

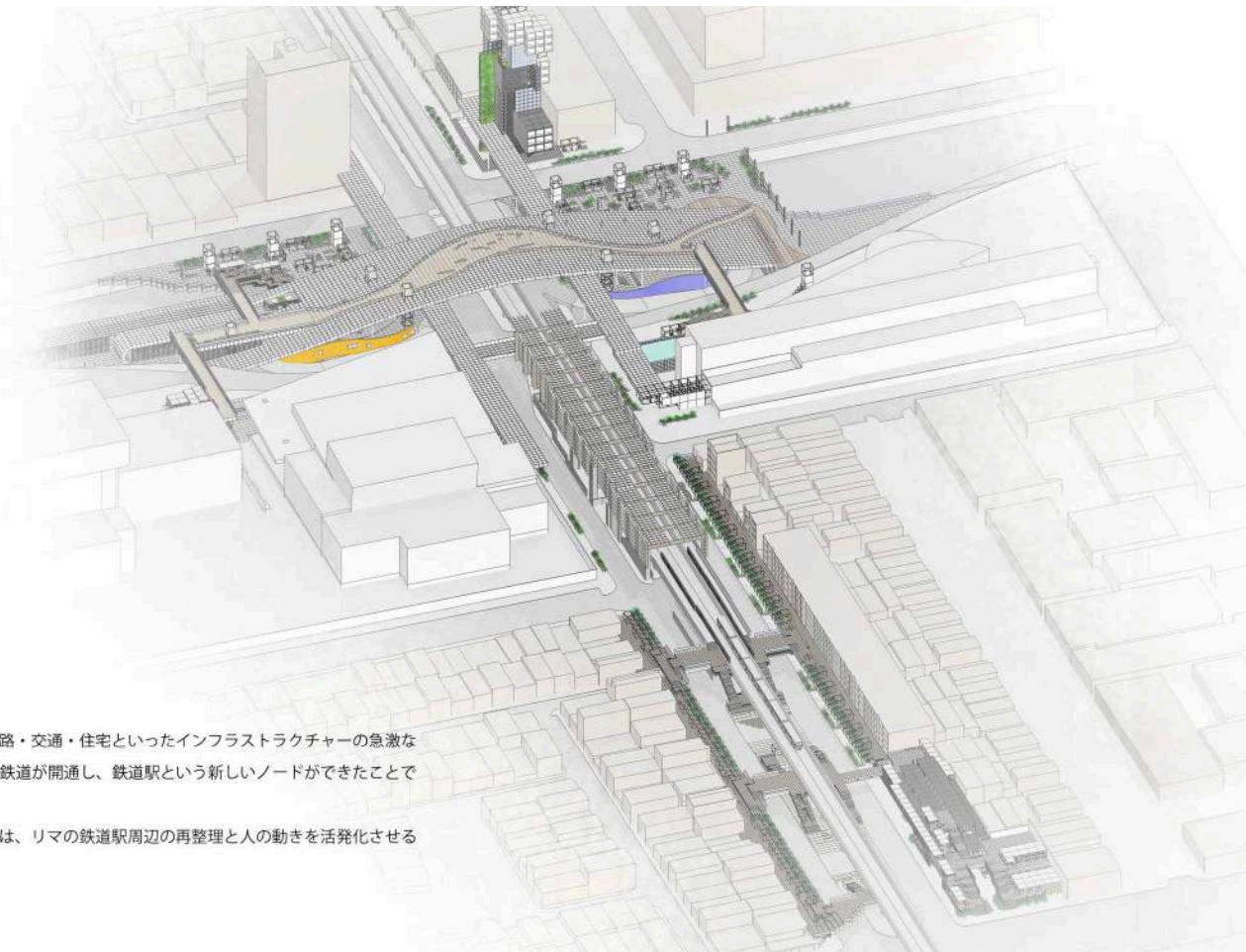
# 「Vertical Grove & Cultura Highway Plaza」

ラクルチューラ駅周辺における

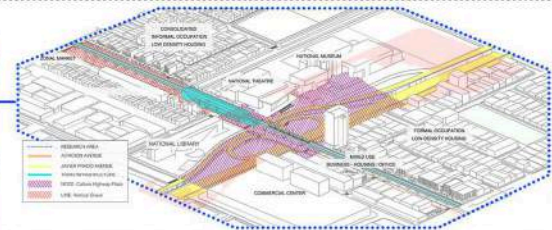
新しい公共空間の提案

Design Proposal for the Connection Re-Arrangement  
of the Physical Borders Surrounding  
La Cultura Station in Lima City

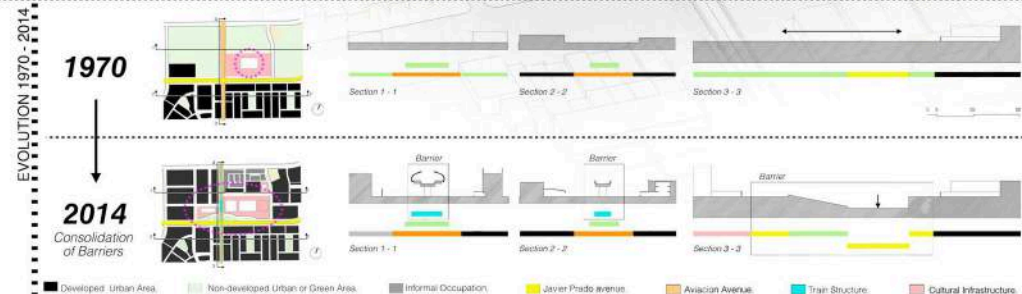
ペルーのリマは、ここ50年の人口の急速な増加によって変わってきた都市圏のダイナミクスを充たすため、新たな道路・交通・住宅といったインフラストラクチャーの急激な建設や拡張がみられる。その影響により、都市の発展はスケールに秩序がない公共空間を生み出した。2012年に新しい鉄道が開通し、鉄道駅という新しいノードができたことで、その周辺に人や車などの活発な動きが増えた。しかし、周辺の高速度道路や公共建築の拡張は、歩行者の活発な動きの障害になり公共空間を分割させた。本研究の目的は、リマの鉄道駅周辺の再整理と人の動きを活性化させる公共空間を作るための新しい政策を提示した設計提案である。



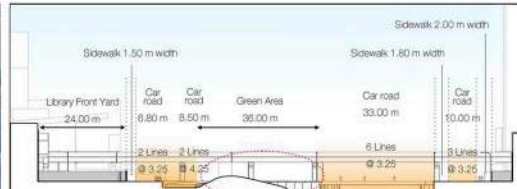
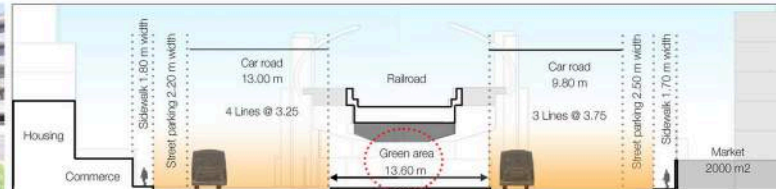
## THE RESEARCH AREA



Two main components are present in the configuration of the research area which are linked by La Cultura Station: a) Node: the intersection of Avilacion Avenue (North-South) and Javier Prado Avenue (East-West); and b) Line: the Avilacion Avenue. Additionally, the nested programs on the surroundings are mainly consisted by cultural buildings and high- middle scale commercial business (Node); housing with small commercial business, offices and a district market (Line).



## THE PROBLEM: Barriers



### Immoting Context

Cultura station is one of the 16 stations of the first service, along a twenty-two kilometers route on north - south direction in Lima city. Although it finally opened in April 5th of 2012, its construction started and expected to be finished 20 years back. As a result of political issues, only the structure was complete, remaining as an unfinished vision of city progress for many years.



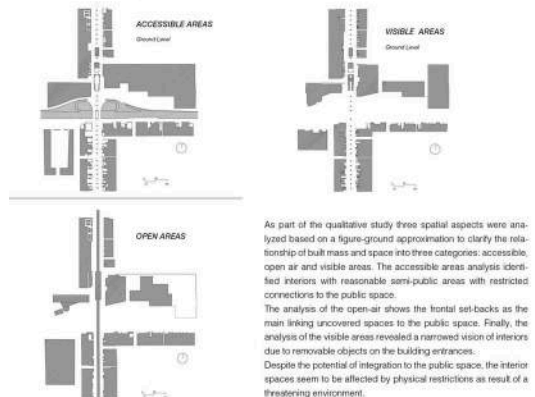
### Traffic and Pedestrian Flow



### Activity Mapping

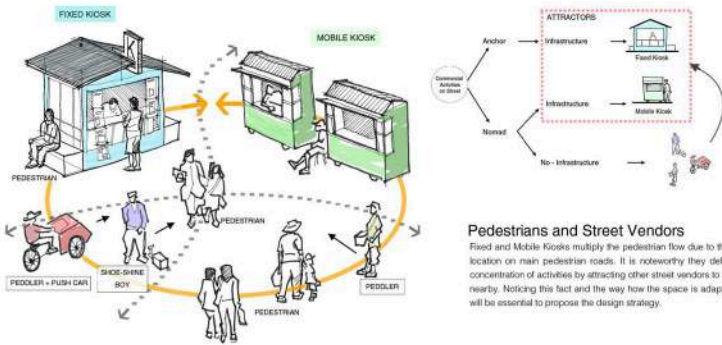
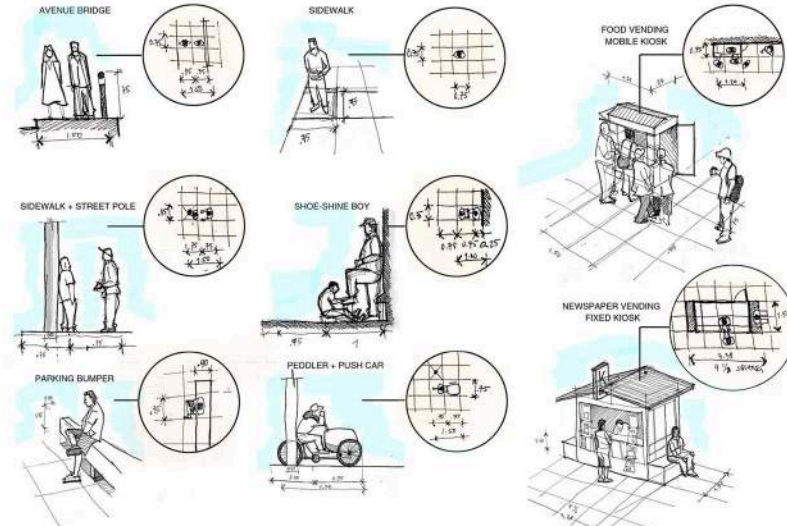


### Figure Ground Analysis

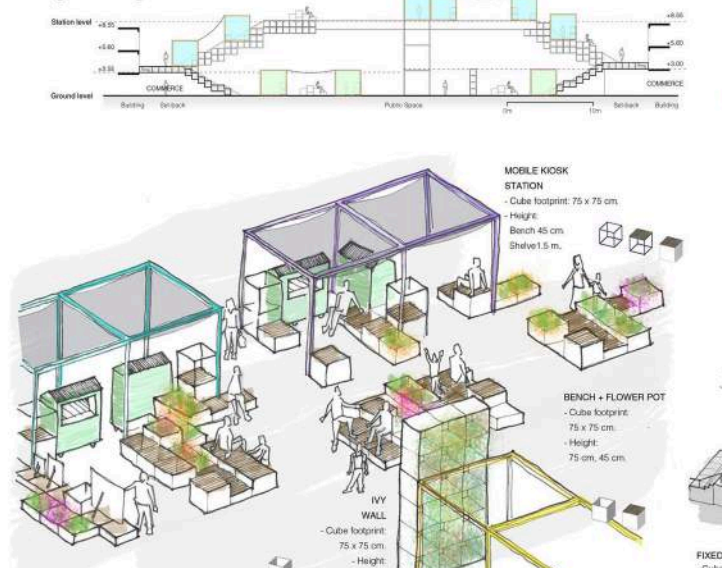


### Activities on the Street Gap

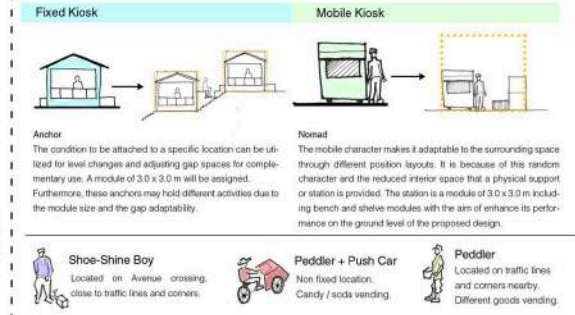
A noteworthy finding of the street gap is the capacity to support complementary activities to the pedestrian flows. Most of them are intended for small-scale commercial and service uses. A second finding on the street gap was the instinctive behavior of the users who arranged the space of their activities according to the lines of the sidewalk slabs. The particular finding recognizes the possibilities to manipulate the re-arrangement of the space through a more controlled system on a further design stage.



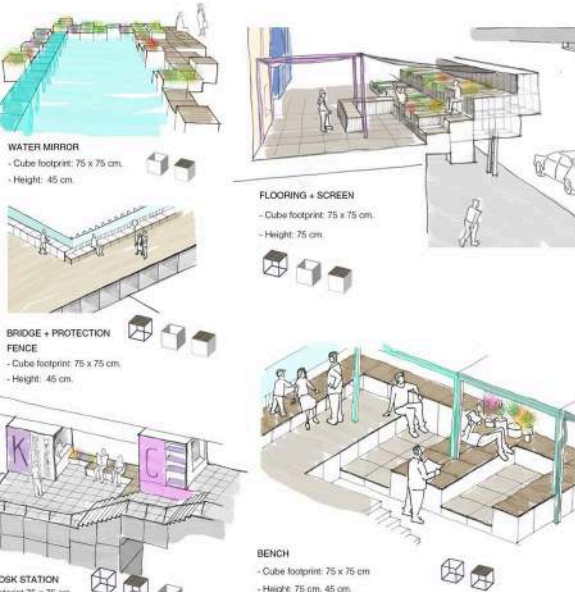
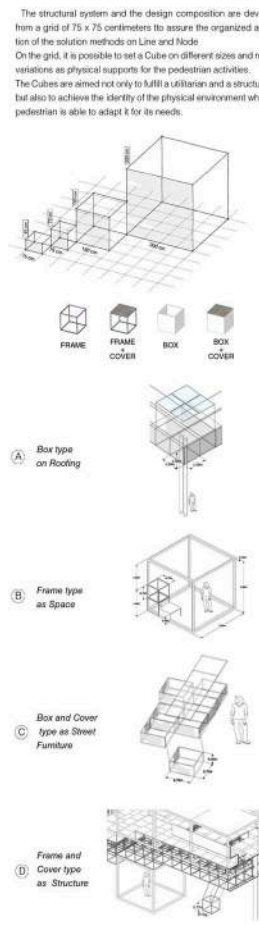
### Arrangement Diagram



### Program Strategy

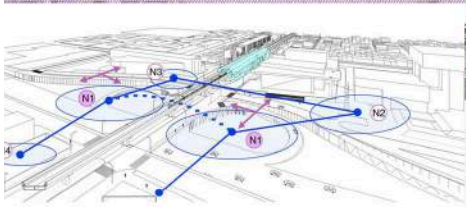


### Construction System Strategy





//////////////////// CULTURA HIGHWAY PLAZA



**PROGRAM STRATEGY**  
 strategy for Cultura Highway Plaza considered the creation of plazas over the underpass highway of the Javier to Avenue for the horizontal connection of the cultural structure, the commerce and the office areas with Lara station. The plaza emphasizes the action of mobile life due to their nomad character to maximize the pedestrian flow and establishing new staying places.



**Avenues' Intersection:**  
**The Problem**  
 The horizontal extension of the Javier Prado Avenue enlarges the walkable areas and limits the chance of their expansion due to the car roads and isolating empty areas. In addition, the railway and the Aviccion Avenue divides the space into

**The Solution**  
 The decided solution will cover the Underpass of the Javier Prado Avenue to expand the walkable area and accommodate new activities. Also, a slope-like bridge is aimed to connect the divided sides establishing a recognizable landmark for the Node area.

**Museum's Frontal Court:**  
**The Problem**  
 The Frontal Court of the Museum presents reduced activity caused by the poor integration to La Cultura station and the shortage of activities on the area. The main obstruction is the "bottle neck" on the pedestrian connection from the station caused by the position of the Javier Prado Avenue and the Theatre.

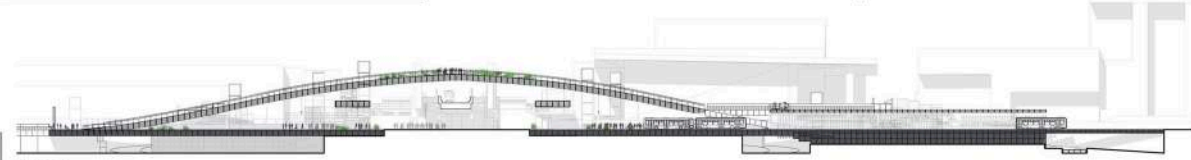
**The Solution**  
 Although the solution of the "bottle neck" is not viable, it is possible the re-activation of the frontal court by excluding activity and connect it to the other proposed areas.

**Library's Frontal Yard:**  
**The Problem**  
 The corner of the National Library is a main gathering point for the pedestrian flow that commutes among the avenues, Javier Prado and Aviccion, and La Cultura station to other areas of the city. Despite the current presence of the area, it is isolated from the public space due to an external wall limiting the correct performance of the pedestrian activity.

**The Solution**  
 The solution considers on this case integrate the frontal yard to the public space. This will permit its use as a gathering place for the commuting flows and also as a transition space for the National Library.

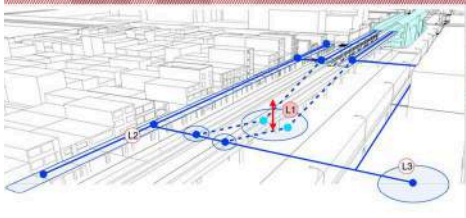
**Volumetric Proportion of the Intersection:**  
**The Problem**  
 The built landscape of the four borders is the product of a non supervised forty-year development process. As a consequence, the volumetric condition of the four corners shows an unbalanced perceptual consolidation.

**The Solution**  
 To compensate the unbalanced volumetric condition of the intersection, a fifty-meter tall building is proposed on the current location of a 10-storey parking lot. The importance of the location is crucial due to its capacity as middle section point for the future underground service.





VERTICAL GROVE



**Railroad Under Area:**  
**The Problem**  
 The area shows the absence of a physical connection to La Cumbre station despite its near location under the railway structure. Besides, the wide streets on its limits, isolate the area reducing its possible integration to the pedestrian flow and accommodation of complementary activities.

**The Solution**  
 The extension of the boarding platforms from the station allows connect vertically the area to La Cumbre station and determine a second connection layer. This area, because of its location, will act as the axis point among the station and the other surrounding areas. Combining the ground and upper layers is fundamental for the consolidation of the pedestrian flow and inclusion of new activities.

**Living Use of the Housing Area:**  
**The Problem**  
 Located along the Aviacion Avenue above the Commercial Use of the Housing area. The vulnerability comes from the noise of the ground level and the non-controlled visual contact to the train railway. Additionally, it presents a lack of a common open space with neighboring housings.

**The Solution**  
 The solution considers the utilization of the five meter set-back to create a big grove as common space for the housing area and to provide visual control to the street and the train railroad by bending one of its exterior sides.

**Zonal Market:**  
**The Problem**  
 The Zonal Market is located on the corner of the avenue Aviacion and Canada. The location and the activity type embrace the opportunity to turn the market into an important landmark and maximize the pedestrian activity on the area. The problem is present on its boundaries where an external wall limits the physical integration with the surroundings.

**The Solution**  
 The solution method takes into account the capacity of the market on creating multiple circulation paths as a way to traverse the barrier effect of the exterior wall. This will make possible the connection of both facades, the enhancement of the visual connection from the public space and the vertical expansion of the market area by using a second layer of action. At the same time the vertical expansion will allow connect the market to the general proposal of Line.



PROGRAM STRATEGY

solution strategy on Vertical Grove aimed to reflect the zonal market, the housing, the commerce and the area under the railway structure with ultra station. Here, the area under the railway is used as the transition point for the vertical connection of the anchor character of the fixed kiosks.

