

Groundlab  
est. 2008

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# Paseo Civico Metropolitano Alameda Providencia Corridor

Category: parks / plazas  
Location: Santiago, Chile  
Surface: N/A  
Project Year: 2015

\* 1 st Prize



dms - 33°27'07.8"S 70°41'00.4"W

elevation - 544.2 m / 1785.5 ft



## “field of civil liberty, a space for citizenship”



1) View of Central Station

The proposal is aimed to link the new function of this transportation corridor in the Alameda-Providencia axis with important civic history and heritage character, creating a new identity in the process of the integration system which includes infrastructure, architecture, ecology and public space. The design team seeks to integrate, through a united and sober view, the different types of traffic flows along the corridor. The unifying element is the realization of an urban landscape

where different transportation lines, rainwater runoff, infiltration and recycling of water and the movement of people all take place simultaneously. In short, a civic life.

The intervention allows to rethink and optimize the use of public spaces, highlighting a corridor that has buses in the center and allocating a shared surface for pedestrians, cyclists, private vehicles and public transportation users, creating large spaces and public facilities, which all

contribute to maximize the use of space.

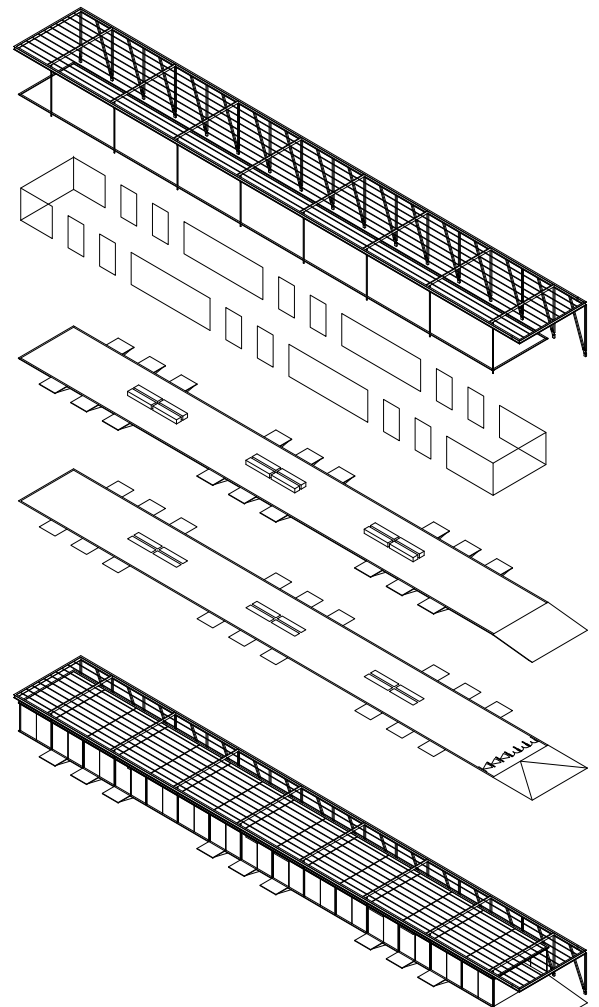
Thus existing flows are integrated and proposed to convert the main transport corridor of Santiago in a linear concourse, a walk Civic Metropolitan, O'Higgins as conceived in the nineteenth century: a “field of civil liberty, a space for citizenship.” (Interview with Miguel Laborde, bifurcations, 2003)



2) View of bus stop with vegetated ceiling

To complement the above-mentioned goals, the main interchange stations, which are Pajaritos, Central Station, Baquedano and Tobalaba stations (among others) not only connect different means of transportation in a direct and efficient way, but generate recognizable public space in the city.

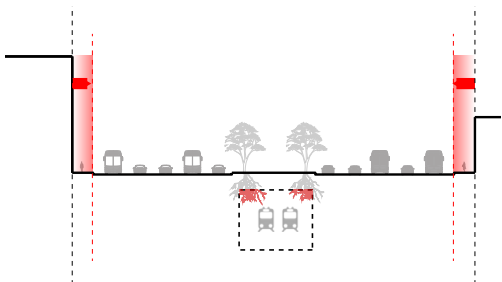
The design strategy seeks to reorganize the flows according to their speeds and priorities to ensure the efficient movement of public transportation while clearing large pedestrian surfaces so that create exceptional public spaces along the entire axis Alameda- Providence. This public space is characterized by two opposite and complementary atmospheres: one is a wooded cross. A vegetable tunnel with the environment marked by foliage and shadows is proposed. Furthermore it is proposed to clear large areas to reveal remarkable sites, monuments and heritage buildings that mark the development of this urban axis. Transportation flows, tree planting and runoff are all organized in each section of the corridor to meet the surrounding conditions, looking for the ease in traffic flow and the consolidation of public space along the corridor.



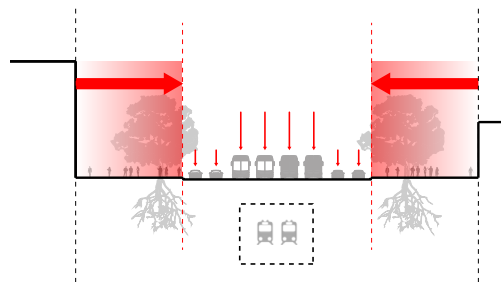
3) Bus stop Axonometric

The size of bus stops are carried out according to statistic of passagers (25,000 passagers / hour / direction) and provided buses (280 buses / hour / direction).





00 CURRENT SITUATION



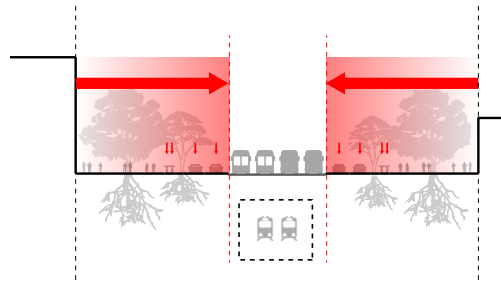
03 EFFICIENT MOBILITY



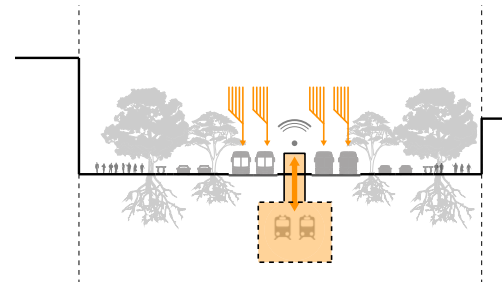
06 MULTIMODALITY



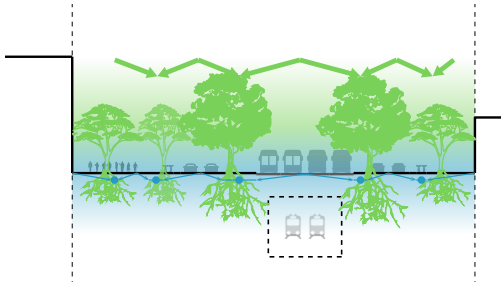
01 MEMORY



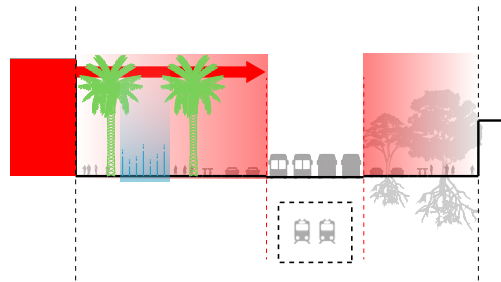
04 SHARED AREA



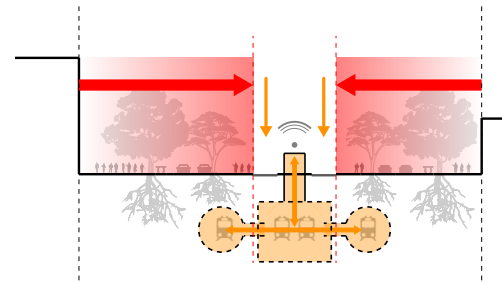
07 OPTIMIZE FUTURE



02 CITYSCAPE



05 HERITAGE



08 FUTURE: LRT OR METRO LINE

4) Design principal diagram

01 MEMORY OF PLACE

Understanding the condition of public space and landscape design of water channels branching from Mapocho River.

02 CITYSCAPE

The treetops and sustainable urban drainage recover the historical micro-climate of the grove by absorbing urban pollution. The roots of the trees are located away from the central axis, avoiding the metro area and greatly contributing to water treatment.

03 EFFICIENT CENTRAL CORRIDOR

Organization of urban transportation through a central BRT bus lane while keeping current bus routes. Allows expansion of pedestrian space linked with existing programs.

04 MINIMIZE CROSSES BETWEEN VEHICLES AND SHARED AREA

The continuous pedestrian pavement extends with shared bicycles and private car surface, allowing slow vehicles and expanding the pedestrian space. The continuous tracing bike path contributes to the comfort and safety of users and effective circulation without interruptions.

05 ECONOMIC AND SIGNIFICANT BUILDINGS

Privilege is addressed to expanded pedestrian space where significant buildings are located, and iconic elements such as Chilean palm and water feature are proposed.

06 MULTIMODAL STATIONS

Multimodal payment stations are installed in subway stations to get more efficient passenger flows and real-time information systems to inform and regulate 25,000 users gradually. The iconic design of the stations contribute to easy identification for users and the new image of the Alameda.

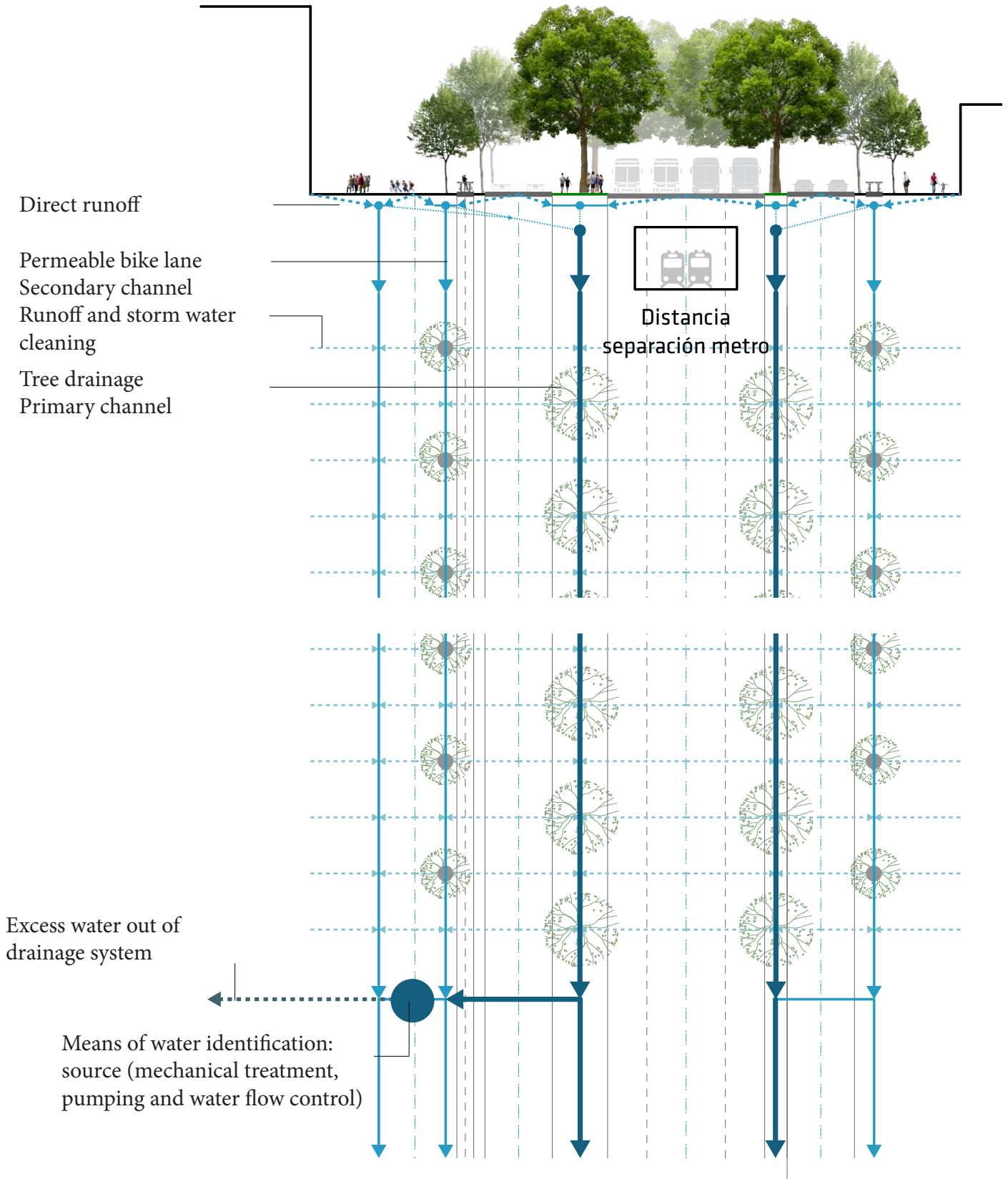
07 FUTURE: BRT route optimization

Unification of underground traffic, assuming increasing passenger demand in the future.

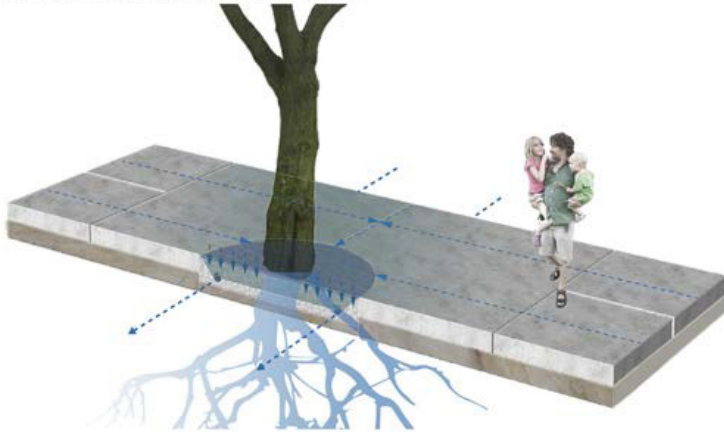
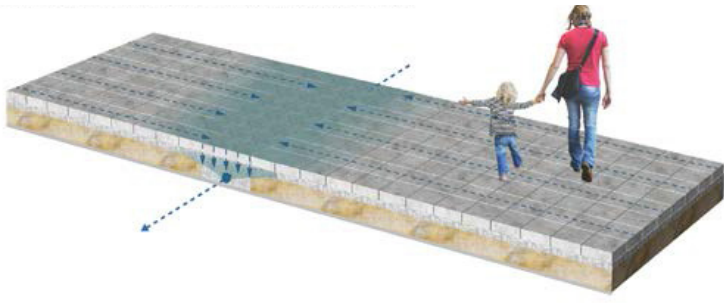
08 FUTURE: LRT OR METRO LINE

For greater demand, there is possibility of transforming the corridor with an additional line of subway or light rail underneath the expanded public space.

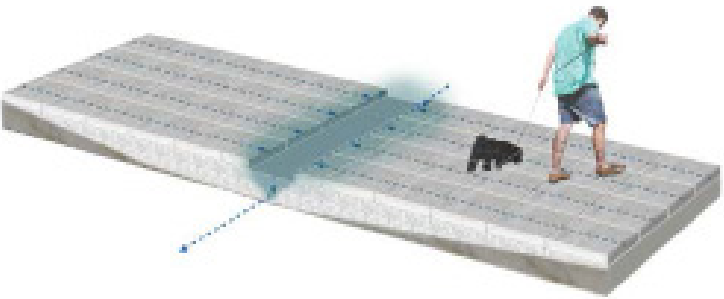
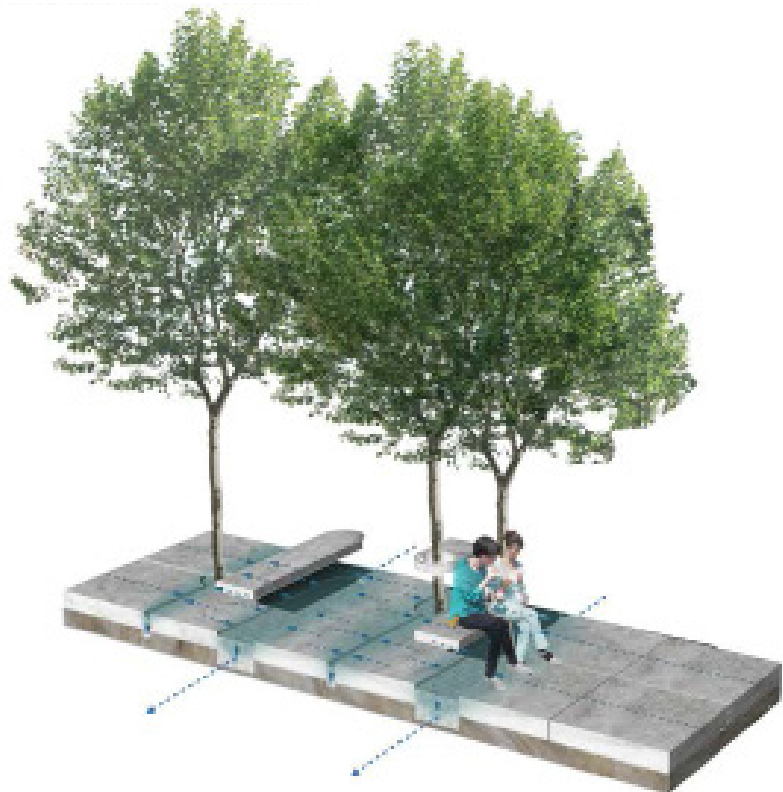
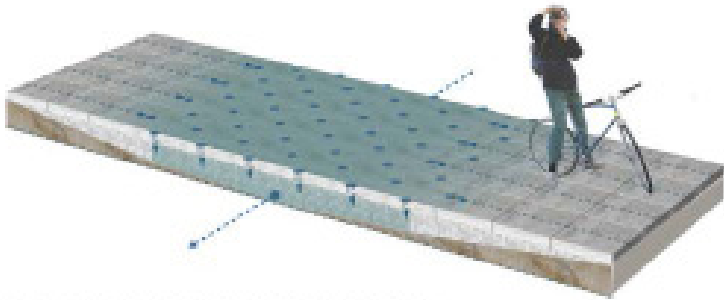




5) water treatment diagram  
 In the various sections of the proposal, water is treated in a small treatment plant that also serves as a regulatory element which flows like water pumps to provide sources for necessary pressure and as irrigation for the next section to the west of the avenue.



6) pavement materiality diagram  
 Iconic perforated pavement gives identity to Alameda as a reinterpretation of the old pipelines.  
 Tree grates help maintain trees.

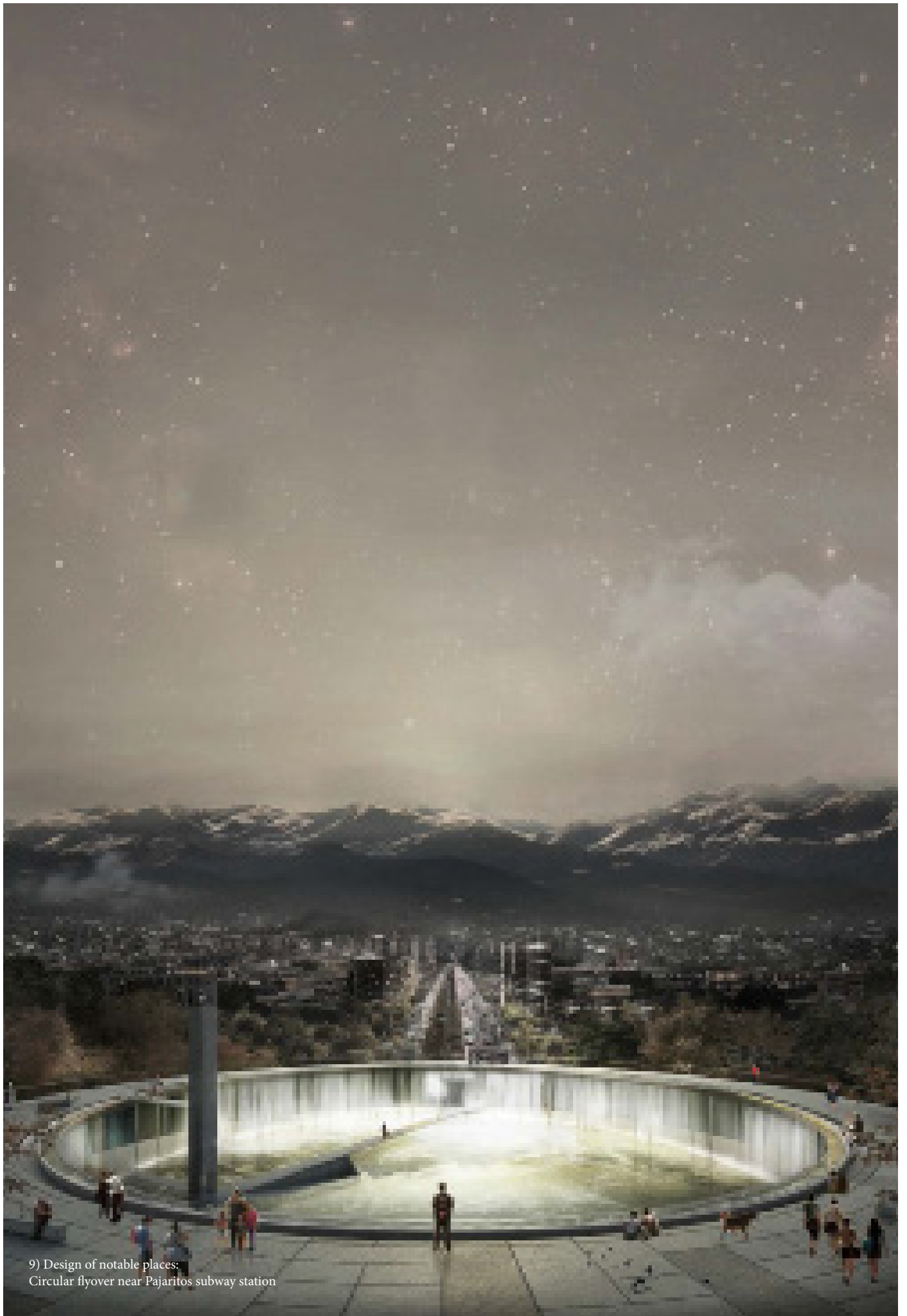


7) pavement materiality diagram  
 Transitional living spaces with micro climates zones are created by evapotranspiration during the summer months.  
 Visual connection with water is achieved by daylighting water channels in public spaces.  
 Shady seating areas are provided by trees with pleasant micro climate.





8) Design of notable places:  
Plaza Baquedano



9) Design of notable places:  
Circular flyover near Pajaritos subway station