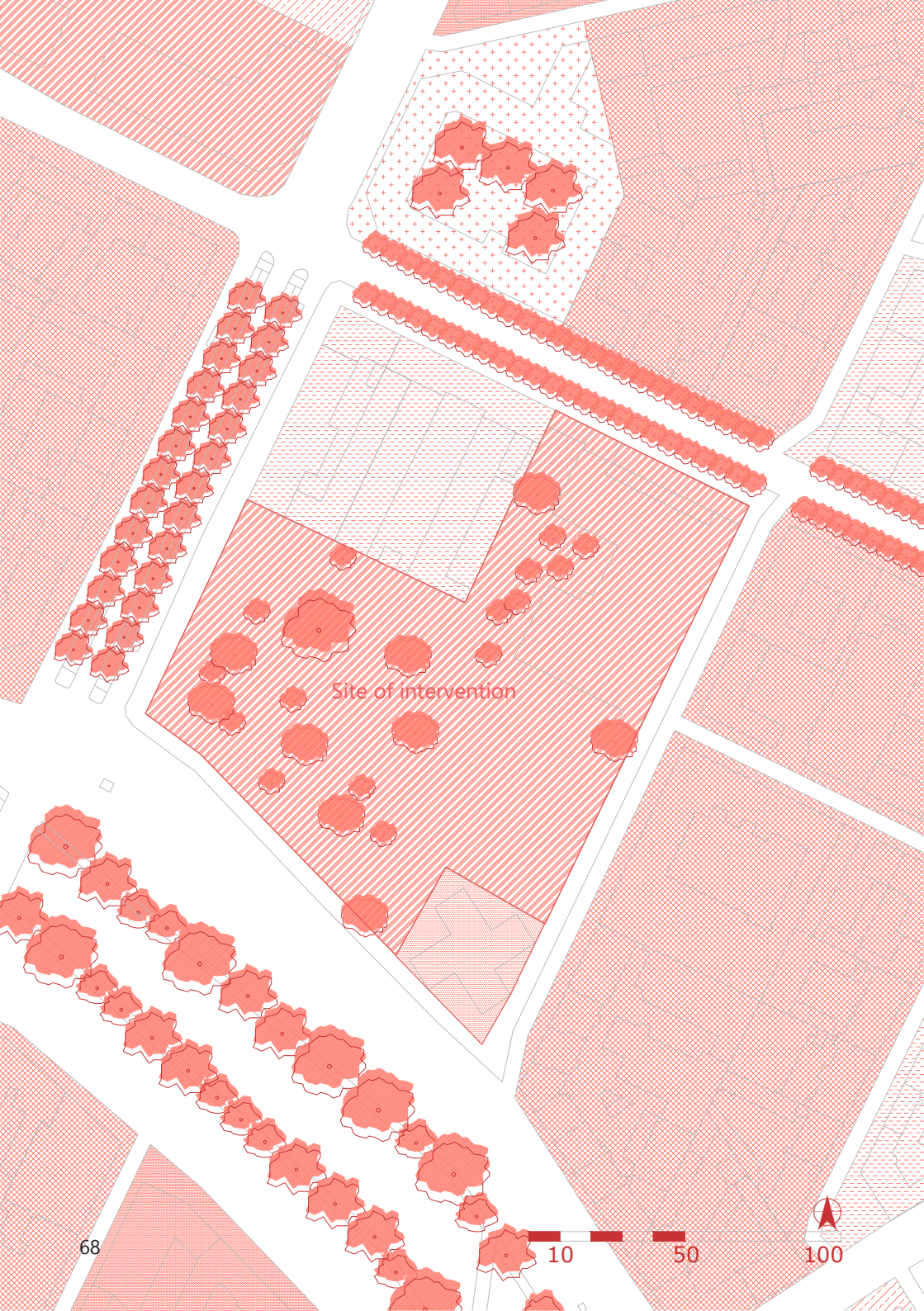
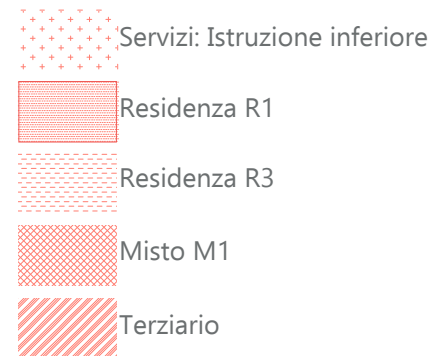
Torino's PRG was coordinated in 2019, and similar to Cali, it divides the city into different **normative areas** "characterized by homogeneous morphology of plants and uses and governed by the regulations of the regulatory area in which they fall" (PRG, 2019). These normative areas define the **type of interventions** that can be done in each plot, and which **uses** are appropriate for them. In the selected plot and its surroundings, the following normative areas can be found:

The plot: PONTE MOSCA

Area: 17.308

Indice territoriale: mq/mq 1.35

SPL generated:
mq 17.308 x 1.35 = mq 23.366



Residence R1:

- Residences built with unitary plans or projects.
- Residential destination
- Retail commercial activity allowed in the basement, ground and first floor.
- Professional studies allowed on the floors above the first



Residence R1 in the plot
Taken by the author.

Residence R3:

- Residential blocks with building curtain towards public space with limited presence of activity compatible with the residence
- Residential destination
- Retail commercial activity allowed in the basement, ground and first floor.
- Professional studies allowed on the floors above the first



Residence R3 in the plot
Taken by the author.

**BOTH PRESENT IN THE SAME BLOCK
AS THE SITE OF INTERVENTION**

Misto M1:

- Mostly residential mixed blocks. Harmful or harassing activities must be replaced with the residence or converted to uses compatible with it
- Residential destination
- Retail commercial activity allowed in the basement, ground and first floor.
- Receptive uses allowed on all floors (hotels, tourist residence, residence for particular users)



Misto M1 next to the plot
Taken by the author.

Area TE:

- Areas or complexes of buildings for tertiary use
- Exhibition, congress and tourist accommodation activities allowed
- Retail commercial activities, catering, public businesses and service crafts allowed in the basement, ground, mezzanine and first floor
- Residential use as long as the tertiary use is not less than 50% of the overall SLP verified on the intervention area



Area TE in the plot
Taken by the author.

SITE OF INTERVENTION: AREA TE

CHARACTERIZATION OF THE CONTEXT



The importance of the spaces **in between** the buildings



Perimetral: The buildings follow the form of the block.



The element: The buildings are disassociated from the form of the block. (OVNI)



Hybrid: The block can have both morphologies, a perimetral building and a disassociated element.

The morphology of the blocks in Turin can be divided into **three types**, the first and most common in the city being the “perimetral”, where the buildings surround the entire block, generating internal courtyards mostly for private use. This morphology means taking into account the **direct relationship between the building and the street**, since it is in constant contact with those who inhabit it.

The second type is a block where the buildings are located as **independent elements** within it, the continuity in this type of morphology is little or non-existent, and most of the time, the **empty space is predominant** in the block.

Finally, there is the third morphology, a **hybrid** between the two previous ones, which allows us to understand the conversation between the built and the context, but also shows the possibility of **interweaving** in the empty spaces that it has.



The built as the generator of spaces



Whole: The buildings embrace the whole block, their height is not the same.



Holes: The whole is interrupted by voids between the buildings.



Incomplete: The block is not entirely built and it looks like it has missing parts.

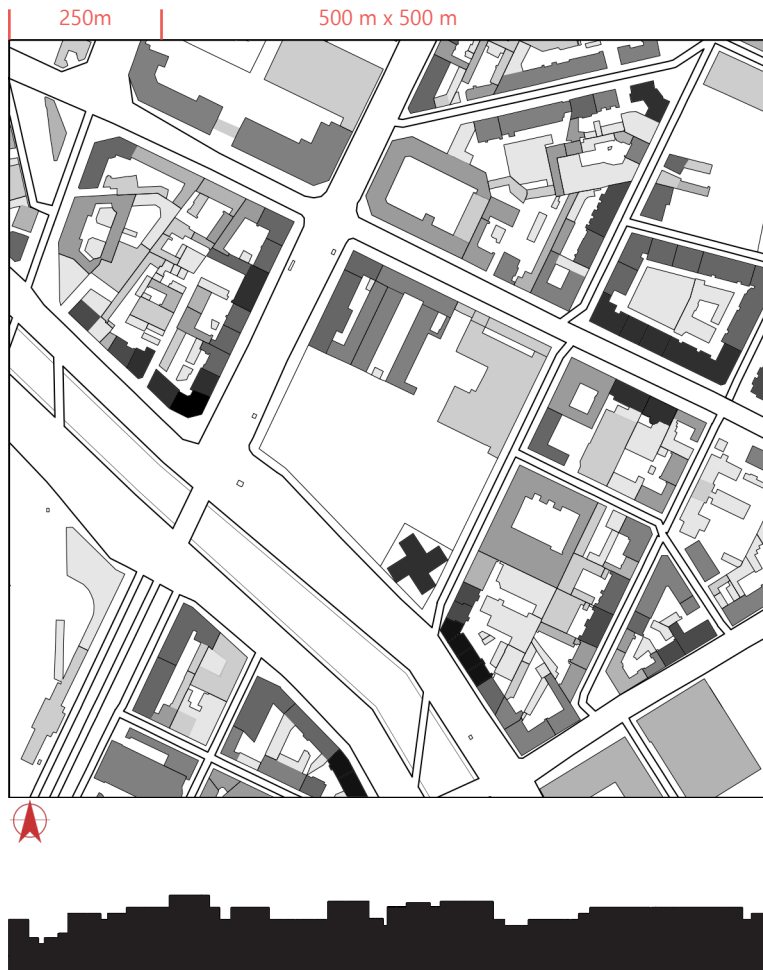
In Cali, the way to build the block can also be divided into three types of morphology. First, we find the **consolidated block**, fully built, made possible by the difference in height of its buildings, and where the communication with the city arrives maximum, at the ground floor of the perimetral buildings.

Then there is the morphology of holes, where small courtyards appear at the **center of the block**, serving to the private use of each building, but not to the city.

Finally, a third morphology is identified and presented as an **opportunity for the city**, the block not completely built, and where the empty spaces that it has communicate directly with the street, becoming a **possible extension of it**.

TURIN

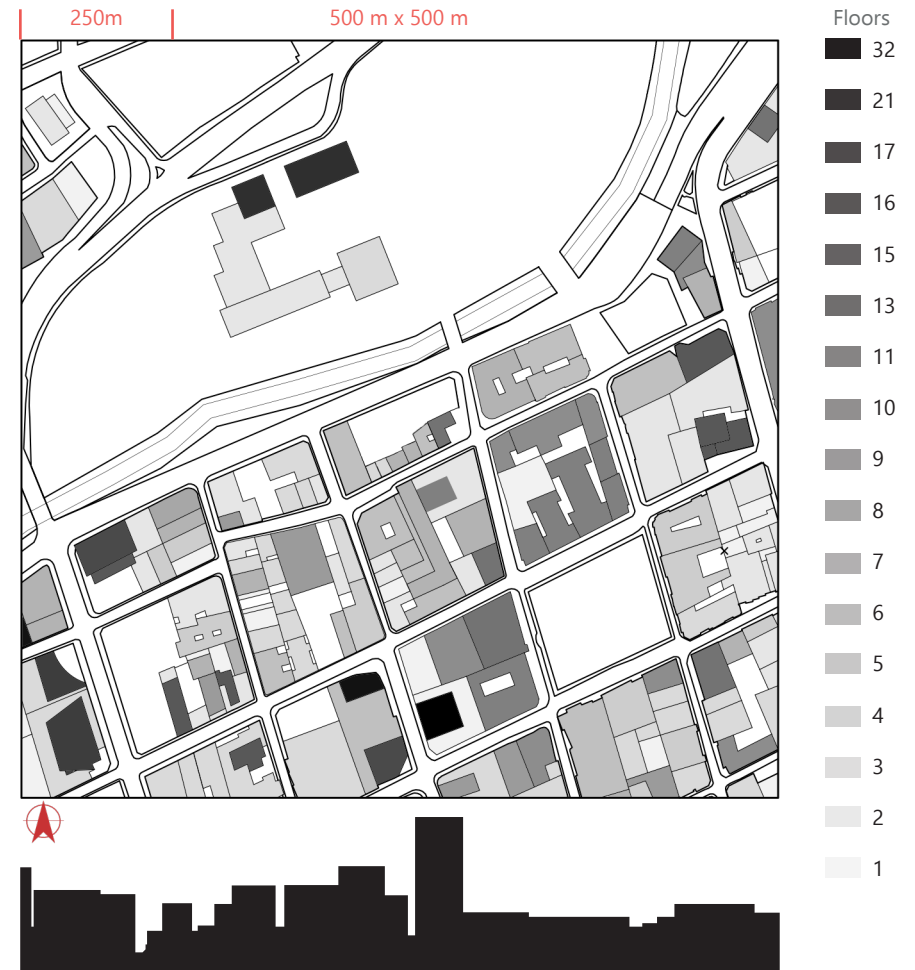
HEIGHTS



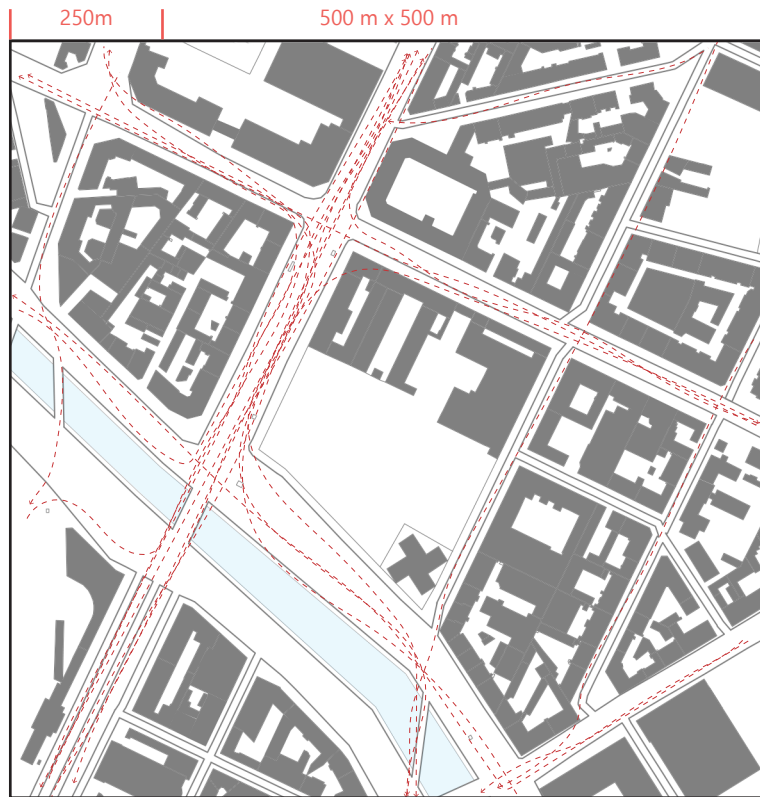
Turin's height profile shows that they are all very **contained**, the highest being ten floors, a consequence of its **proximity to the city center**, where the idea is not to compete with the historic buildings in the area. By law, the new buildings **can't be taller** than the existent buildings.

CALI

HEIGHTS



Cali has turned its city center into a **business area**, this allows a **freedom** in the heights that a European city does not have, since the predominant buildings are at least 10 floors tall, which is the maximum number of floors permitted in Turin.



CORSO GIULIO CESARE
 CORSO BRESCIA
 VIA AOSTA
 LUNGO DORA

The study of the flows in Turin helped to identify the **main axis** in the area, **Corso Giulio Cesare**, due to its connectivity with the historic center and the fact that it **crosses the city** from north to south. This flow is not only vehicular, since the presence of **commerce on the ground floor** of the perimeter buildings forces the citizen to walk and inhabit the axis.

On the other hand, there are roads such as Corso Brescia and Lungo Dora, not so significant at a macro level, but in the area, **feeding on the flows of Corso Giulio Cesare**, and the ground floor activities along them.

Minor flow axes are also identified, used only by people **who must pass through them**, such as Via Aosta, where you cross because you live there or because you get there from the Ponte del Carbone.



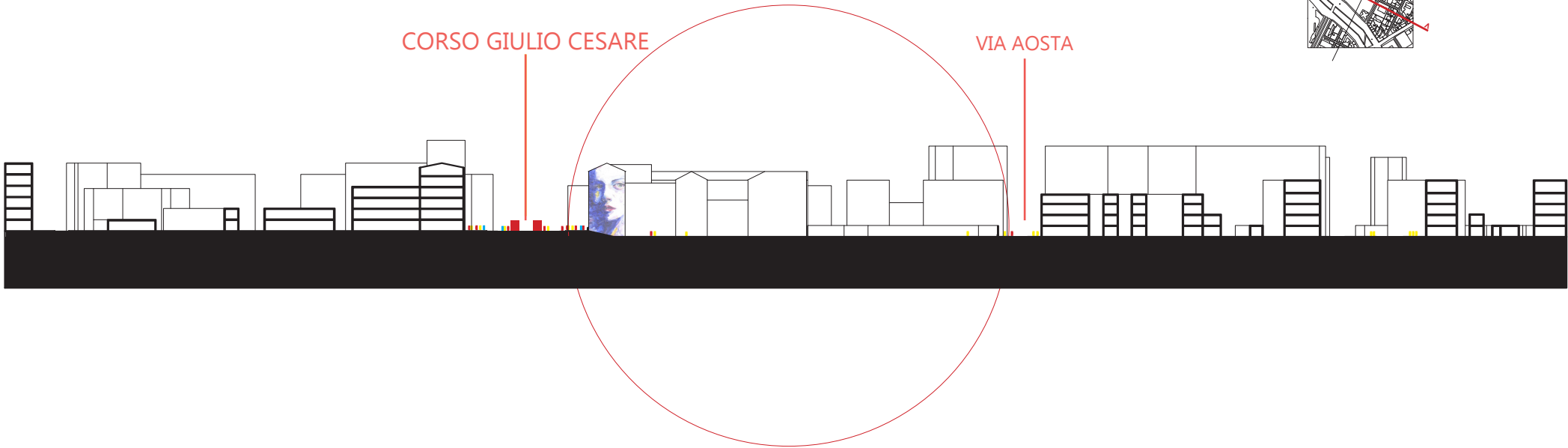
In the city of Cali, the **Bulevar del Río** project stands out as the main axis of the area, an intervention of public space that becomes a completely **pedestrian axis** where the streets of the historic center end, such as Calle 11 and Calle 12, both **commercial passages** with activity present throughout the day. However, there are not only flows, but also the **nodes where they converge**, in public spaces such as the Plaza de Caicedo, the city's central square, or the Parque de los Poetas. This makes the area **not only an area of passage but also one of permanence**.



TURIN

CORSO GIULIO CESARE

VIA AOSTA



CALI

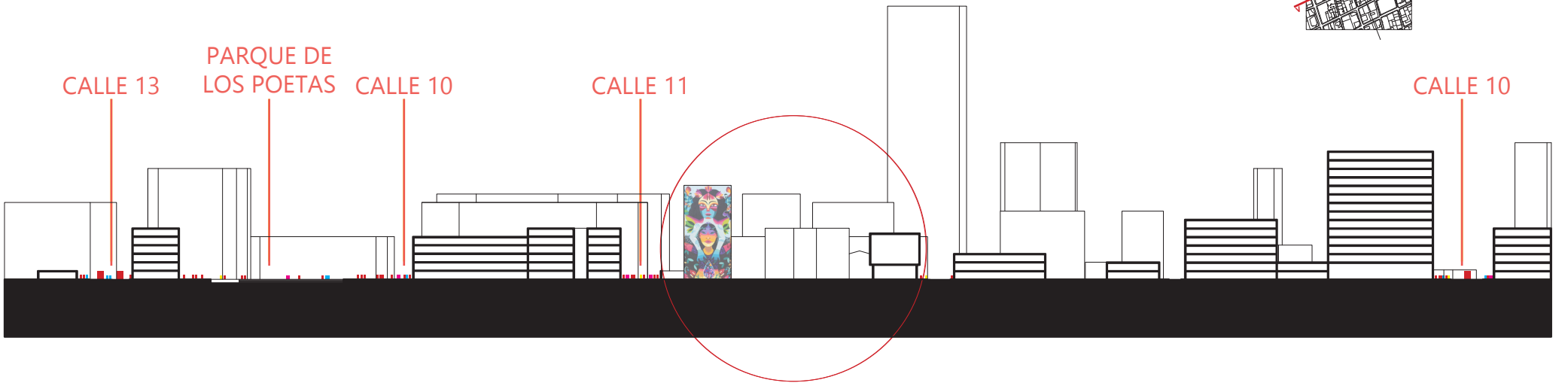
CALLE 13

PARQUE DE
LOS POETAS

CALLE 10

CALLE 11

CALLE 10



WHAT IS COMMON IN BOTH CITIES?

1. Decadent multiporposes:

The territories are identified by the multiplicity of uses coexisting in the same area, and even in the same plot, a common characteristic in lots close to the center of the city.

These uses that begin to decline without completely disappearing when the activation of these territories are not a priority for the city, when it should be.

2. Historic arteries:

The presence of roads with flows consolidated by their constant presence in the history of the city, envelop the plots in an arterial system from which it could benefit.

3. Forgotten points of attraction:

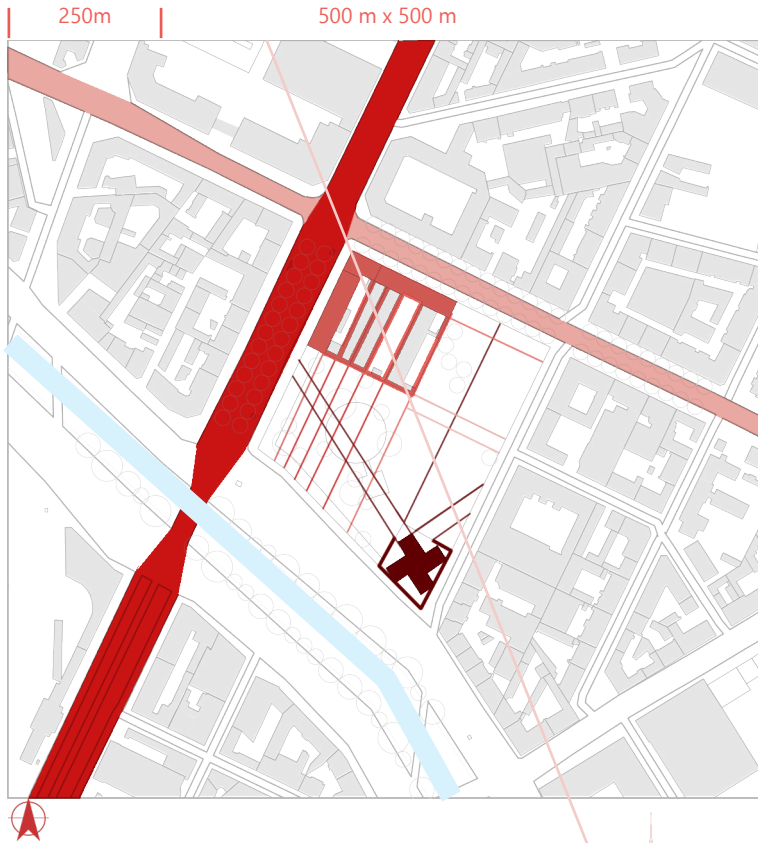
The plots are in the midst of flows and activities that have been transformed over time and that could converge on them, however, these plots have been closed to these transformations, becoming stranded in time as empty spaces that become potentials to exploit.

PROJECT DEVELOPMENT

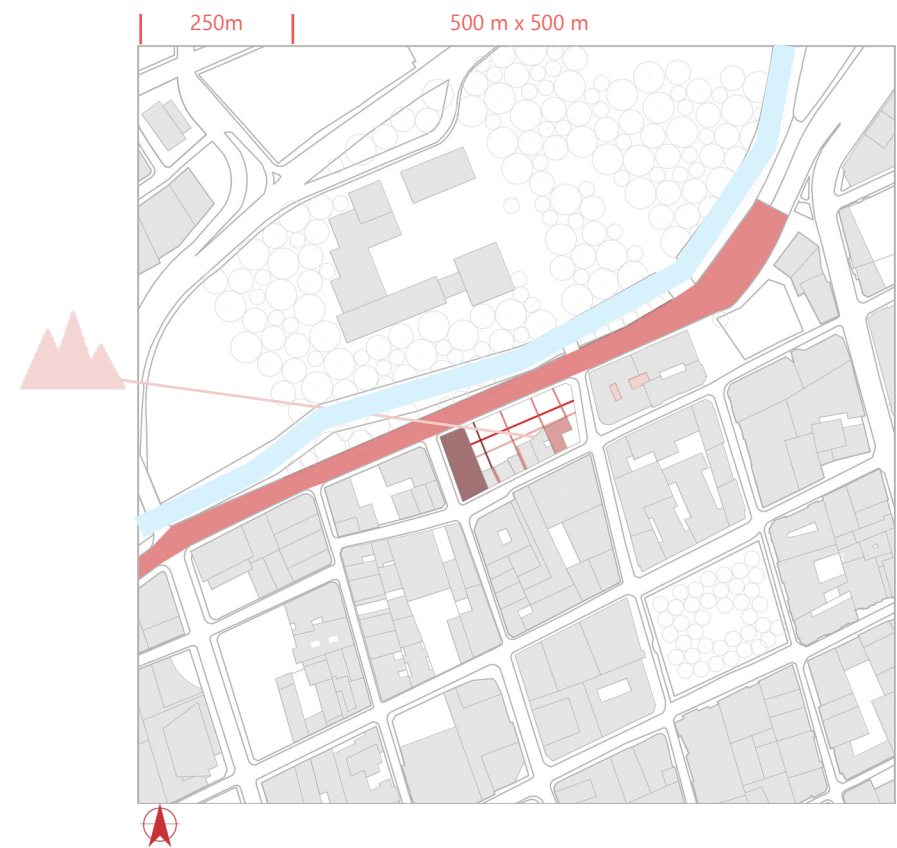
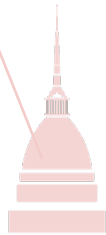
CALI | TURIN

INTERVENTION STRATEGIES

DIRECTIONS

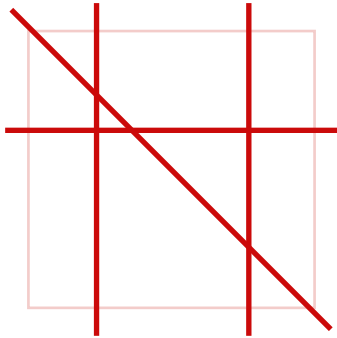


- The directions to be follow are four:
1. Existing buildings
 2. Important streets
 3. Views
 4. The river

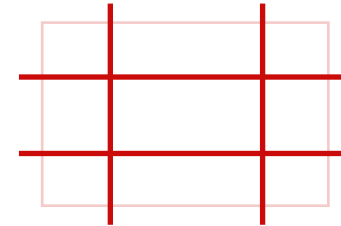


These axes become the main lines of implantation for the project.

MORPHOLOGY



Construction base of the project



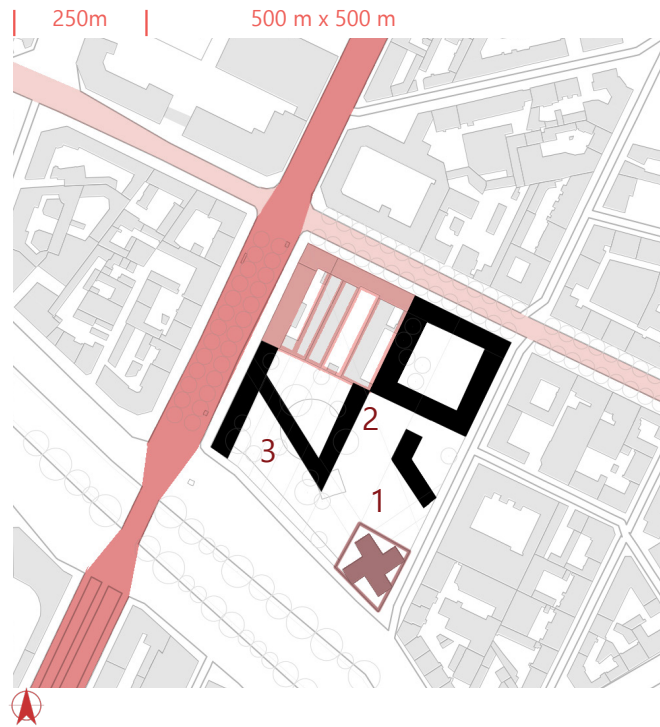
Construction base of the project.

Desired morphology transformation with the new volumes
How are we going to complete the block?



Desired morphology transformation with the new volumes
How are we going to complete the block?

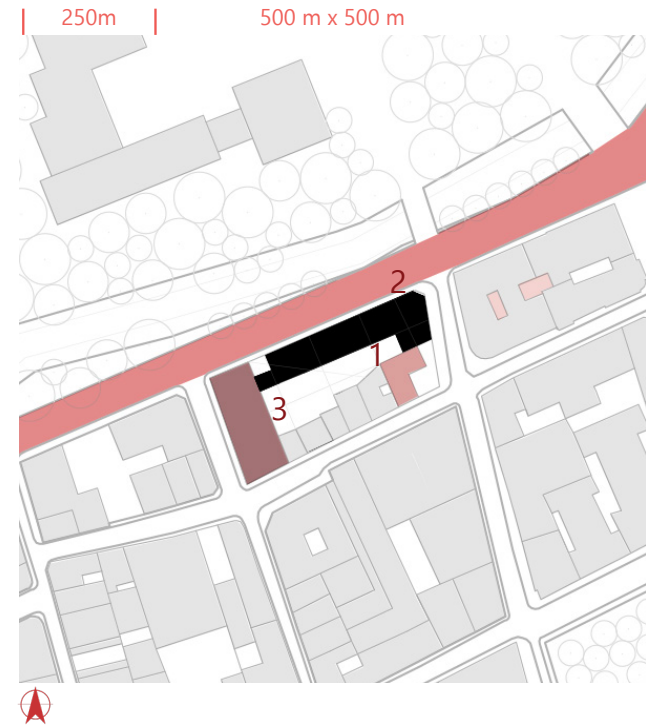




Views as the way of living the project.

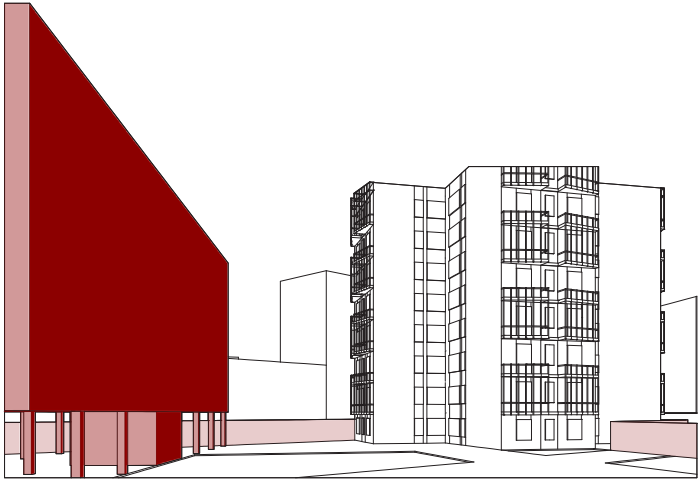
CALI

FRAMING

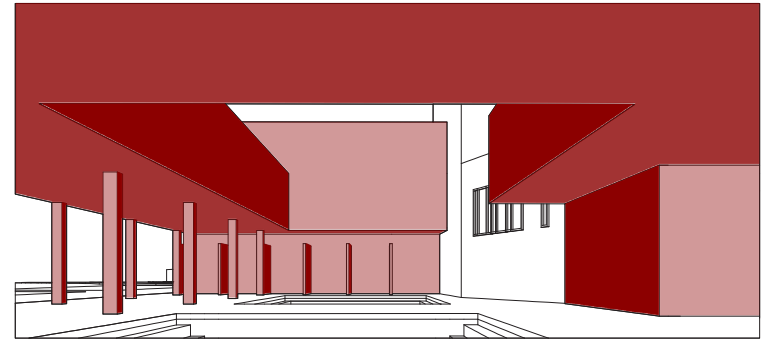


The volumes become the frame of the project, and the directions previously identified are the way of redirecting the view of the user.

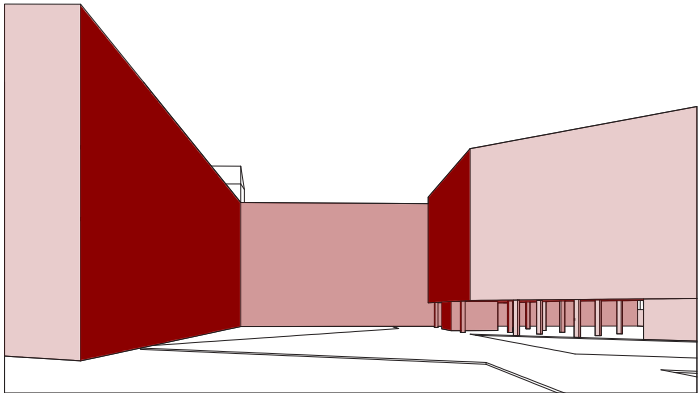
1



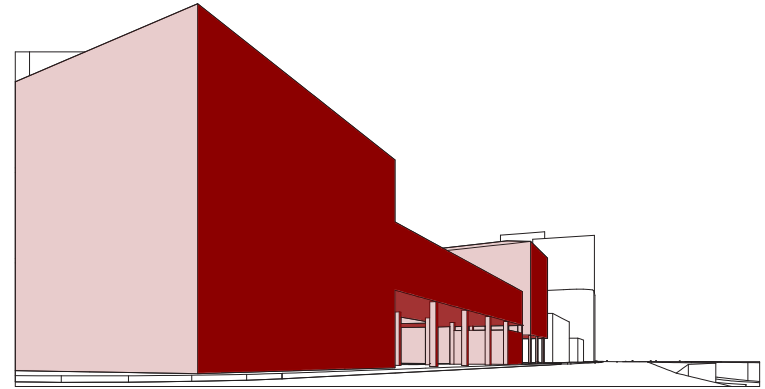
1



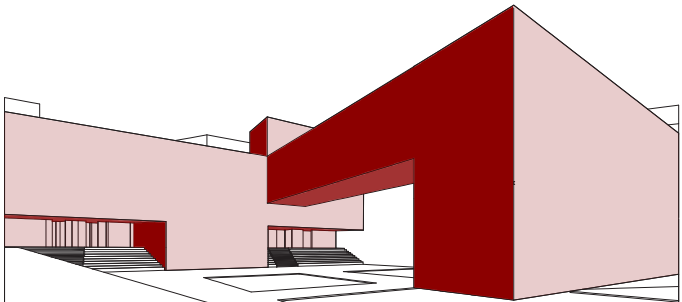
2



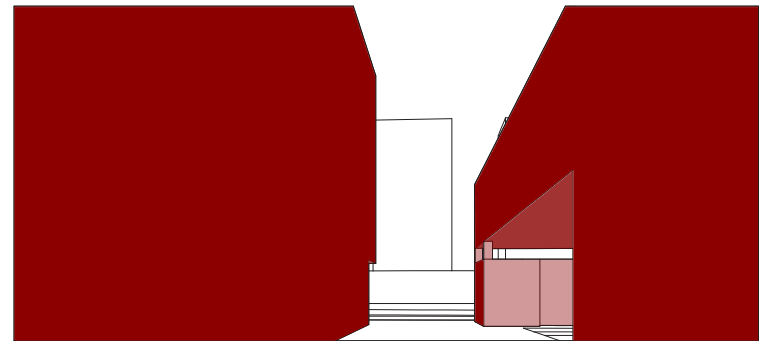
2



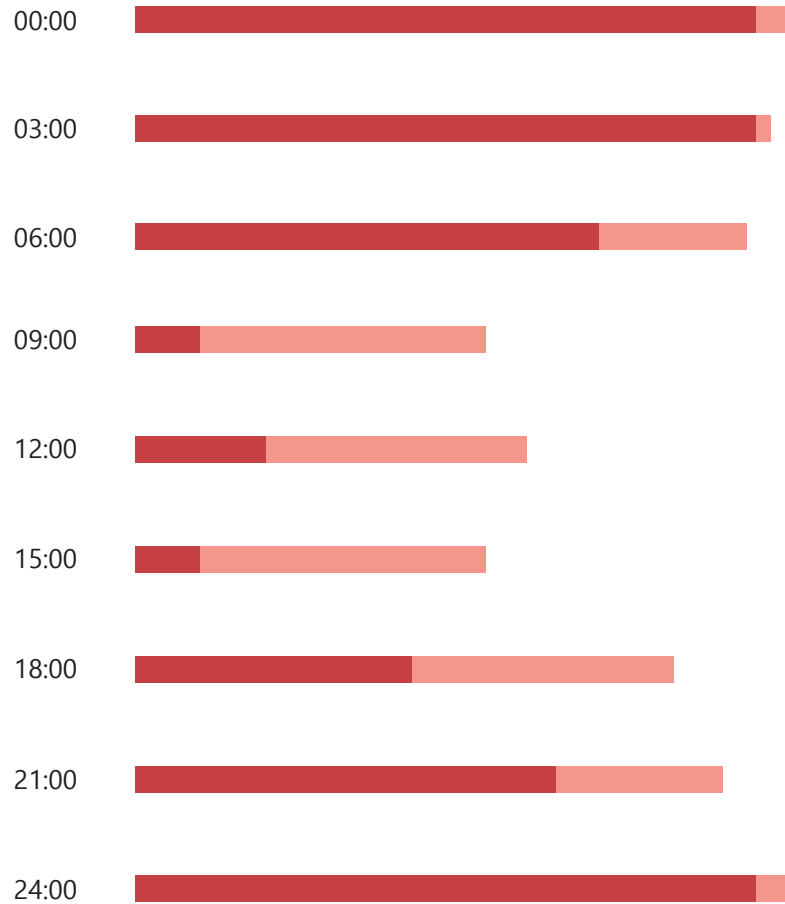
3



3



TURIN

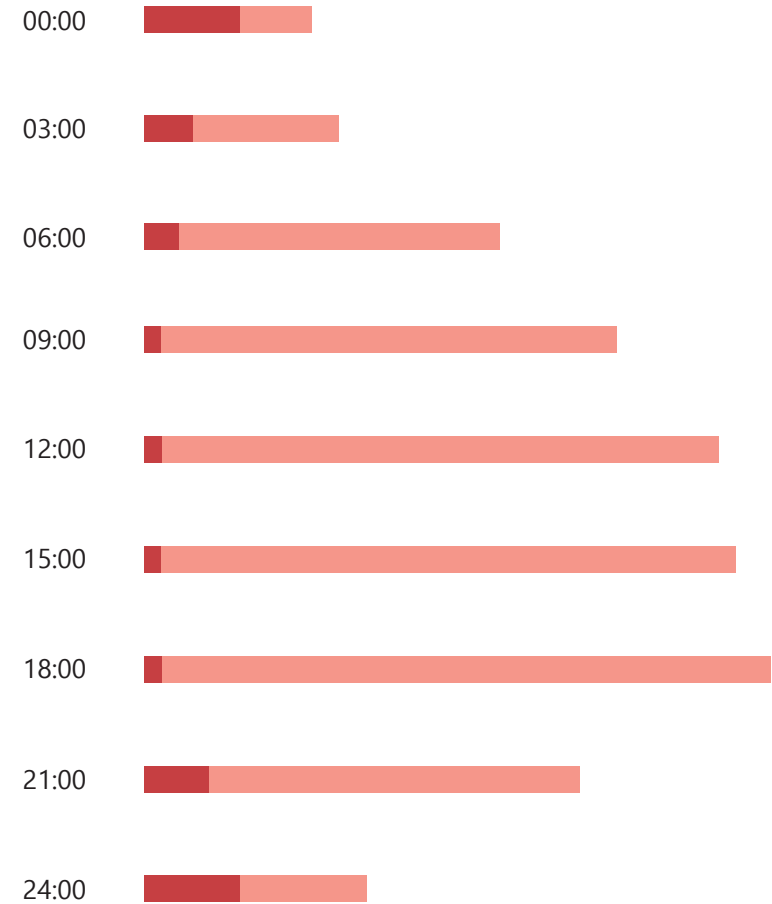


■ Floating population
■ Permanent population

The area in Turin is mainly a dormitory city, where the residence is the main use and the floating population is present only in the main axes.

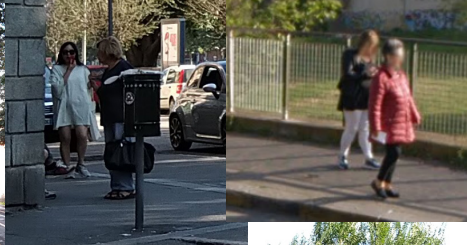
CALI

PEOPLE



■ Floating population
■ Permanent population

The area in Cali has become a transit area, where people arrive to work at morning and then return to their home, leaving a dead city center behind.



TURIN



CALI

TURIN: Where is the people?



Most active axis
Tram 4 + commerce

Residential axis ex.
Not used.



To bring people into
the plot



Life bring by nodes of
commerce



Life bring by students

Area with universities

Aerial view of Turin: nodes of activities
Source: Google Earth. Modified by the author.

700 m

CALI: Where is the people?

Residential and commercial area active at all times

CAM as a node of activity during the day

Most active axis. Promenade

To bring people into the plot

Main square active during the day

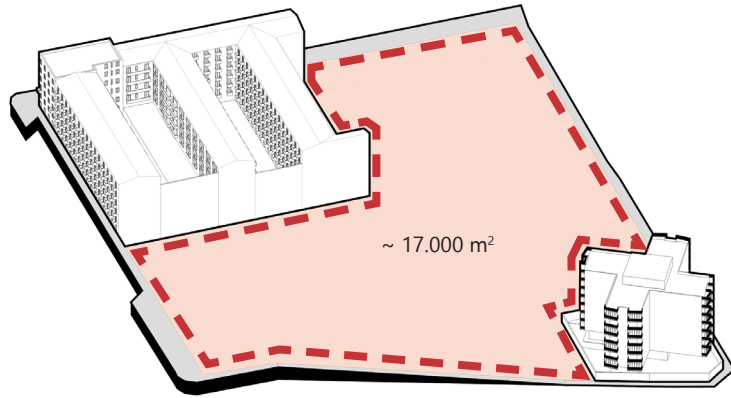
Business area active during the day

Aerial view of Cali: nodes of activities
Source: Google Earth. Modified by the author.

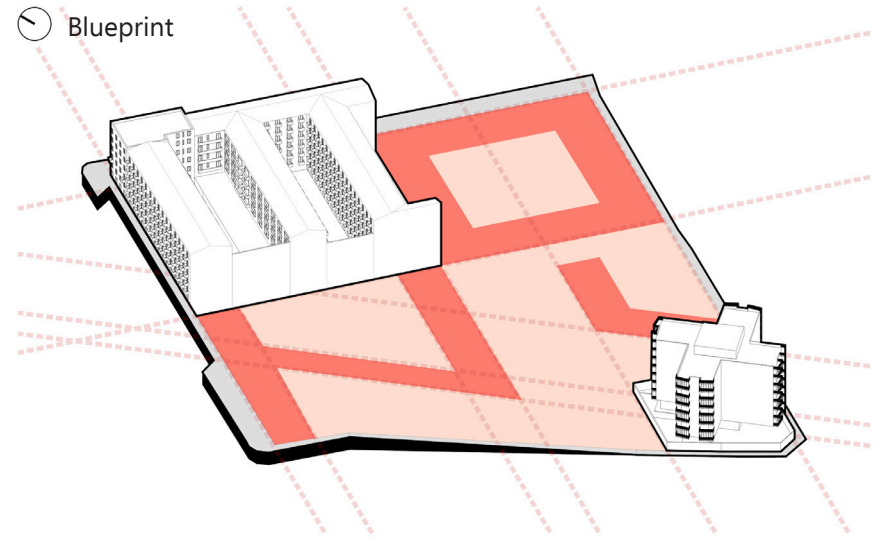
STRATEGIES APPLICATION

TURIN

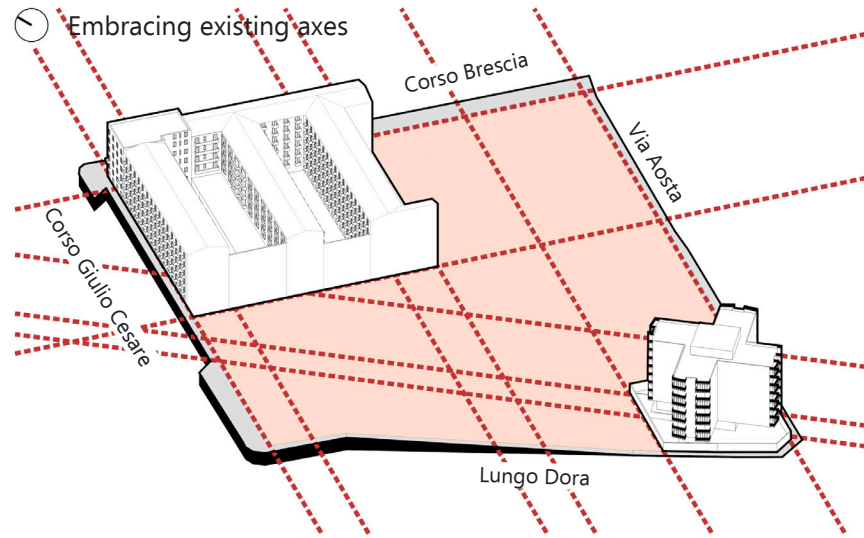
🕒 The Plot



🕒 Blueprint

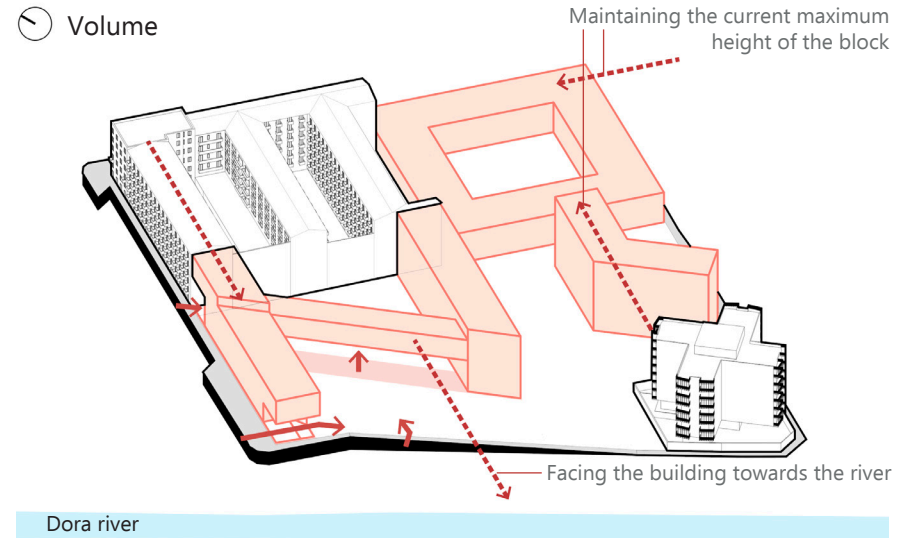


🕒 Embracing existing axes

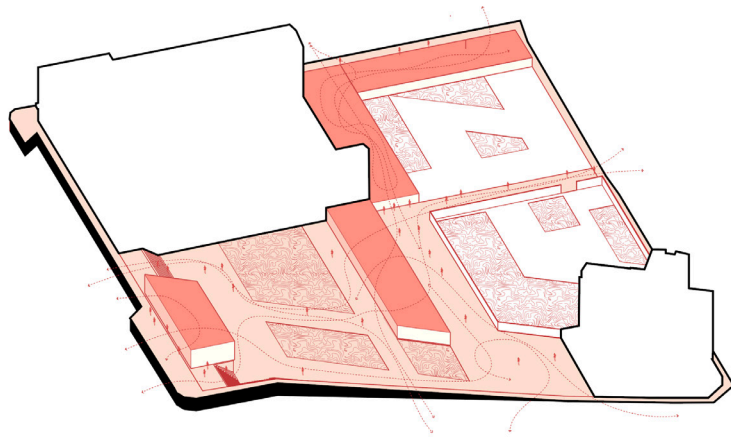


Cso. Giulio Cesare: Main connection to the city center
Cso. Brescia: Commercial axis

🕒 Volume



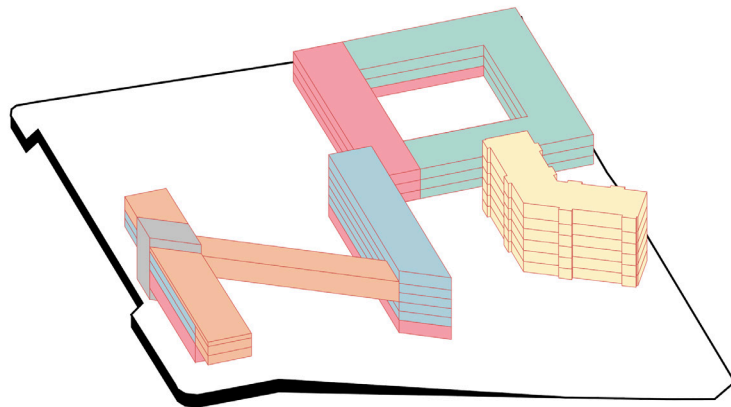
Permeability



~10.500 m² of 'permeable space' in the ground floor / Around 62% of the plot area

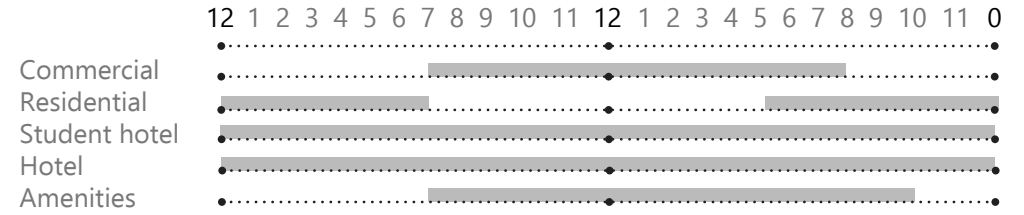
- Public space
- Green areas
- Shops / commercial use
- Flows

Uses



- Commercial
- Residential
- Student dormitories
- Hotel
- Amenities
- Stairwell

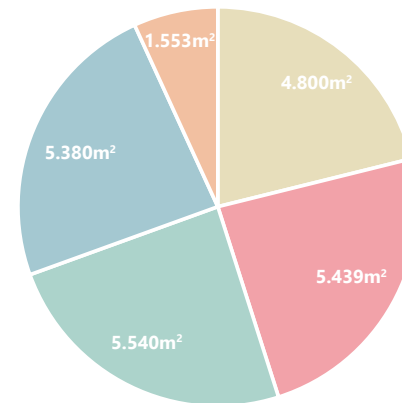
USES BREAKDOWN



Uses that **activate the plot in the day**, bringing more floating population.

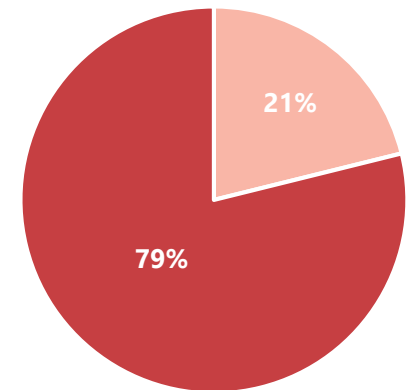
- Commercial → To bring passerbys into the project
- Residential → To have private investment
- Student hotel → To answer to the need of a "student city"
- Hotel → Exploding the closeness of the city center and the transformation of Aurora

M² by use in the project
Total: 22.712 m²



- Commercial
- Residential
- Student dormitories
- Hotel
- Amenities

% of Residence use and Terciary use
Residence can not be more than 50%

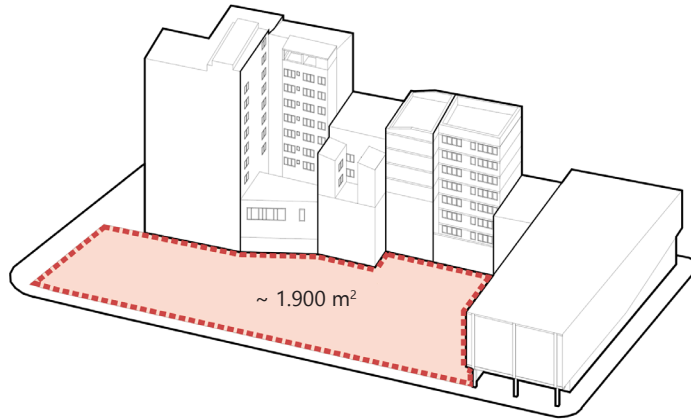


- Residence
- Terciary use

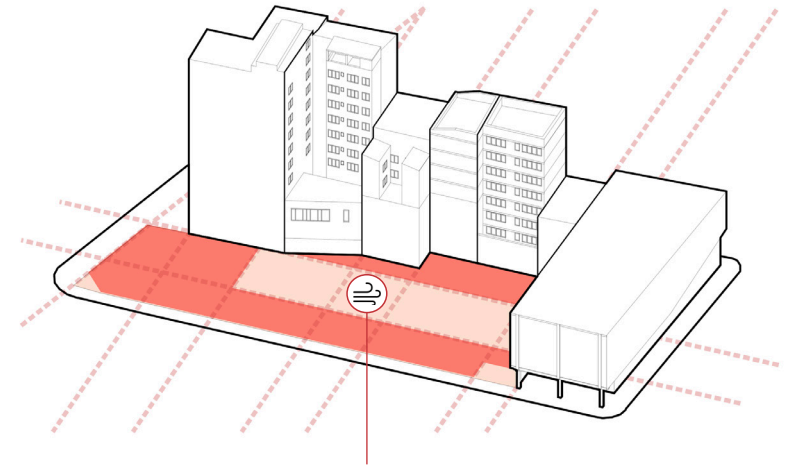
STRATEGIES APPLICATION

TURIN

1 The Plot

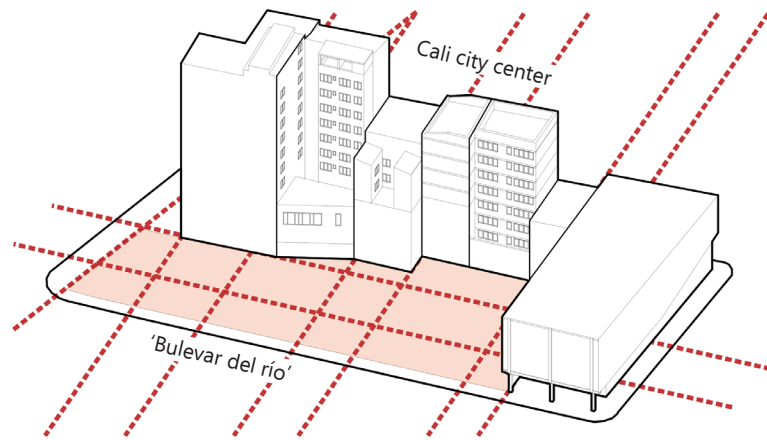


1 Blueprint



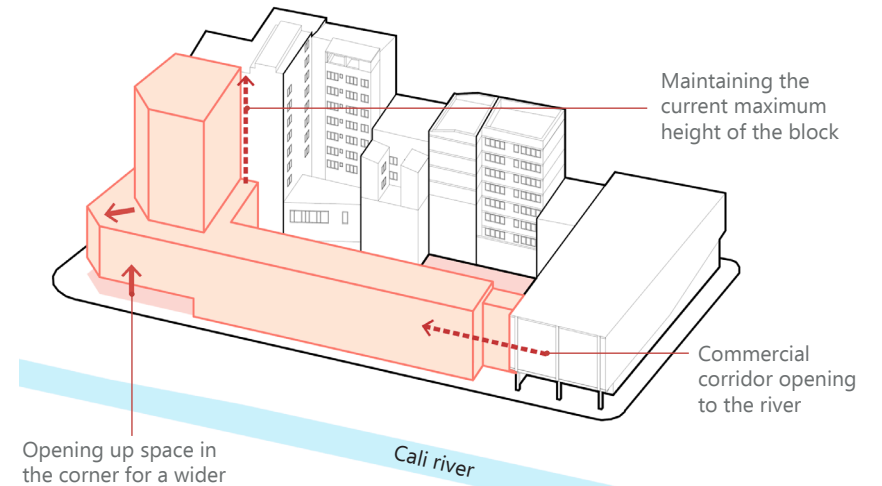
Keeping an internal courtyard to create a thermal comfort niche. In Cali, with its constantly warm tropical climate, it's important to create shaded public spaces.

1 Embracing existing axes



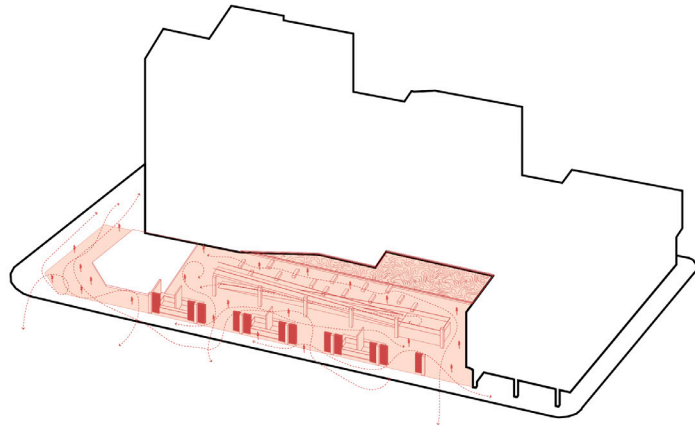
'Bulevar del río': Promenade alongside the river, giving public space back to pedestrians. Below there is a tunnel for vehicular traffic.

1 Volume



Opening up space in the corner for a wider entrance

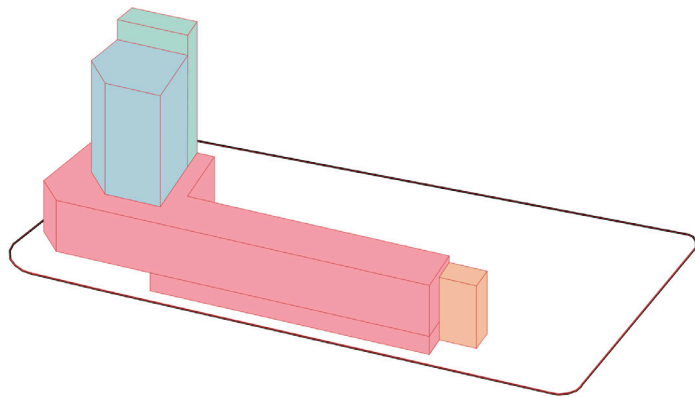
Ⓜ Permeability



~1.690 m² of 'permeable space' in the ground floor / Around 89% of the plot area

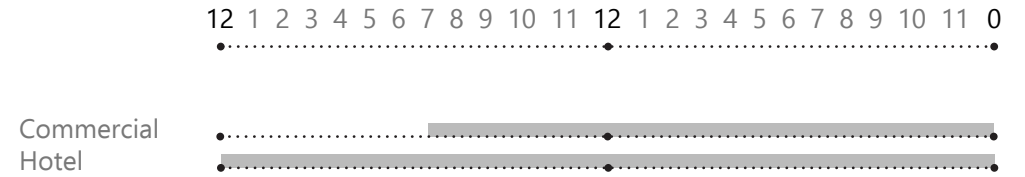
- Public space
- Green areas
- Shops / commercial use
- Flows

Ⓜ Uses



- Commercial
- Hotel
- Hotel's stairwell
- Shopping center's stairwell

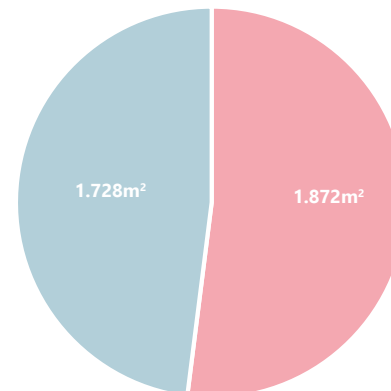
USES BREAKDOWN



Uses that **activate the plot in the night**, bringing more permanent population.

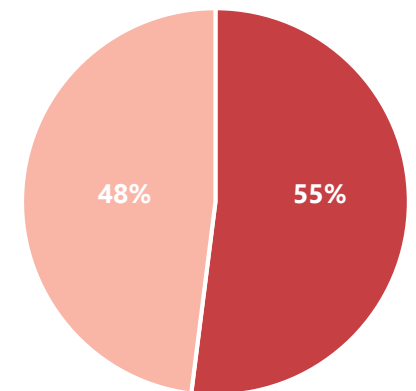
- Commercial → Continuing the commercial axis in the Bulevar del rio project
- Hotel → Exploding the closeness to the city center, business center and touristic points of the city, bringing life in the night.

M² by use in the project
Total: 3.600 m²



- Commercial
- Hotel

% by use defined in the POT



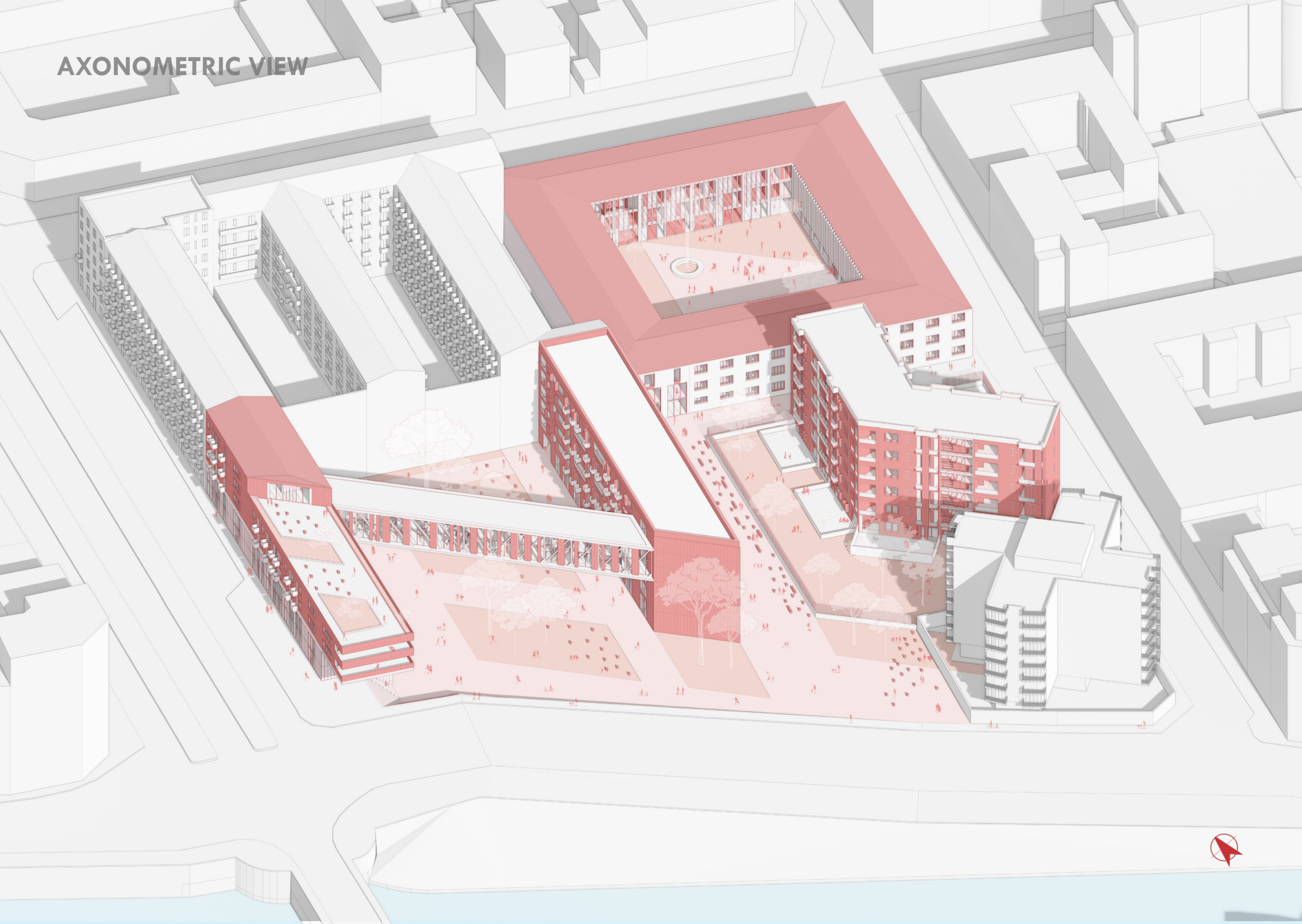
- Mixed commerce
- Hotel accommodation

PROPOSALS

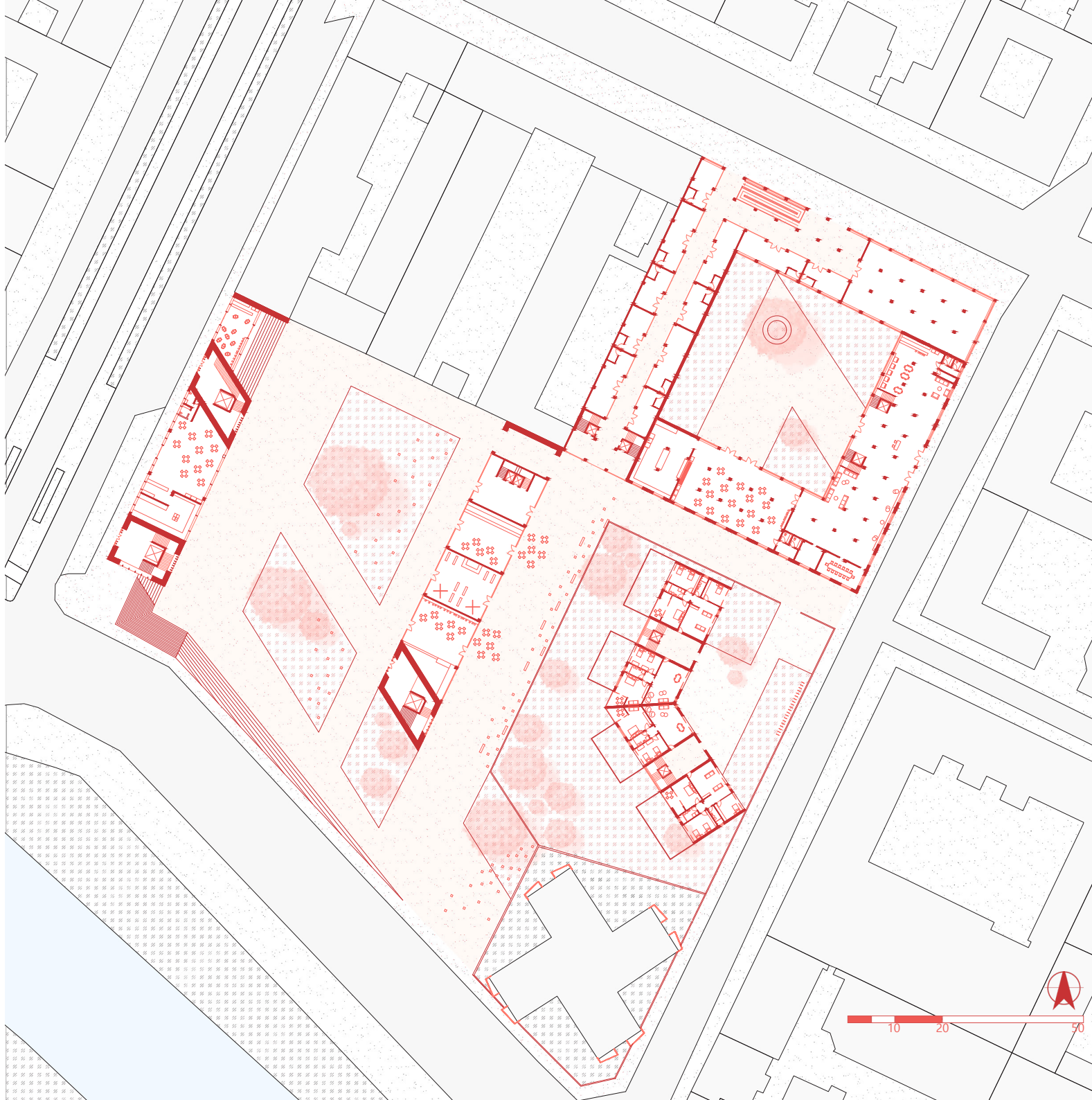
CALI and TURIN

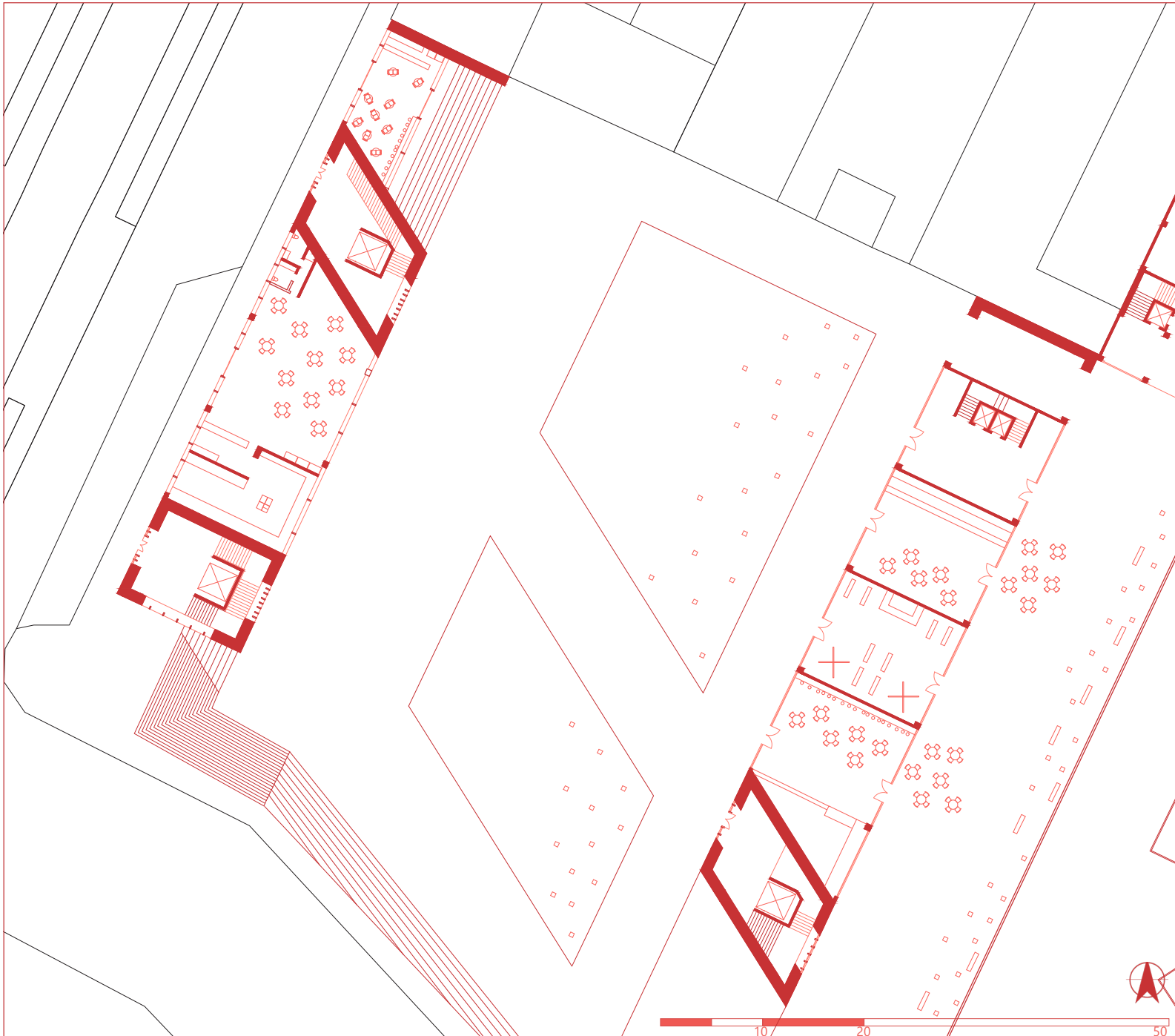
TURIN

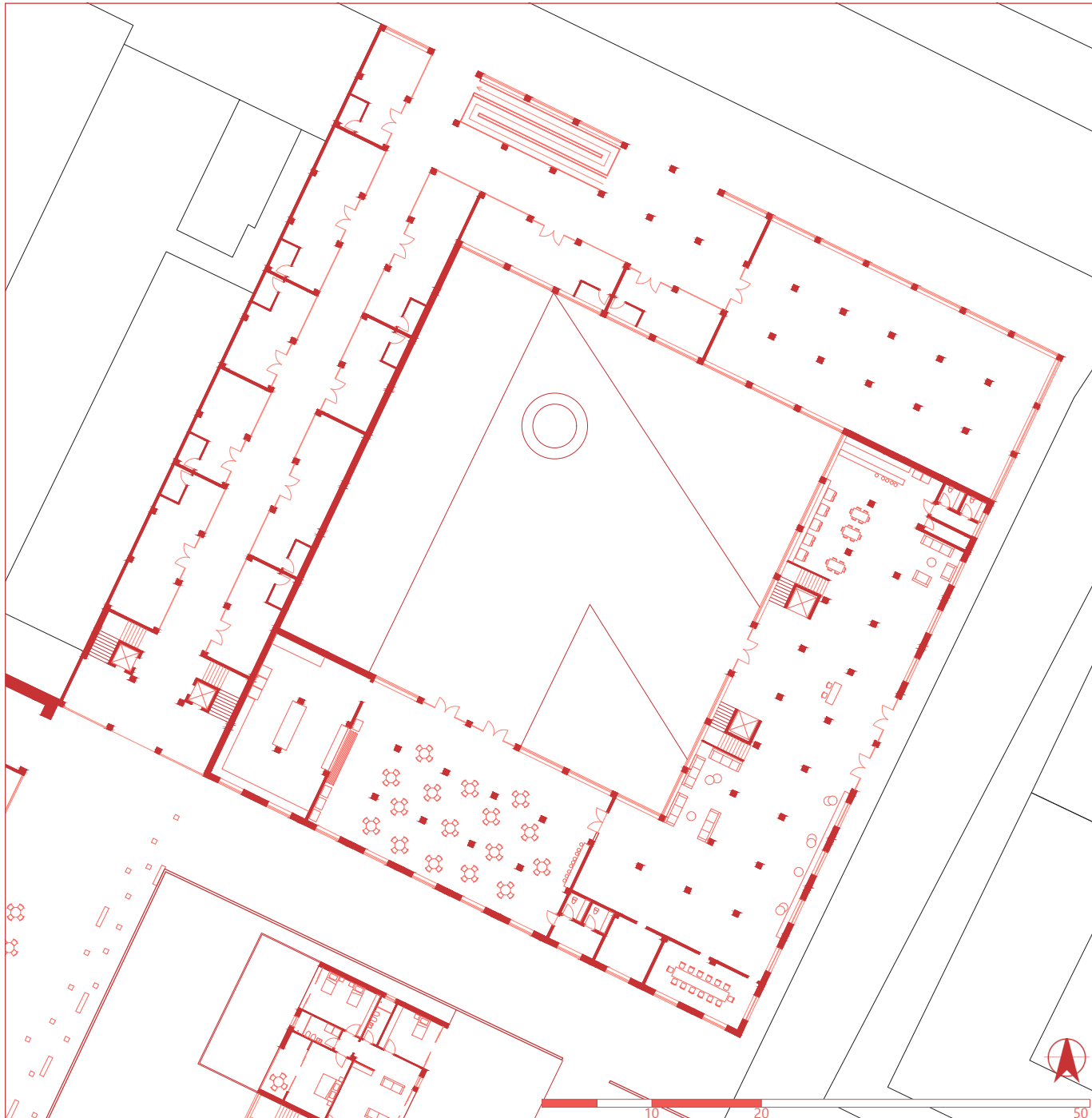
AXONOMETRIC VIEW



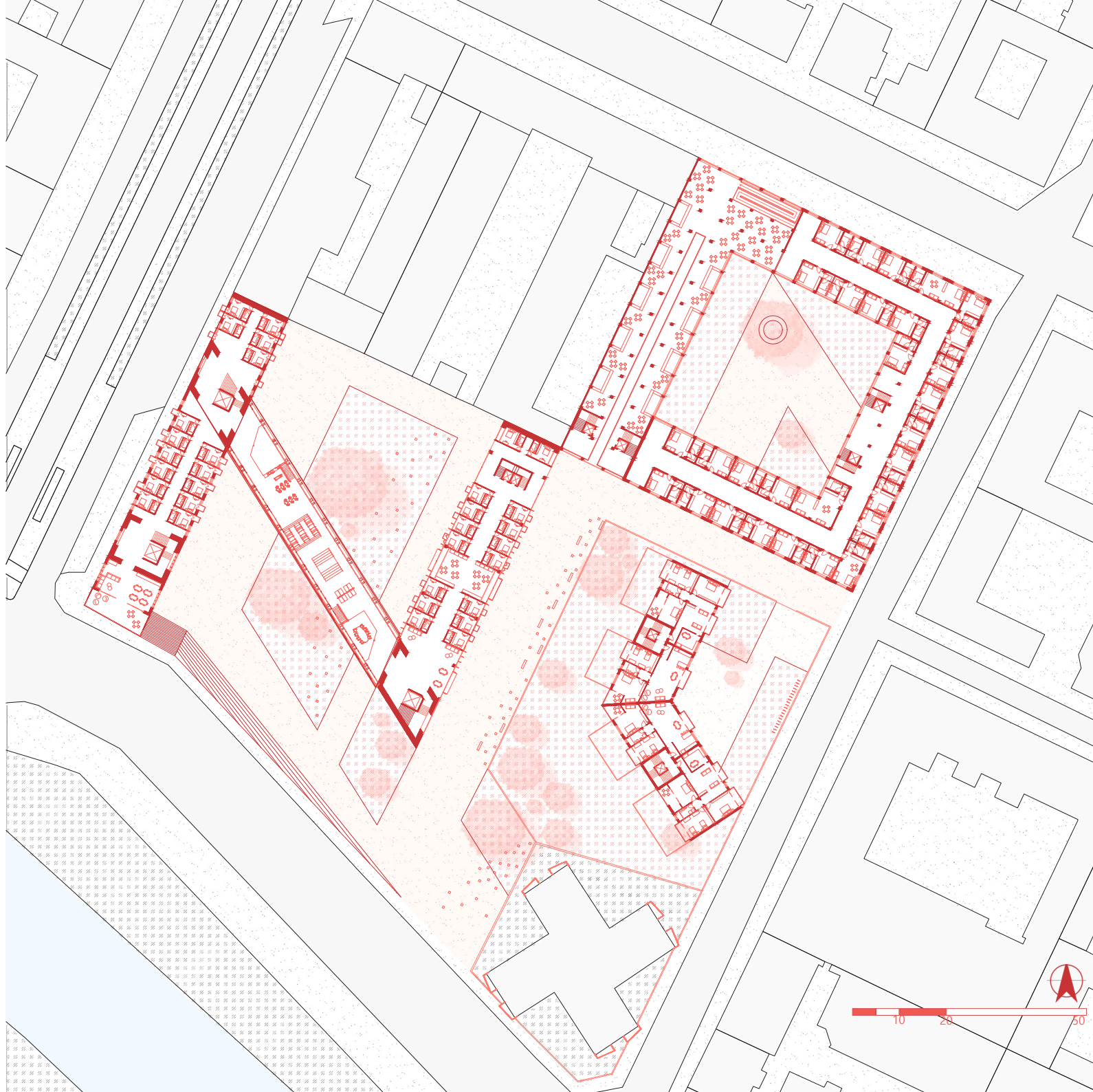
GROUND FLOOR







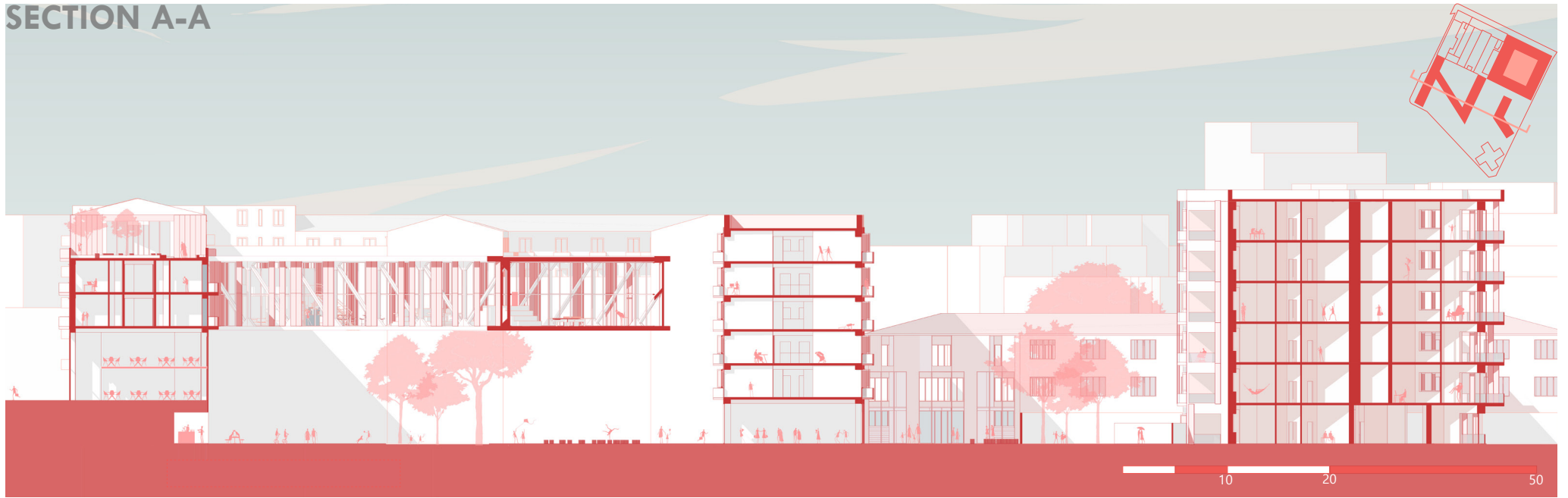
TYPE PLAN





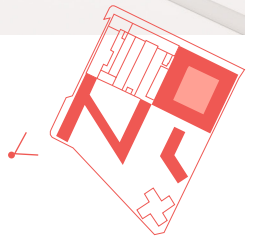


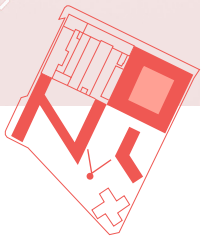
SECTION A-A

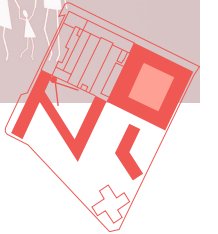


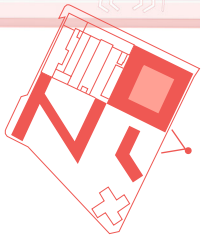
SECTION B-B

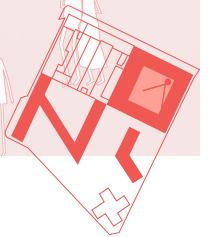






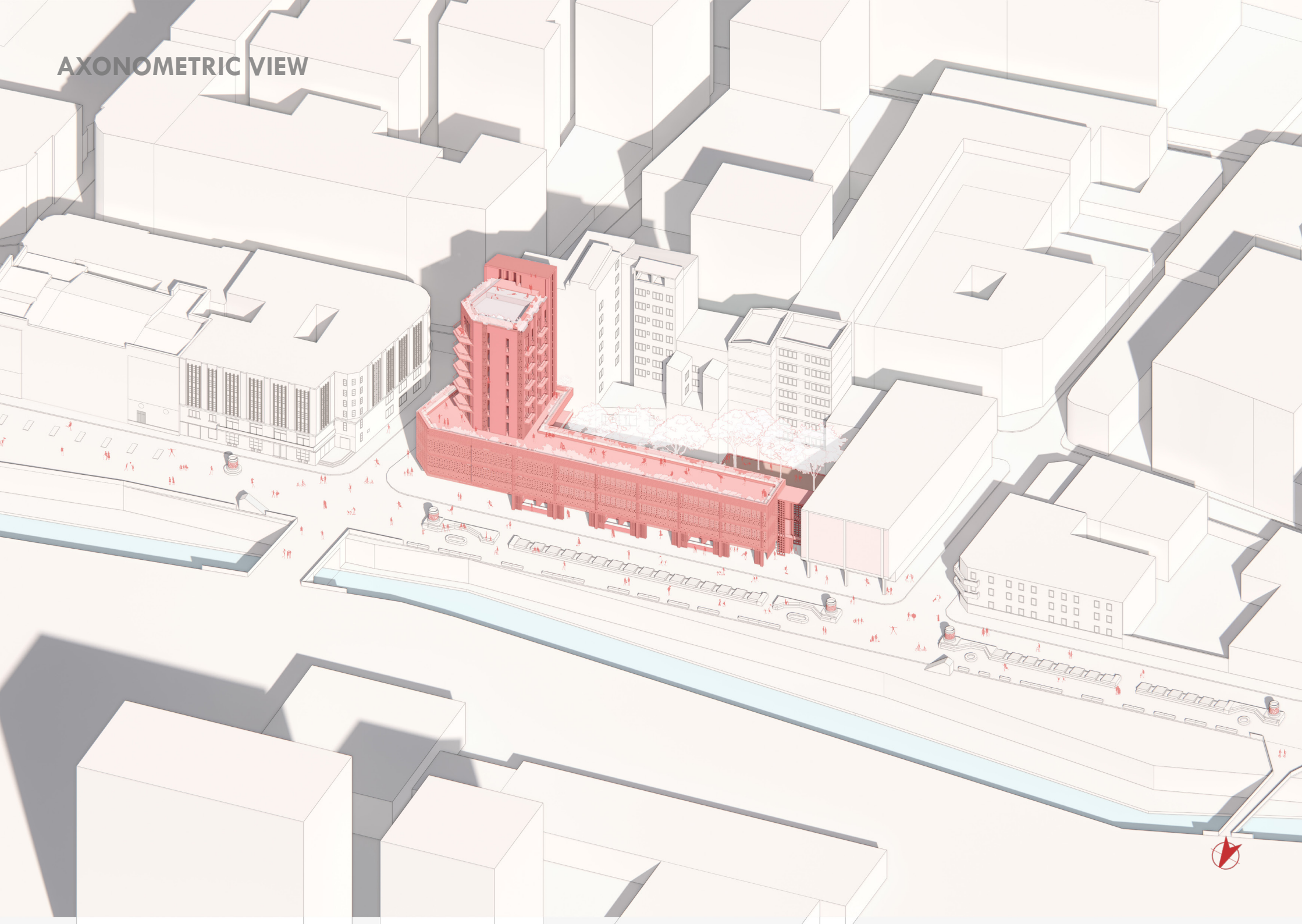




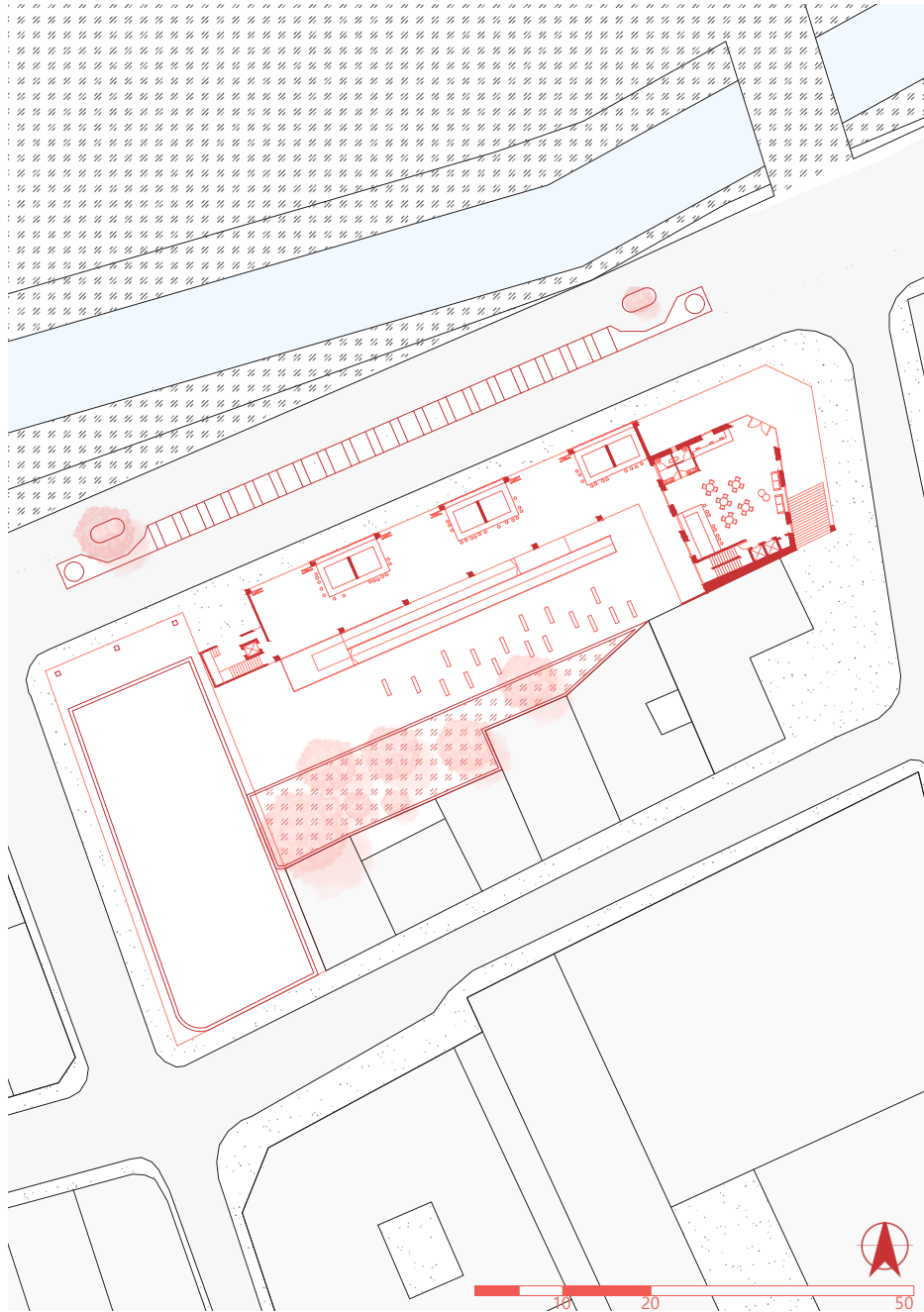


CALI

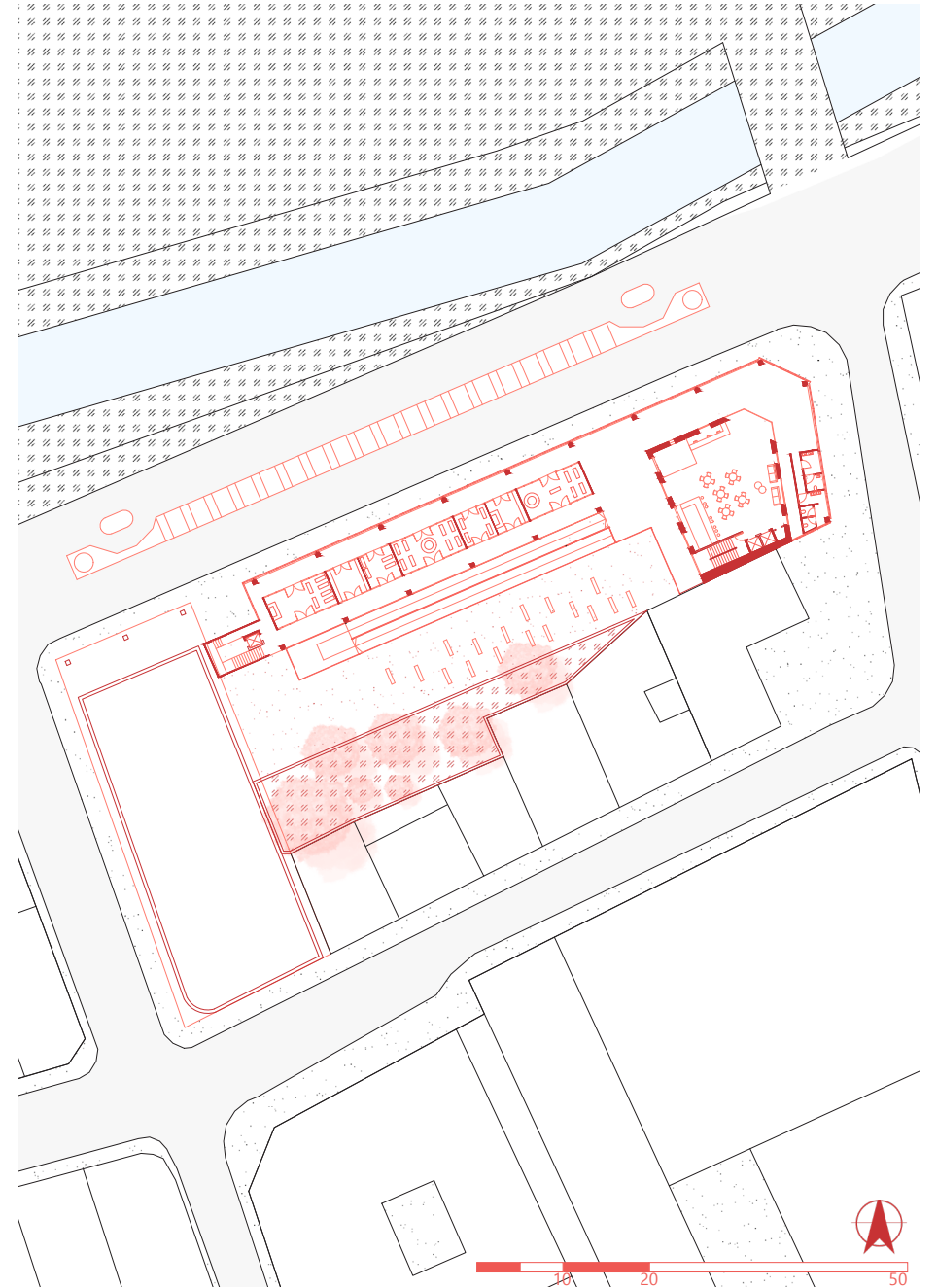
AXONOMETRIC VIEW



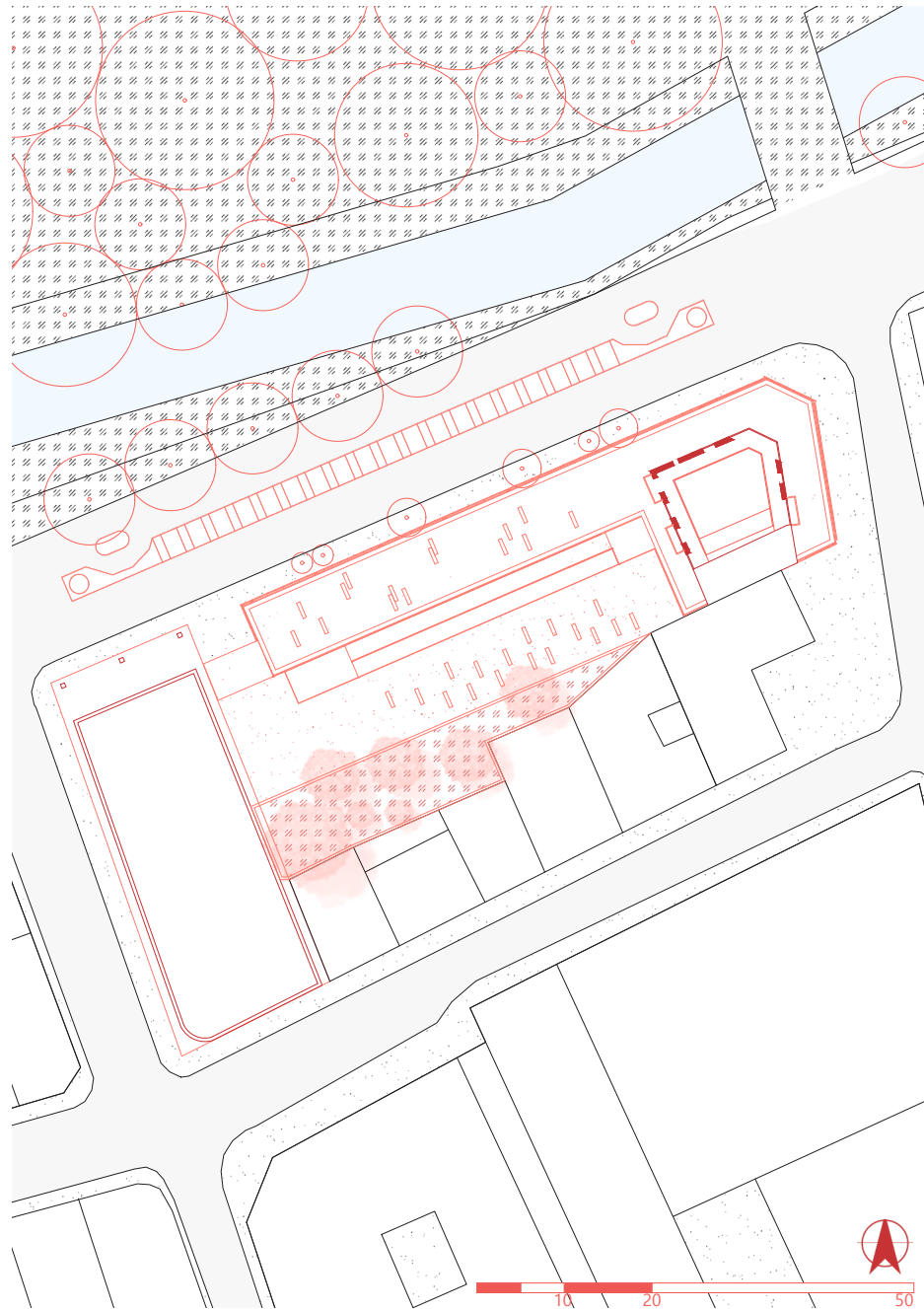
GROUND FLOOR



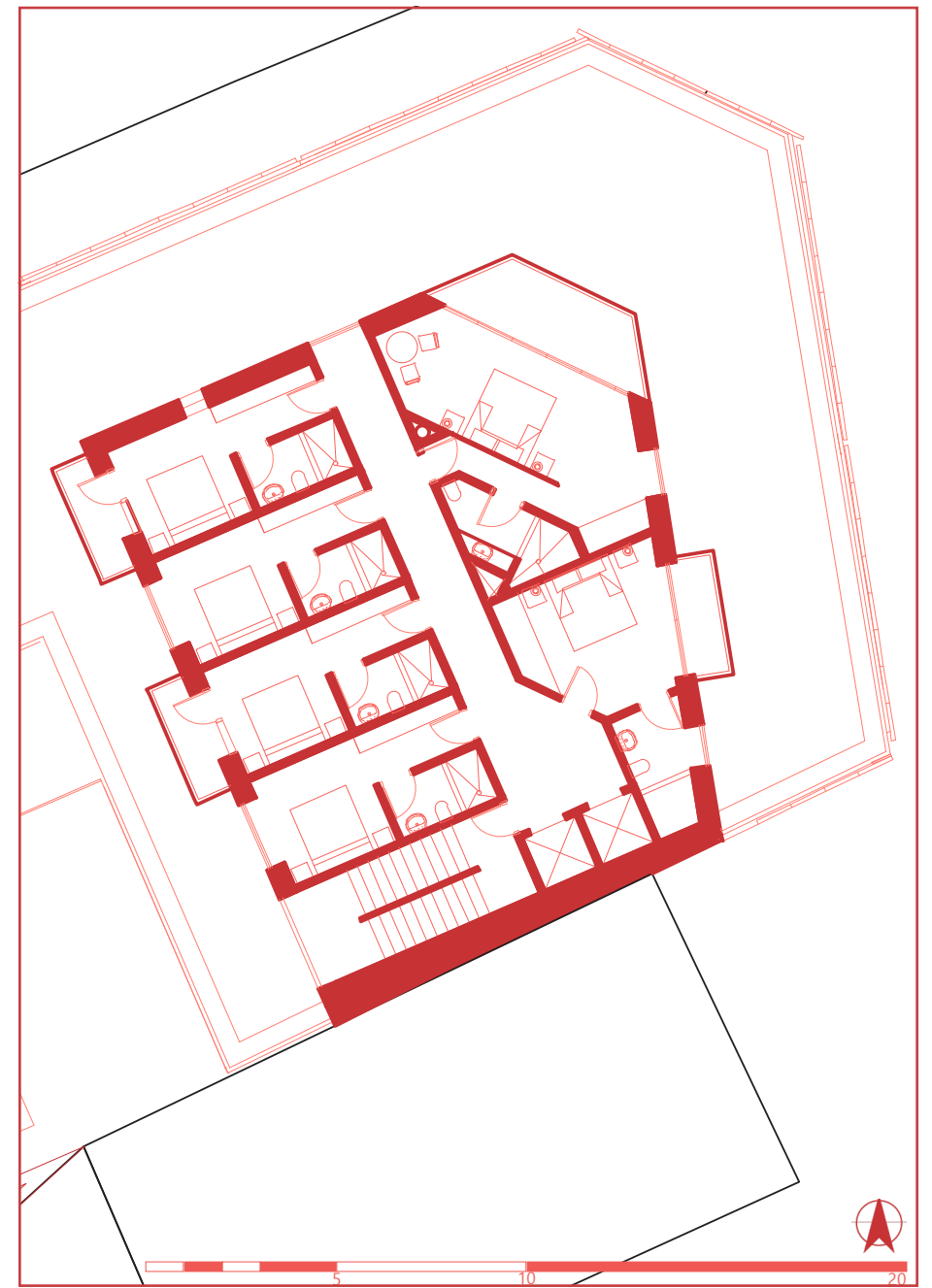
FIRST AND SECOND FLOOR



ROOF PLAN



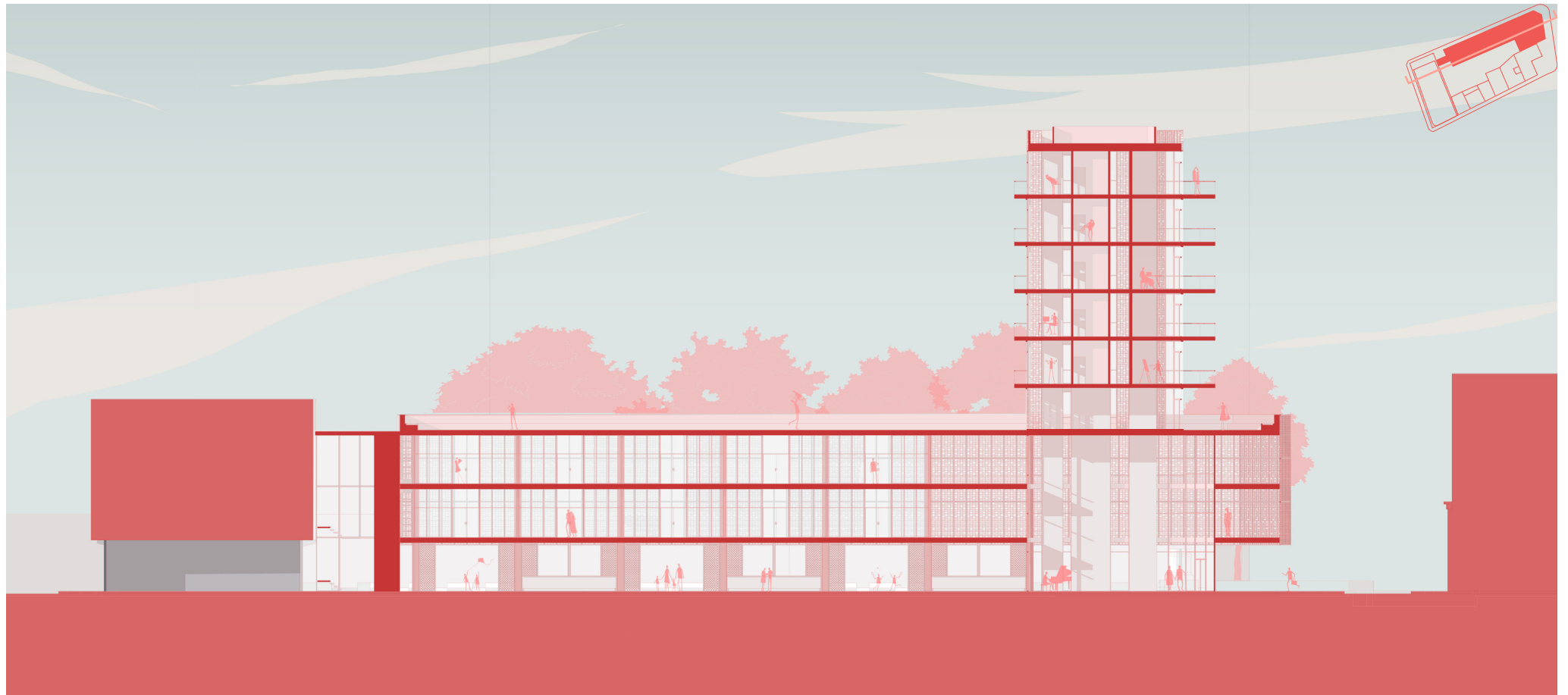
HOTEL TOWER TYPE PLAN

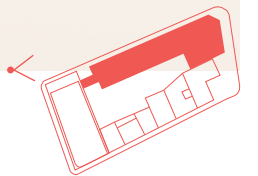


SECTION A-A



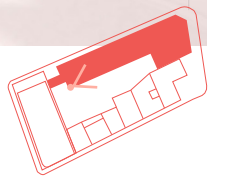
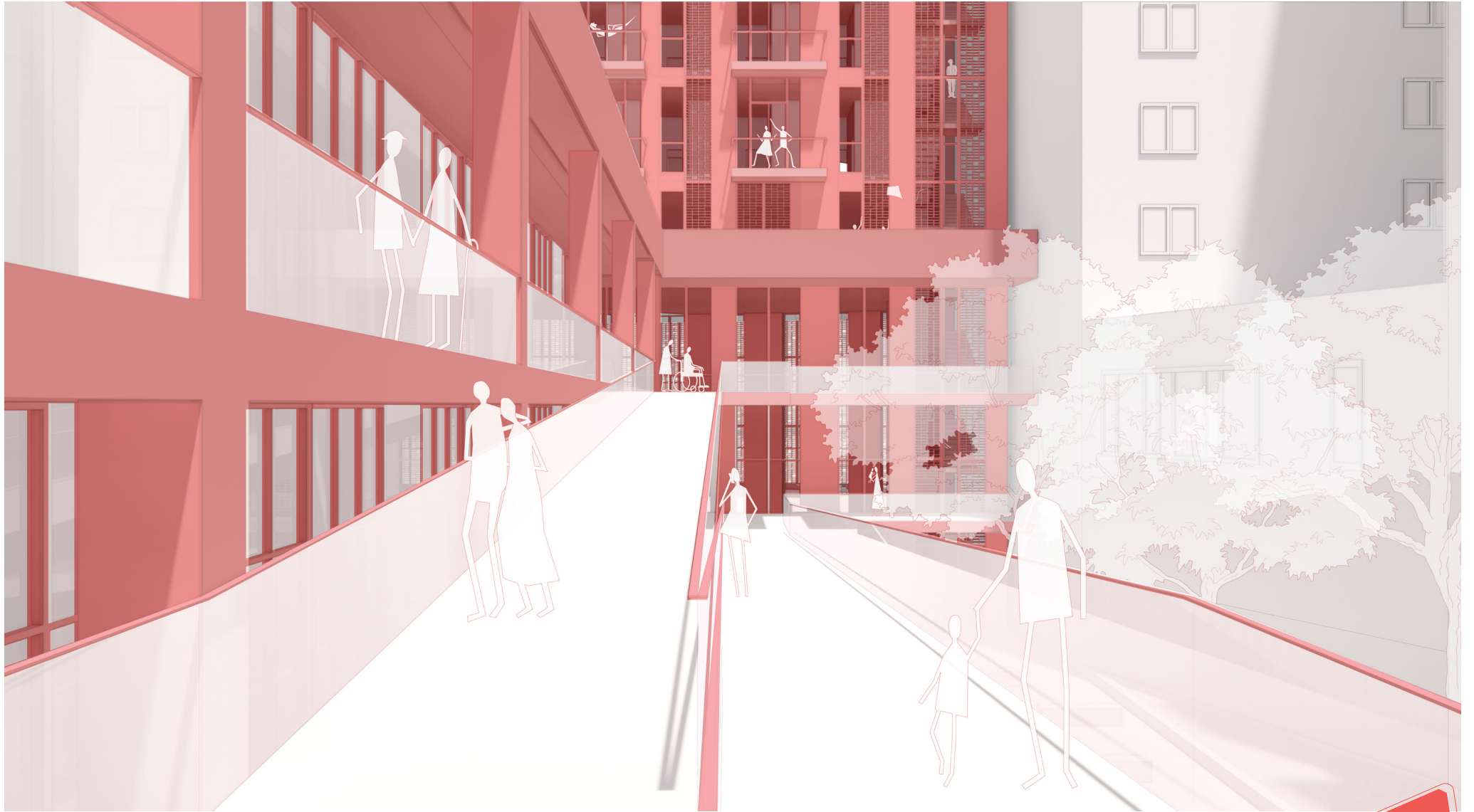
SECTION B-B











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Gracias a mis papás, que me entendieron y apoyaron incluso en los momentos donde el futuro era tan incierto.

Gracias a mi hermano, por creer en mí como ni yo misma lo hago.

Gracias a Maria Paula, David, Laura y especialmente a Diego, quienes me empujaron en el final de este camino.

Now, I imagine the limitless possibilities before all of us, my heart beating with excitement.

