



Urban  
Pathways

# Ciudadela

## 2.0

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WS 20/21 Master Architecture

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# I Analysis

A stylized map of the United States is shown with a hatched border. The interior of the map is white and contains the text "1 History".

# 1 History



## Political Time line

### Charrúas and Tupí Guarani

people and fighter: fierce culture of horse riding and fighting against colonization through Spanish

### Colonization

Extermination through illnesses and genocide of Charrúas through Spanish colonial masters. 1603: Spanish introduce livestock

### Territorial fights

fights between British, Portuguese and Spanish colonizers about Zone between Brazil and Argentina

### Montevideo and Buenos Aires as center

of Spanish royalists, Uruguay part of vice royalty of Rio de la Plata - 1814: Uruguay occupied by Argentinians, war of independence, 1830: first constitution, many Spanish immigrants

### Dictatorship 1876-1890

### Port and trading

Natural situation of Port stimulates trading: Montevideo as economic center of region, strengthener of agriculture sector

### Democratization

Through president Battle y Ordóñez: demographic and socio-economic change: first social democracy of the continent, 1906: founding of municipality Montevideo

### Social Reform

new pension system, unemployment, insurance,...in new constitution of 1919

### Economic crises

Putsch and dictatorship regime through Gabriel Terra  
1934: womens suffrage  
1939: Uruguay on side of allies during second world war  
1945: founding member of United Nations

### Economic growth

Uruguayan export growth

### 1960: Decline of Democracy

and economic problems  
1968: civil rights are not vaild anymore through presidential change

### 1970 - state of war

against Guerilla fighters, hight economic crisis and military putsch

## Infrastructure

### First railway

Through European capital build up of infrastructure in Montevideo, also of educational system  
1897: opening of central station Montevideo Harbor

1868: Mercado del Puerto was build

### Electric streetcar

1906: first street cars introduced in the center of Montevideo

### Official Opening of the Harbor 1909

### Secularization of Railway

Railway now belongs to Uruguayan state as reparation payments of British

### Airport 1947 Airport terminal inaugurated

**Historic Overview**  
**Montevideo**



Political Time line

**Return of Democracy**  
Steady economic growth because of sanctions

**Mercosur**  
Uruguay as one of the founders of a common duty-free trading market of countries in South America

**Crisis**  
Economic crisis of Argentina reaches market of Uruguay  
huge manifestations in Montevideo against neo-liberal government  
2007: manifestations against planned contaminating industries of paper and cellulose on Río Uruguay

**Montevideo Municipios**  
City divided into eight political municipalities (Letter A-G) as an aim for decentralization of municipality  
furthermore 62 barrios

Infrastructure

**1993 Tourist ferries “Buequebus”**  
yearly more than two million of passengers in ferry between Buenos Aires and Montevideo, mostly Argentinian Tourist that spend holidays on Uruguayan coast, travel time 2h 30 min

**1999 Construction of new Central station “Nuevo Terminal”**  
1994 Installation of new Bus Terminal “Tres Cruces” as central traffic point of Uruguay

**2003 shut down**  
of first central station “General Artigas”  
2007: Installation of new central station  
2009: Airport expansion

## Ciudad Vieja 1752

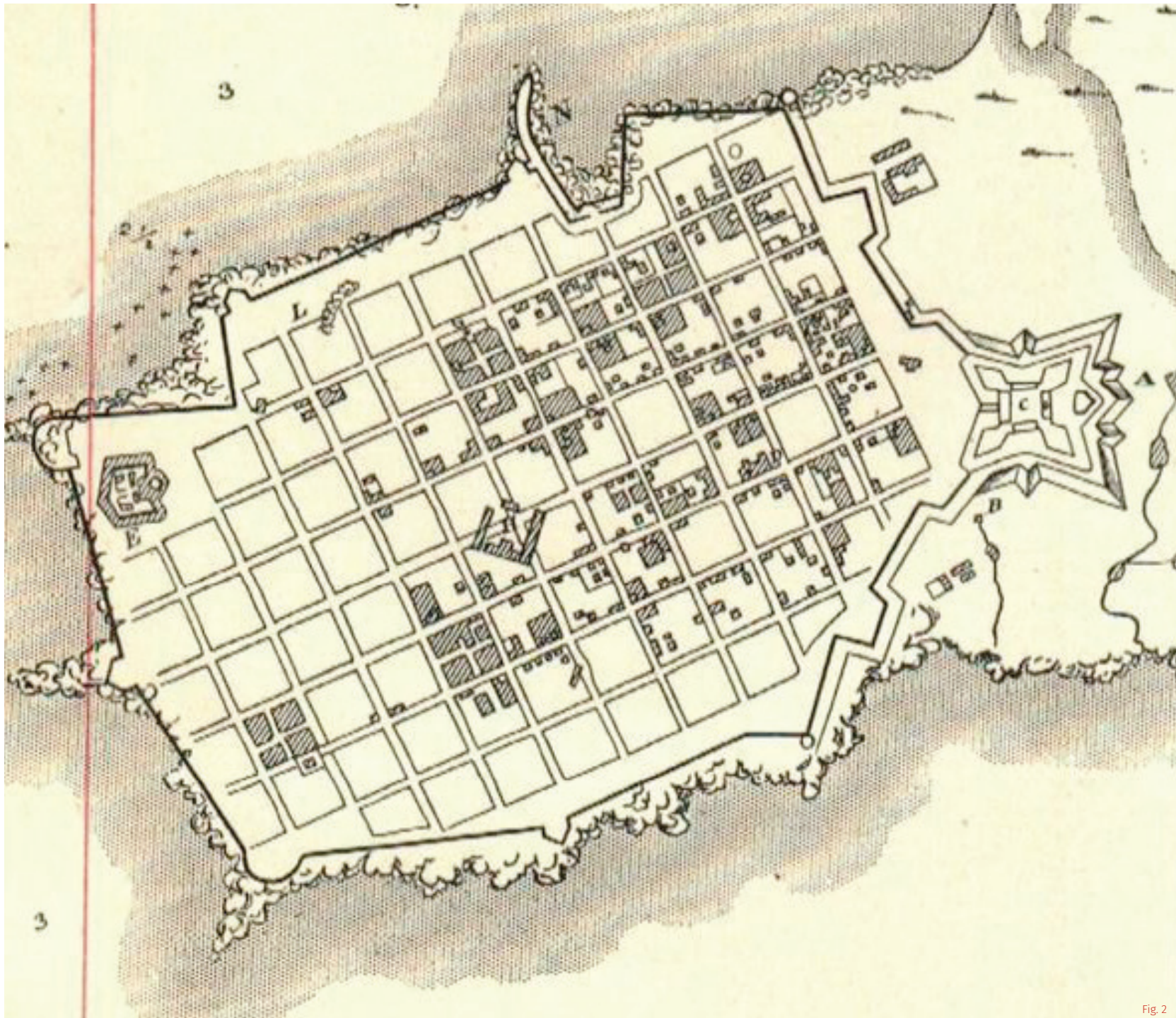


Fig. 2

In 1724, Montevideo was founded by the Spanish soldier Bruno Mauricio de Zabala as a strategic base in the Spanish Portuguese dispute over the platine region.<sup>1</sup> To defend the city, which was populated from now on by immigrants from Buenos Aires and the Canary Islands, a Citadel and City Wall was build (Fig.2).<sup>2</sup> In the year 1829 the urge of a military defending wall was gone and Montevideo grew in size (Fig.4). The district within the former city wall is nowadays known as “Ciudad Vieja”. In the year 1963 the district had 39.365 inhabitants, in the year 1996, 25.991 people lived there and by the latest census in 2011 the population of Ciudad Vieja shrank to 12.555 people.<sup>3</sup>

1 <https://montevideo.gub.uy/areas-tematicas/turismo/historia-de-montevideo>, 18.01.21

2 <http://cerpdellitoral.cfe.edu.uy/index.php/academico/departamentos/historia/item/209-montevideo-noella-lopez#:~:text=Fundaci%C3%B3n%20de%20Montevideo,Buenos%20Aires%20y%20las%20Canarias,> 18.01.21

3 <https://theincidentaltourist.com/uruguay-montevideo-ciudad-vieja/>, 03.12.20

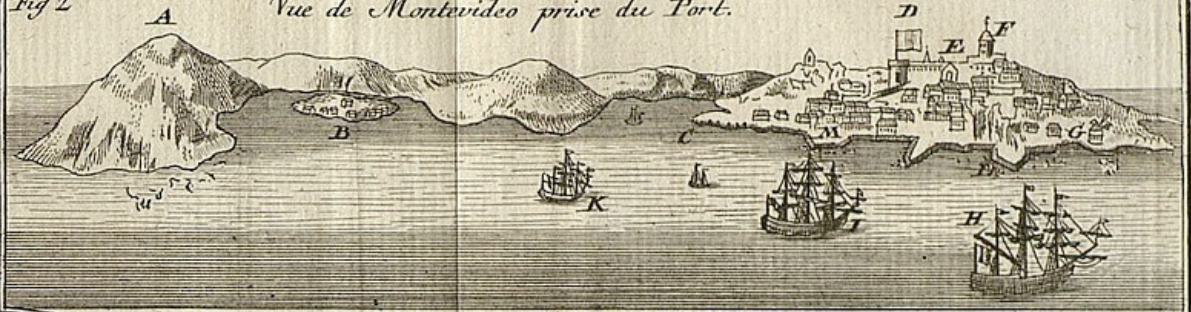
4 <https://www.elpais.com.uy/opinion/columnistas/juan-oribestemmer/pobre-ciudad-vieja.html>, 08.12.20

Fig. 1.



Fig 2

Vue de Montevideo prise du Port.



A. Mont appelle Montevideo. B. Ile aux Francois. C. Mole ou jettée a pierres seches à l'entrée du port, ou il y a 6 p. de canons de 6 livres. D. Citadelle. E. Porte du Château. F. Paroisse. G. Moulin à vent. H. Fregatte Espagnole la Ste Barbe. I. Fregatte l'Aigle. K. Corvette le Sphinx. L. Batterie royale de 17 p. dont 9 de 18. et 8 de 6. M. les Franciscains.

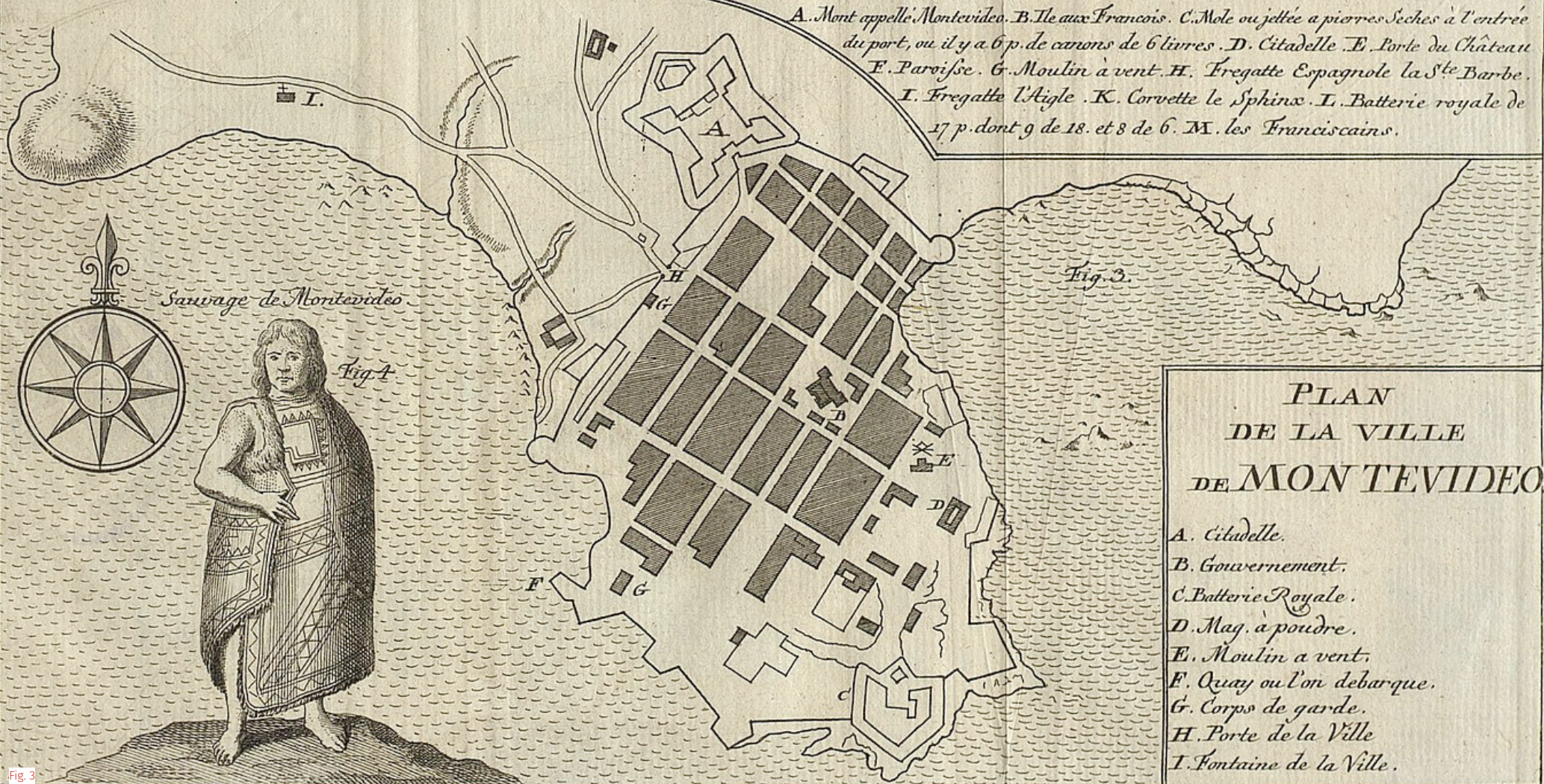
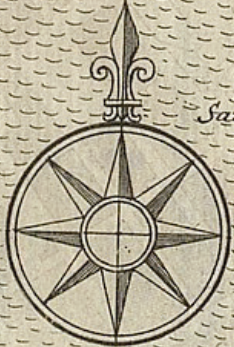


Fig. 3.

PLAN DE LA VILLE DE MONTEVIDEO.

- A. Citadelle.
- B. Gouvernement.
- C. Batterie Royale.
- D. Mag. à poudre.
- E. Moulin a vent.
- F. Quay ou l'on débarque.
- G. Corps de garde.
- H. Porte de la Ville
- I. Fontaine de la Ville.



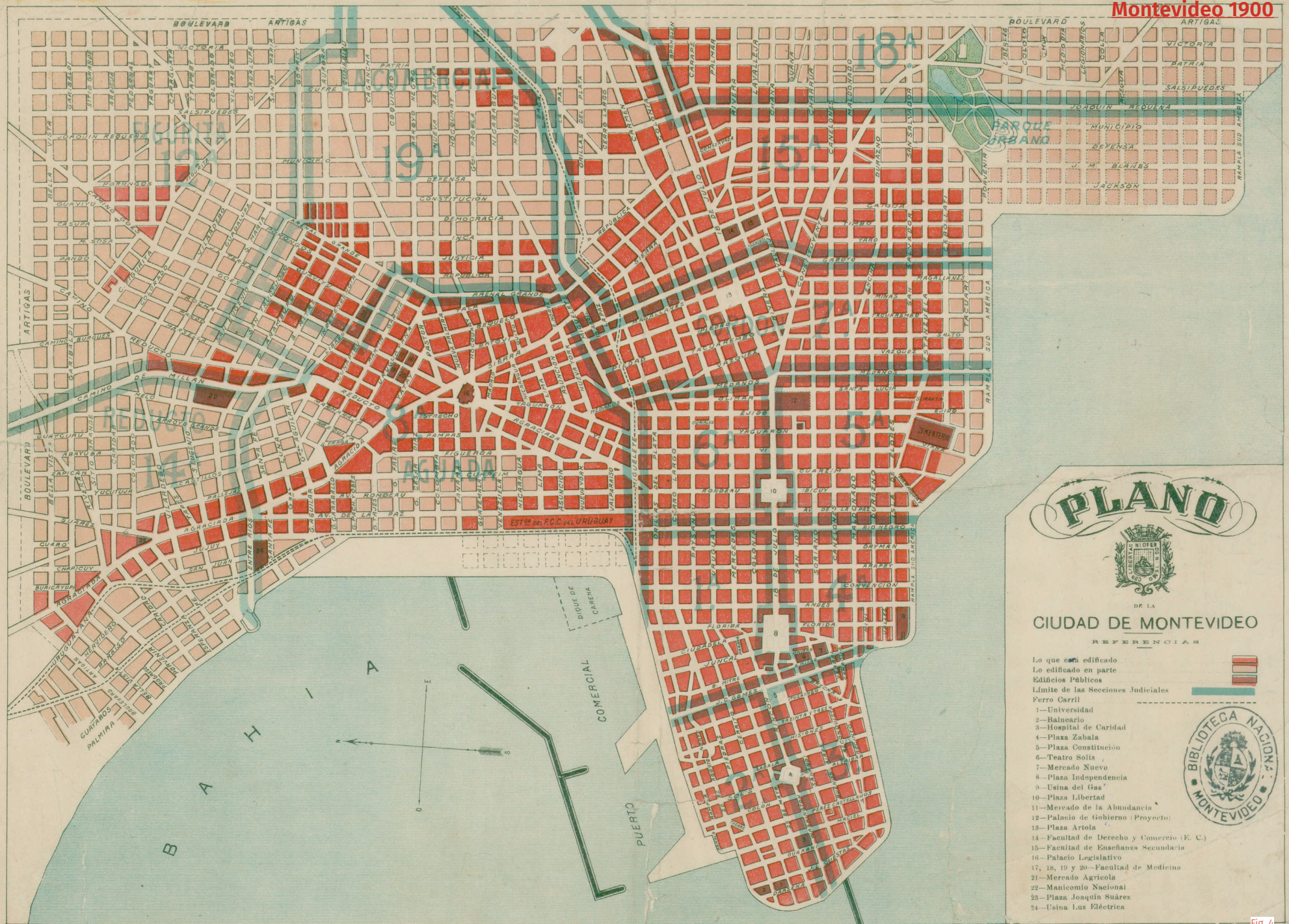
Sauvage de Montevideo

Fig. 4



Fig. 3





**PLANO**  
DE LA  
**CIUDAD DE MONTEVIDEO**  
REFERENCIAS

- Lo que está edificado
- Lo edificado en parte
- Edificios Públicos
- Límite de las Secciones Judiciales
- Ferrocarril
- 1—Universidad
- 2—Balneario
- 3—Hospital de Caridad
- 4—Plaza Zabala
- 5—Plaza Constitución
- 6—Teatro Solís
- 7—Mercado Nuevo
- 8—Plaza Independencia
- 9—Usina del Gas
- 10—Plaza Libertad
- 11—Mercado de la Abundancia
- 12—Palacio de Gobierno (Proyecto)
- 13—Plaza Artola
- 14—Facultad de Derecho y Comercio (E. C.)
- 15—Facultad de Enseñanza Secundaria
- 16—Palacio Legislativo
- 17, 18, 19 y 20—Facultad de Medicina
- 21—Mercado Agrícola
- 22—Manicomio Nacional
- 23—Plaza Joaquín Suárez
- 24—Usina Luz Eléctrica

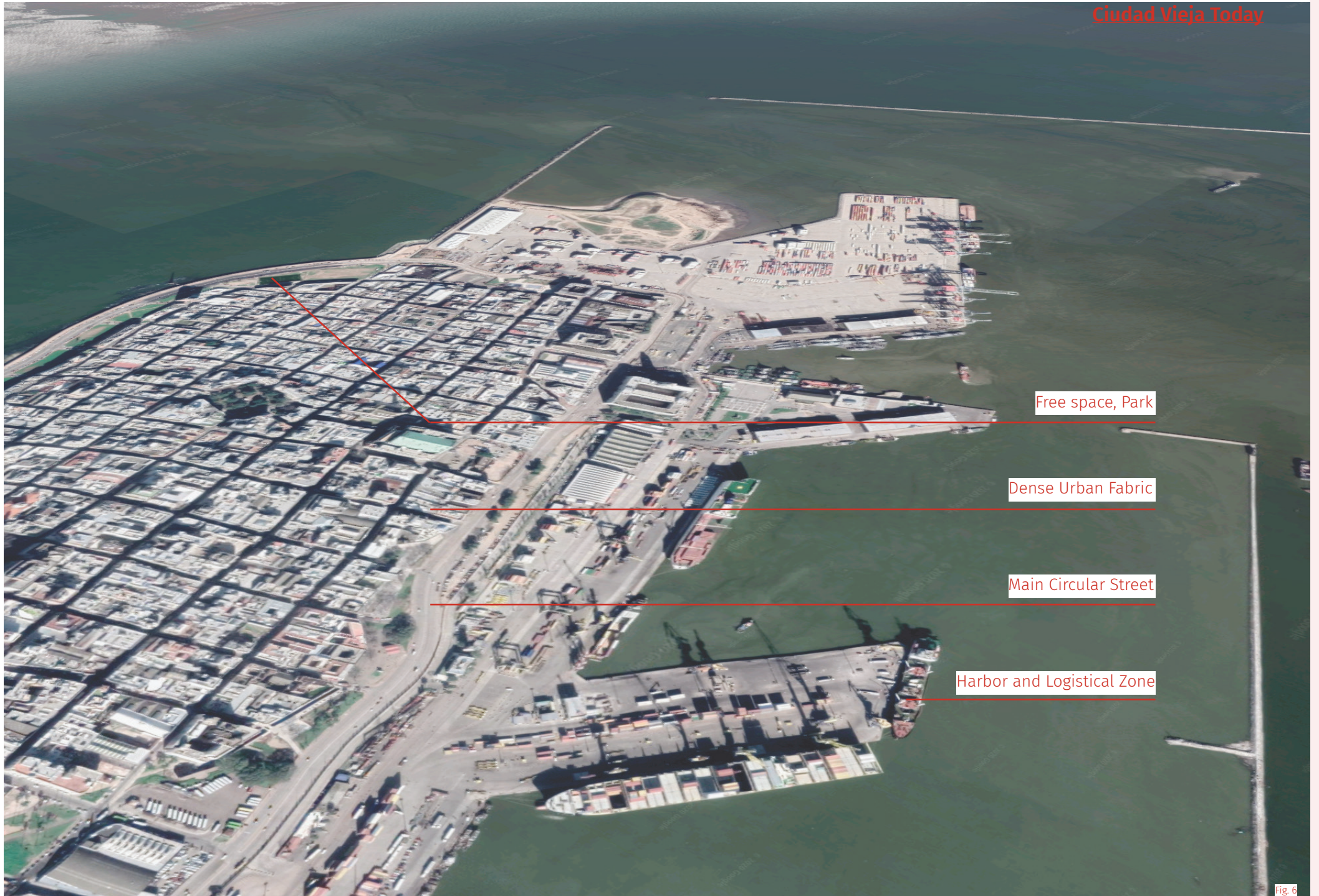


Fig. 4

Ciudad Vieja 1930



Fig. 5



Free space, Park

Dense Urban Fabric

Main Circular Street

Harbor and Logistical Zone

Fig. 6

# Analysis of Colonial Grid Structure



Fig. 7

## The Grid over time:

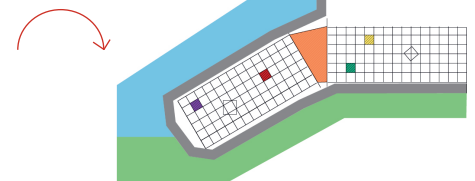
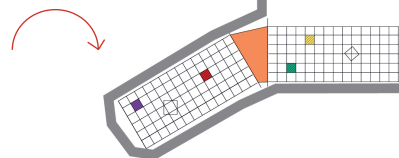
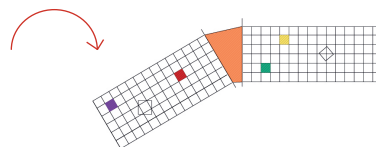
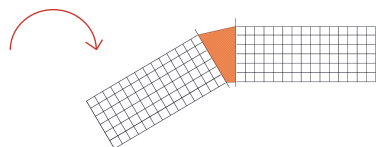
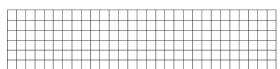


Fig. 8

The Colonial grid city planning

When grid adapts to built environment, leftover diagonal triangular occur

Public places in form of a whole block in the grid or turned shapes

Main streets circulate the dense inner city grid structure

The outer layer around the Old Town is a free space (green) and the harbor (blue)

## 1929 Le Corbusier

Montevideo and especially the district of Ciudad Vieja faced a radical idea of architectural intervention. In the year 1929 Franco-suisse architect "Le Corbusier" visited Montevideo.<sup>5</sup> With the help of the aviators Jean Mermoz and Antoine de Saint-Exupéry, Le Corbusier studied on a flight the uniqueness of the landscape, and the contrast between the forest, open terrain and buildings. He got inspired and made the sketch (Fig.9) that would have changed the skyline of Montevideo. It highlights a giant business center under a motorway that juts into the bay, connecting the most important buildings and bypassing the preexisting urban chaos.<sup>6</sup>

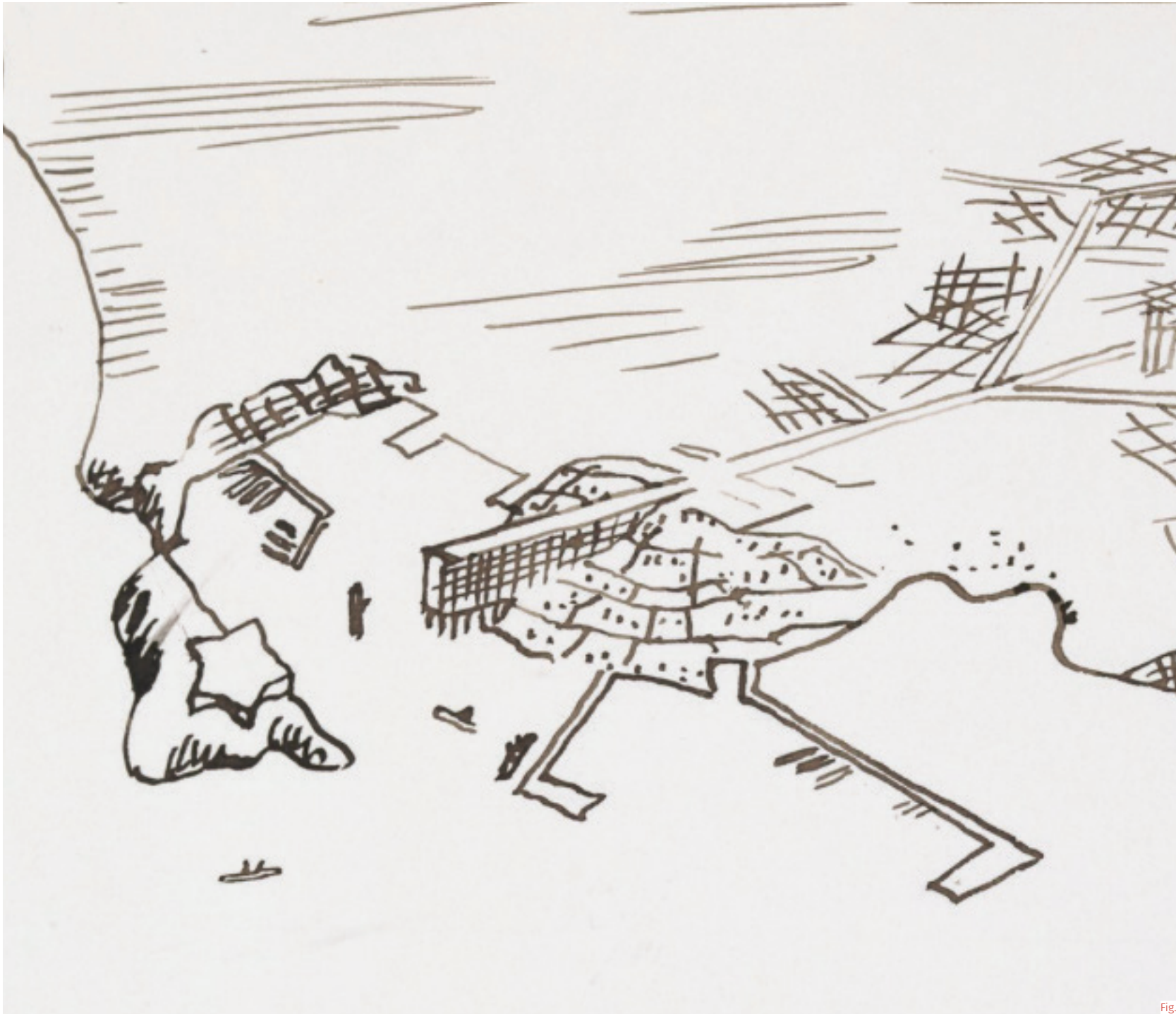
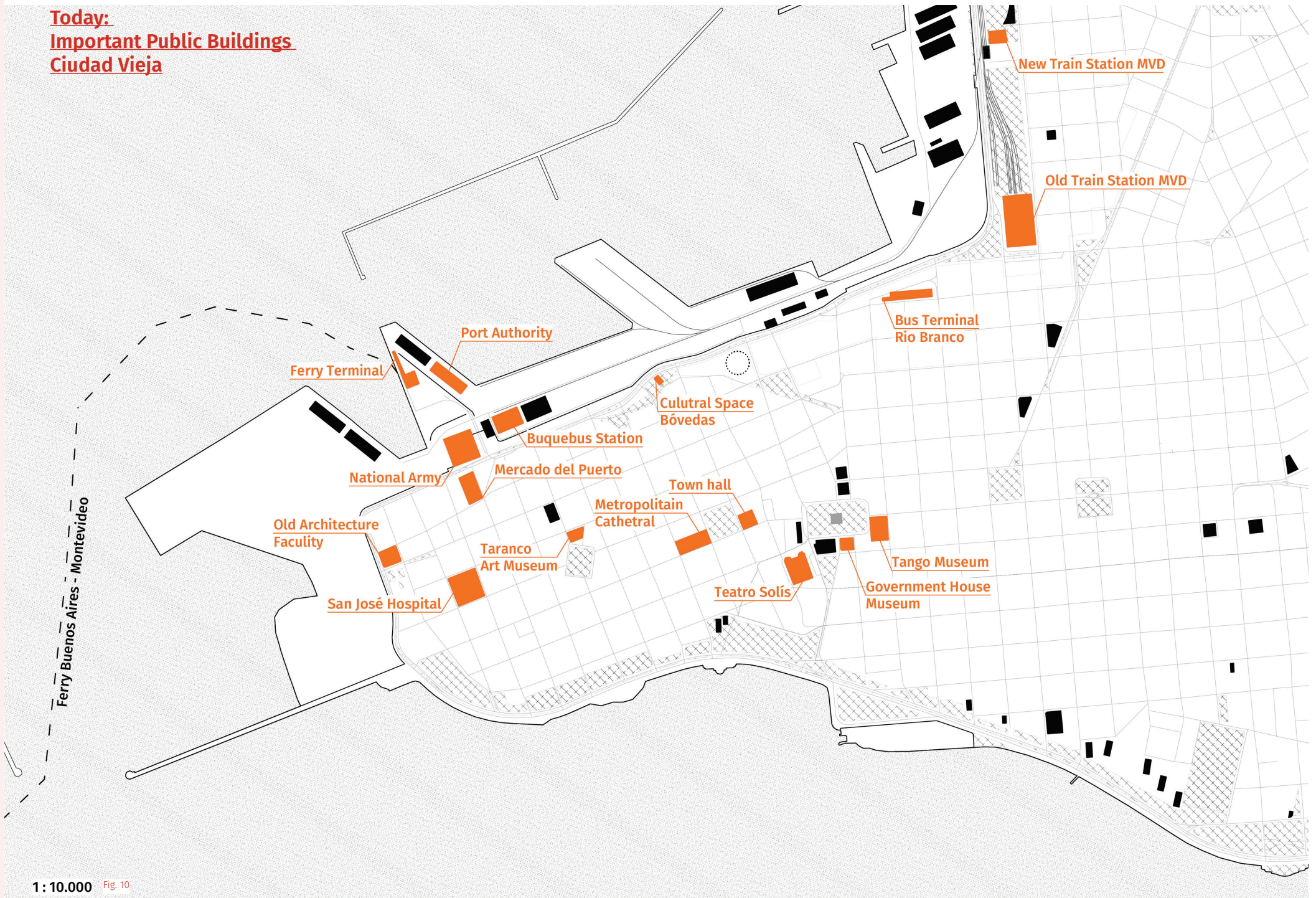


Fig. 9

<sup>5</sup> source: <https://www.escriitores.org/recursos-para-escriitores/recursos-1/colaboraciones/21158-le-corbusier-en-uruguay>, 28.11.20

<sup>6</sup> source: <https://www.moma.org/collection/works/558>, 28.11.20

**Today:**  
**Important Public Buildings**  
**Ciudad Vieja**



1 : 10.000 Fig. 10

Public Urban Squares

Parks and green spaces

Logistic Zone

Today:  
Zoning and Green Spaces



1 : 10.000

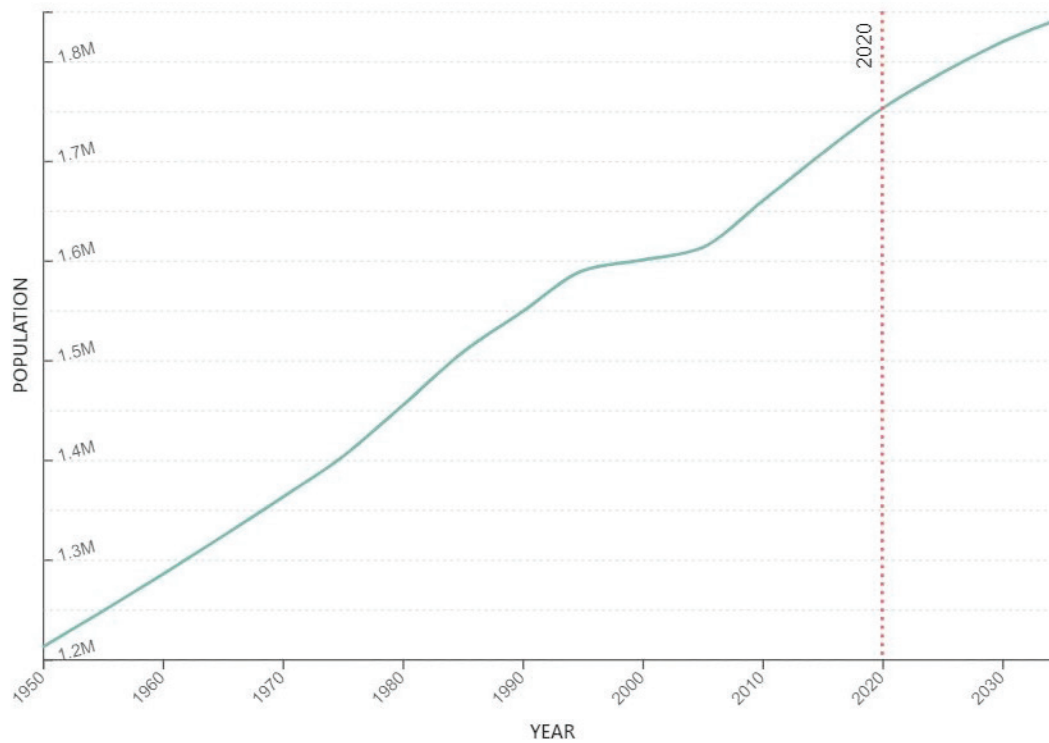
Fig. 11

A stylized map of the United States is shown with a hatched border. The map is centered on a white background. In the center of the map, there is a white rectangular box with a thin black border. Inside this box, the text "2 Demography" is written in a bold, black, sans-serif font. The text is underlined.

## 2 Demography



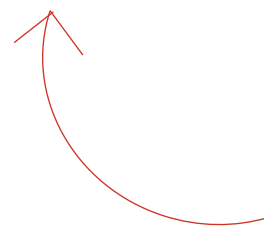
## **Statistic:** **Population of Montevideo**



Uruguay has an overall population of 3,5 million people, more than half of them are living in the urban area Montevideo (Fig.12).<sup>7</sup> Comparing to other south american cities, the capital of Uruguay is ranked at place 30 regarding the size of population.<sup>8</sup>

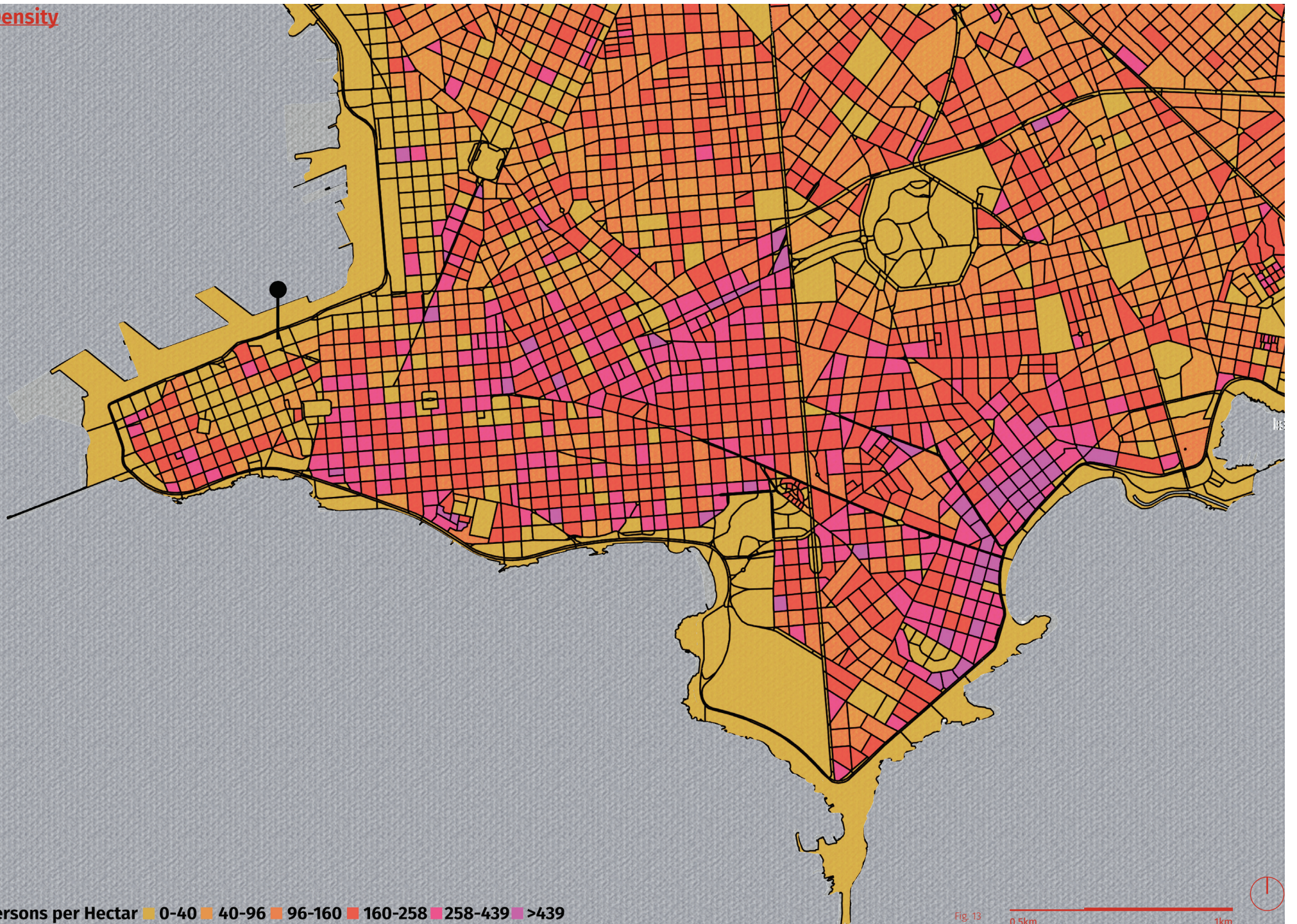
<sup>7</sup> source: <https://www.ine.gub.uy/web/guest/censos-2011>, 04.12.20

<sup>8</sup> source: <https://populationstat.com/uruguay/montevideo>, 04.12.20



Montevideo Population 2020:  
1.752.388 people

Density

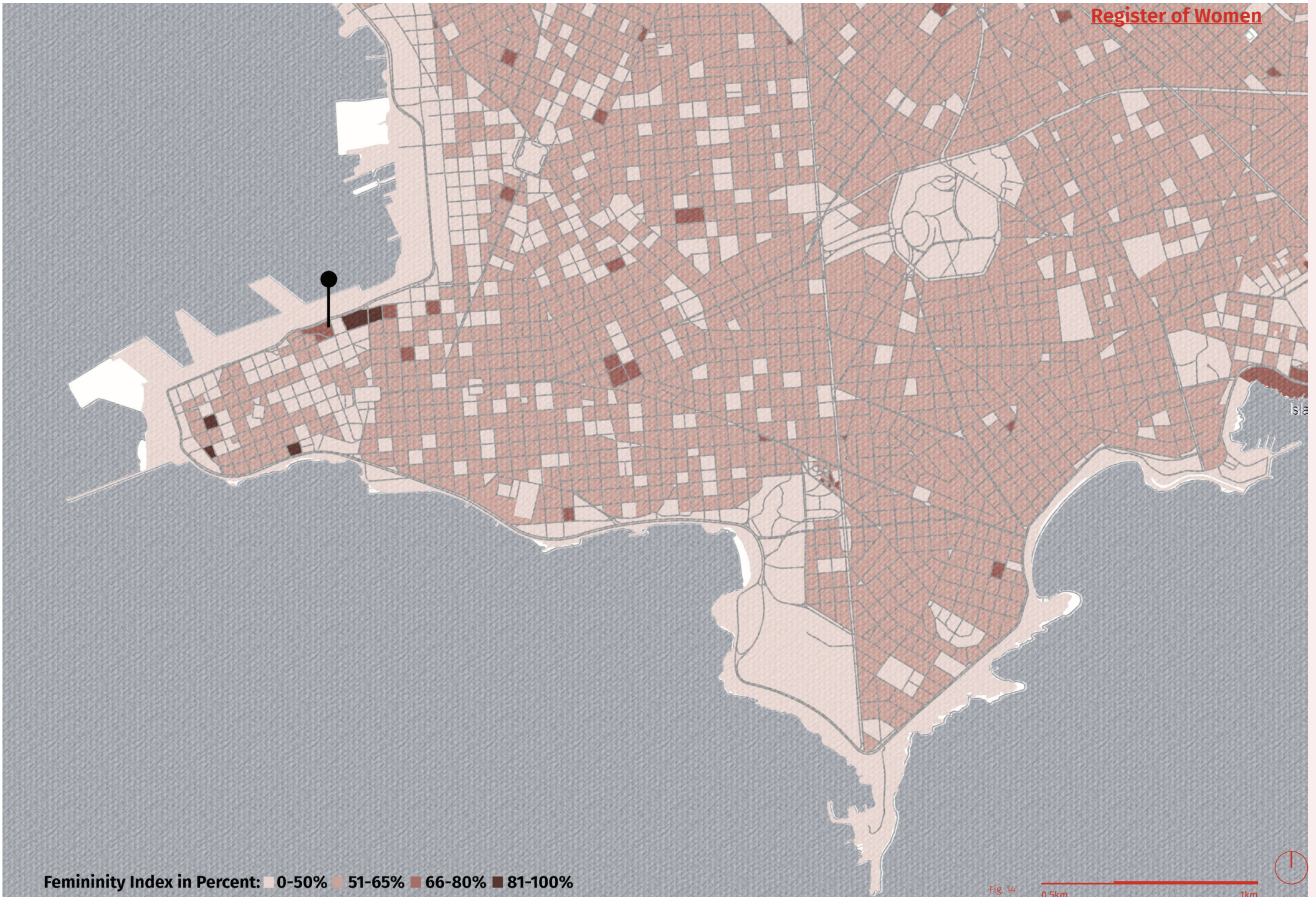


Persons per Hectar 0-40 40-96 96-160 160-258 258-439 >439

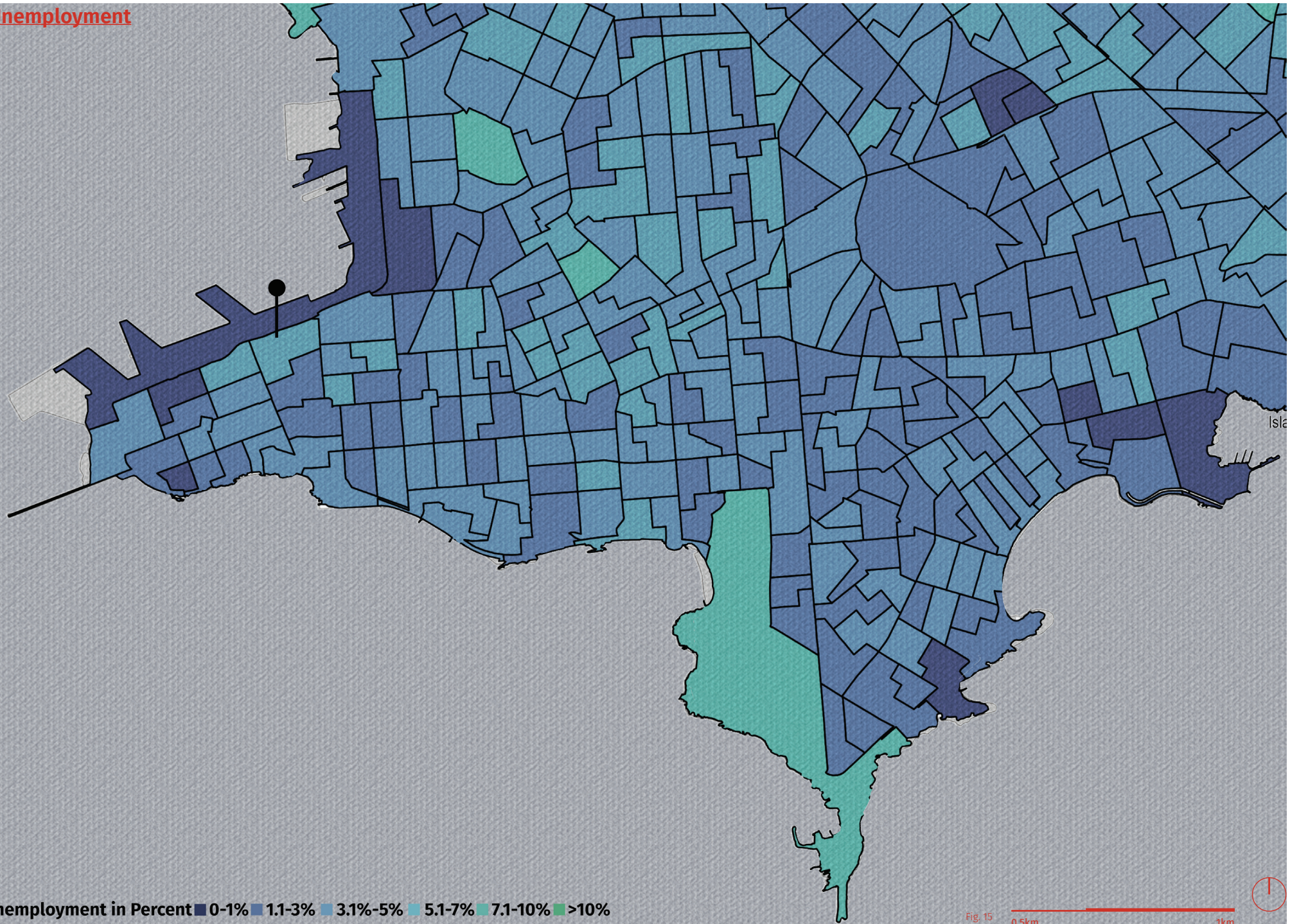
Fig. 13

0.5km 1km





# Unemployment



Unemployment in Percent ■ 0-1% ■ 1.1-3% ■ 3.1-5% ■ 5.1-7% ■ 7.1-10% ■ >10%

Fig. 15

0.5km 1km



Small Business:  
A Fruit Vendor in  
Ciudad Vieja

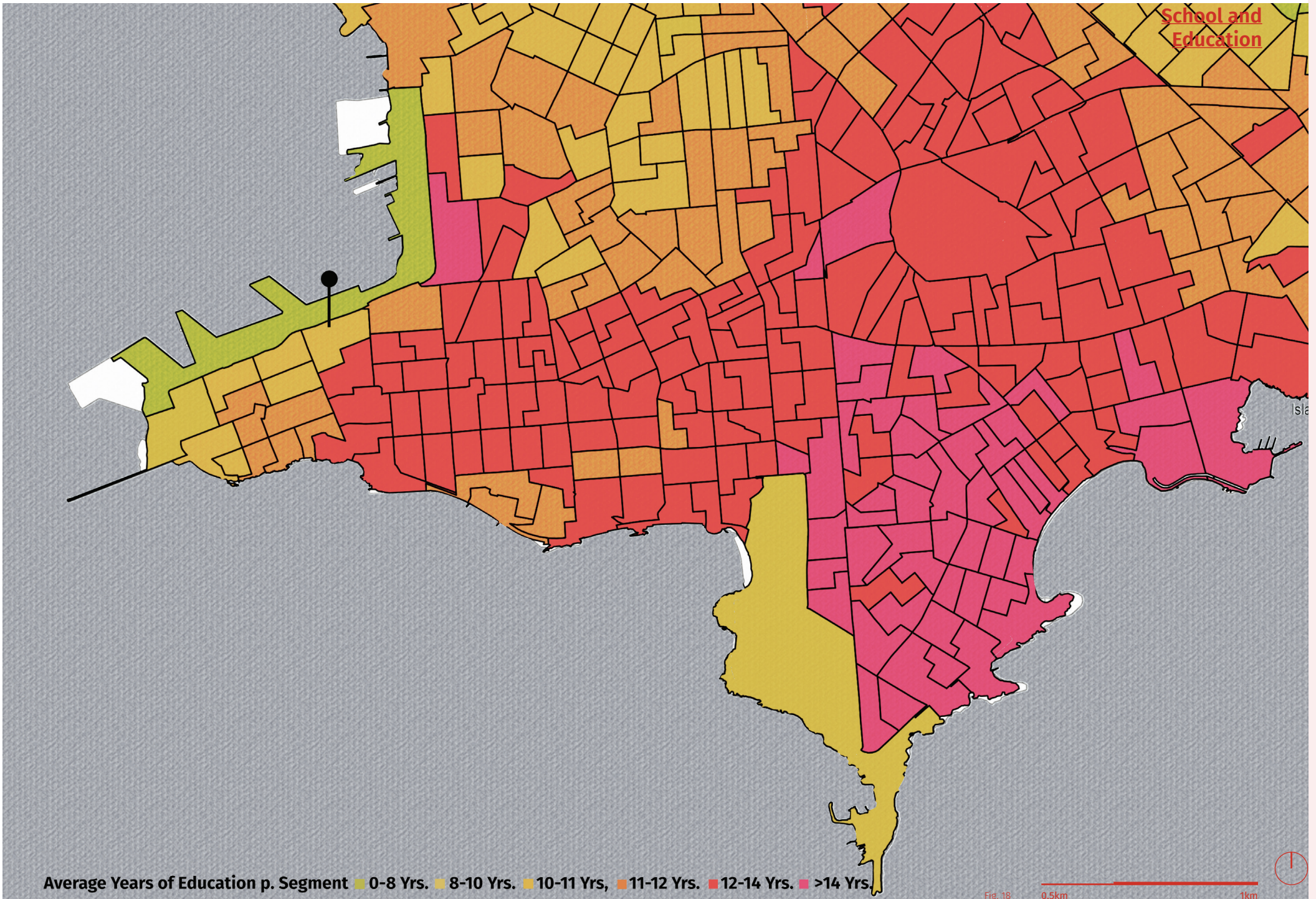


Fig. 16

**Food Chain at Social Security and Labor Ministry Ciudad Vieja**



Fig. 17

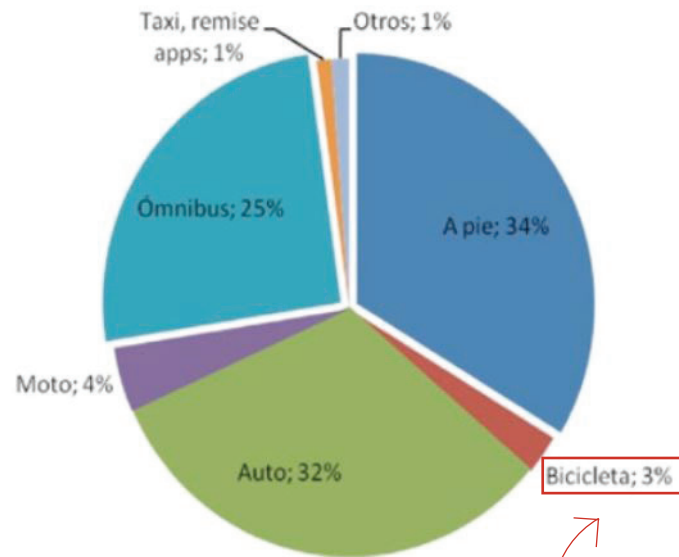


A stylized map of the United States is shown with a hatched border. The map is centered on a white background. In the center of the map, there is a white rectangular box with a thin black border. Inside this box, the text "3 Mobility" is written in a bold, black, sans-serif font. The text is underlined.

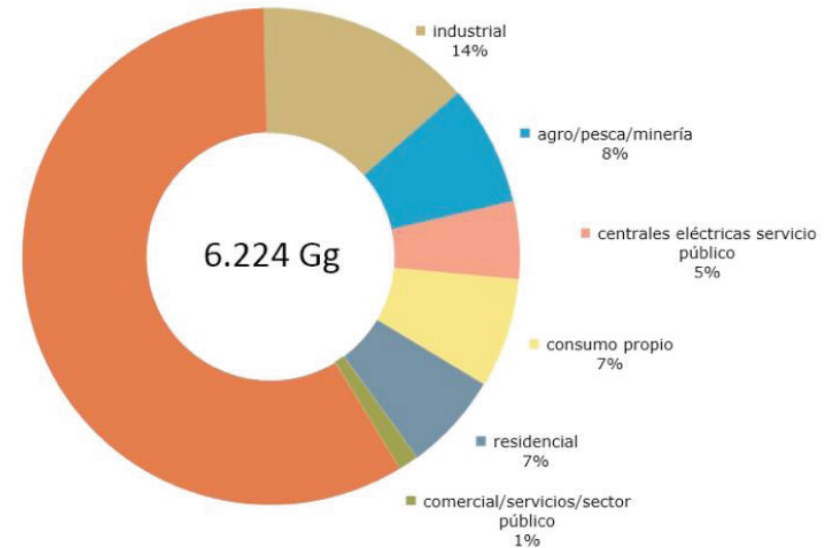
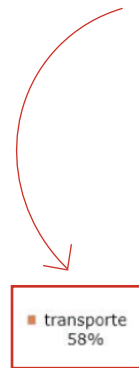
**3 Mobility**



Guiding questions:  
 Which modes of reducing the emission of transport exist? How to switch road-users mindset to use a more sustainable way of public and private modes of transport?



Means of Transport used in Uruguay in % (2018)  
 Fig. 19



CO2-Emission by Sector (2018)  
 Fig. 20

Guiding questions:  
 Why only 3%? How can we increase the interest of road-users in biking?

**Mobility Statistics:**  
**Electricity Generation by**  
**Source in Uruguay (total)**

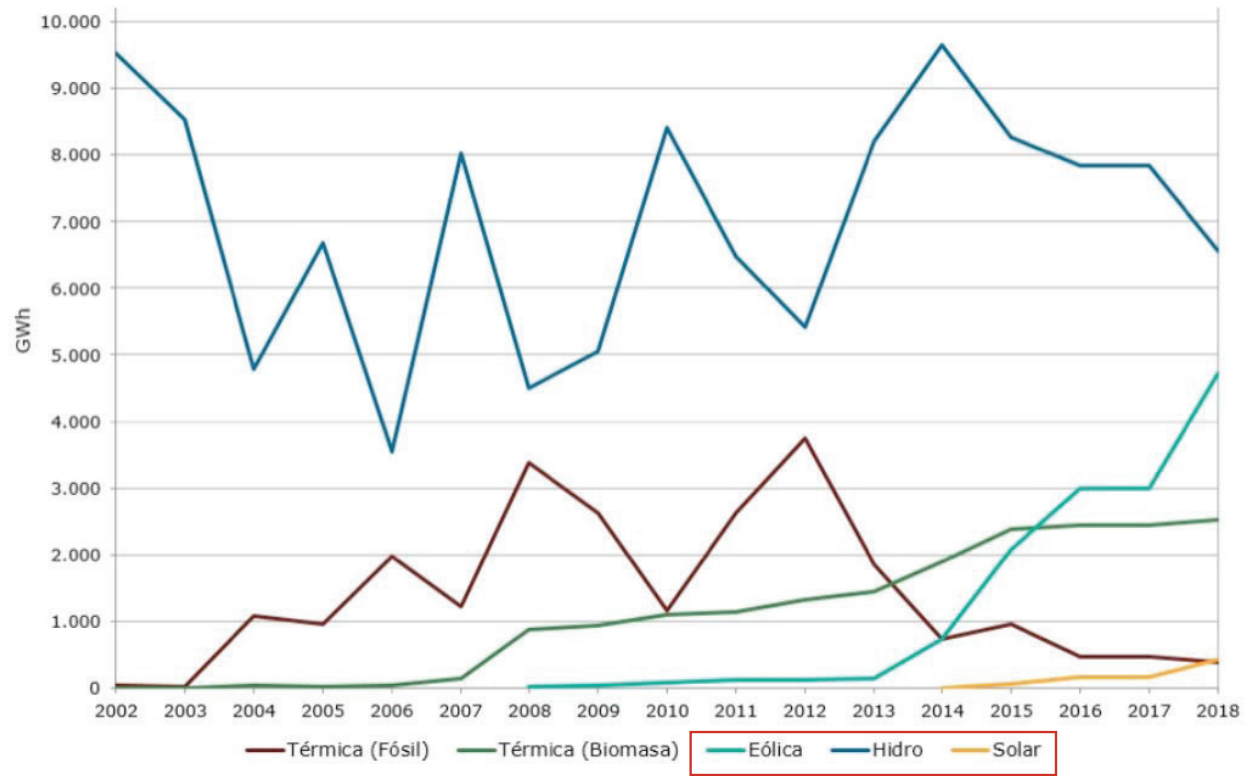


Fig. 21

## A Port City



Throughout the history, the harbor was always the economical center of Montevideo and helped the city with the export of wool, beef and leather to become one of the wealthiest cities in Latin America.<sup>9</sup> Nowadays it allows Uruguay to be sustained in the main foreign trade routes of South America.<sup>10</sup> The port is outlined as one of the main cargo mobilization routes of MERCOSUR since it is located in a strategic geographical enclave of great importance.<sup>11</sup> The environmental consciousness of the Uruguayan Government is visible in current transformation of the harbor. For example, the APM Inland Services Uruguay Terminal is 90% CO<sub>2</sub>-free with the acquisition of 648 solar panels. The switchover will reduce Inland Services Uruguay's carbon dioxide emissions by approximately 50 tonnes per year.<sup>12</sup>

9 source: <https://eh.net/encyclopedia/an-overview-of-the-economic-history-of-uruguay-since-the-1870s/>, 05.01.21

10 source: <https://www.terminaltcp.com.uy/infraestructura/>, 05.01.21

## **Tourism and Cruise Ships in the Montevideo Port**

Next to be an international trading ground, the Port of Montevideo also welcomes tourists. Cruise ships are relevant for Montevideo from the tourist and economic point of view since the city has been consolidated as a port of embarkation and disembarkation of passengers. Between 2019-2020, approximately 134 cruise ships arrived at the port of Montevideo and this number is expected to increase.<sup>13</sup>



11 source: <http://www.inalog.org.uy/es/infraestructura-puertos-libres/#:-:text=PUERTO%20DE%20MONTEVIDEO&text=Es%20el%20principal%20puerto%20comercial,para%20el%20tr%C3%A1nsito%20de%20mercader%C3%ADas>, 05.01.21

12 source: <https://www.vesseltracker.com/en/Port/Montevideo/Dashboard.html>, 05.01.21

13 source: <https://montevideo.gub.uy/noticias/economia-y-turismo/bienvenidos-cruceros>, 14.12.20



## **Buquebus Tourism: A chance for Ciudad Vieja**

Buquebus is an Argentinian travel agency, has the second largest passenger terminal in Buenos Aires and transporting over 2.500.000 people per year between Argentina and Uruguay on their ferries. Four of them are needed daily to transport this large number of tourists.<sup>14</sup> Every two hours the ferry from Buenos Aires arrives at the Port of Montevideo.<sup>15</sup> The Ciudadela Terminal is in near distance (Fig.25) and has the potential to collaborate with the constantly wave of incoming visitors.

14 source: <https://infonegocios.info/nota-principal/buquebus-transporta-2-500-000-personas-al-ano-y-se-prepara-para-timonear-el-2020#:~:text=Buquebus%20transporta%202.500.000%20personas,prepar%C3%B3%20para%20timonear%20el%202020,02.12.20>

15 source: <https://www.buquebus.com/english/about-montevideo,02.12.20>

Location Ciudadela  
Terminal to Ferry  
Terminal



Bus Terminal Ciudadela

Ferry Terminal

BIKE: 7 min - WALKING: 15 min - CAR: 3 min

Fig. 25

# Public Transport Net Montevideo

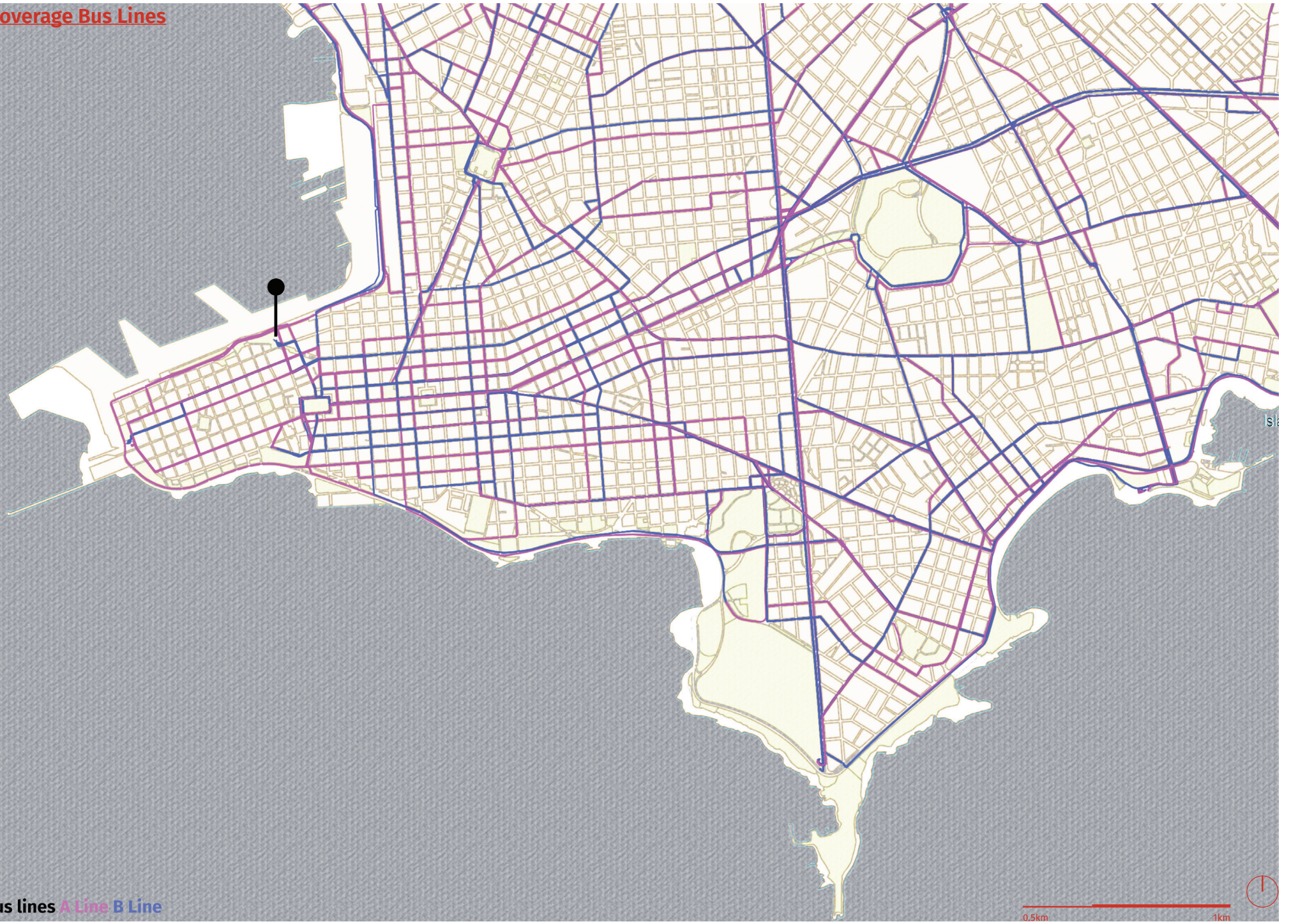


- Railway
- Ferry Buenos Aires
- Metropolitan Line
- Exclusive Line
- Preferential Line
- Suburban and Mid-distance Bus Terminals
- Bus Terminals
- Interdepartamental Bus Terminal
- Planned Interdepartamental Bus Terminal
- Interchange Stations

Fig. 27 0.5km 1km



# Coverage Bus Lines

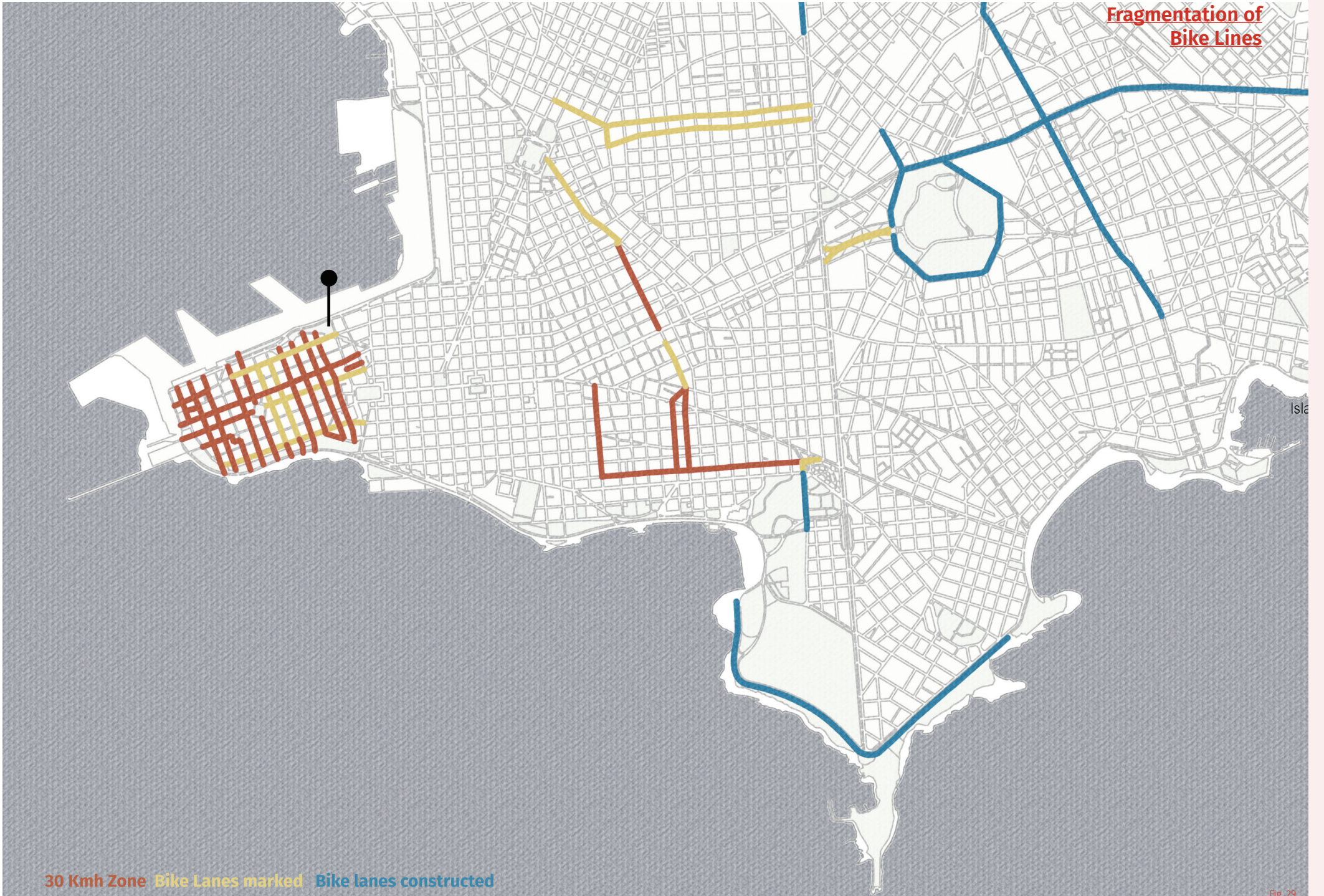


Bus lines A Line B Line

Fig. 28



# Fragmentation of Bike Lines



30 Km/h Zone Bike Lanes marked Bike lanes constructed

Fig. 29



**4 Use**

# Distribution of Uses

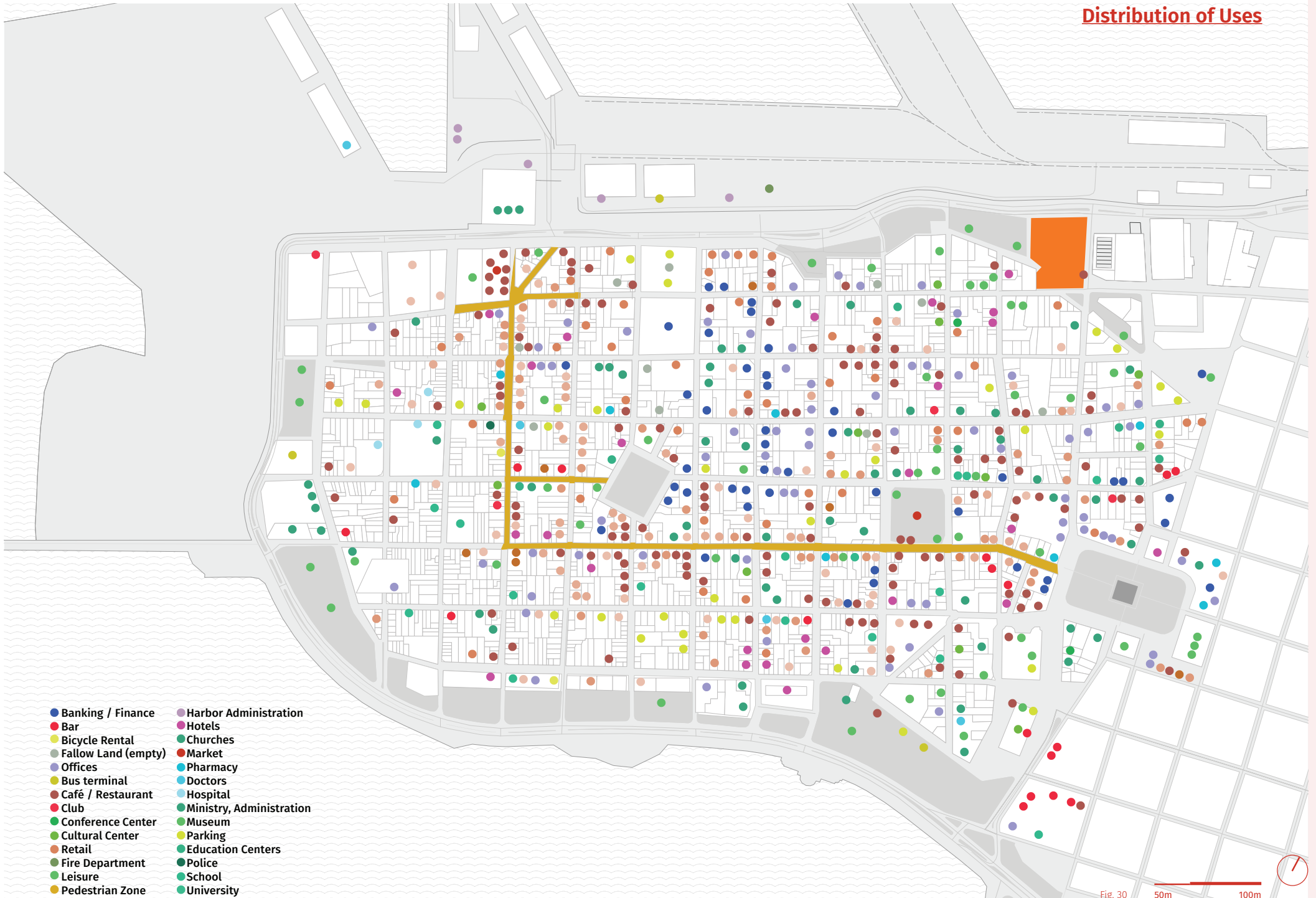


Fig. 30 50m 100m

## Retail and Pedestrian Zone

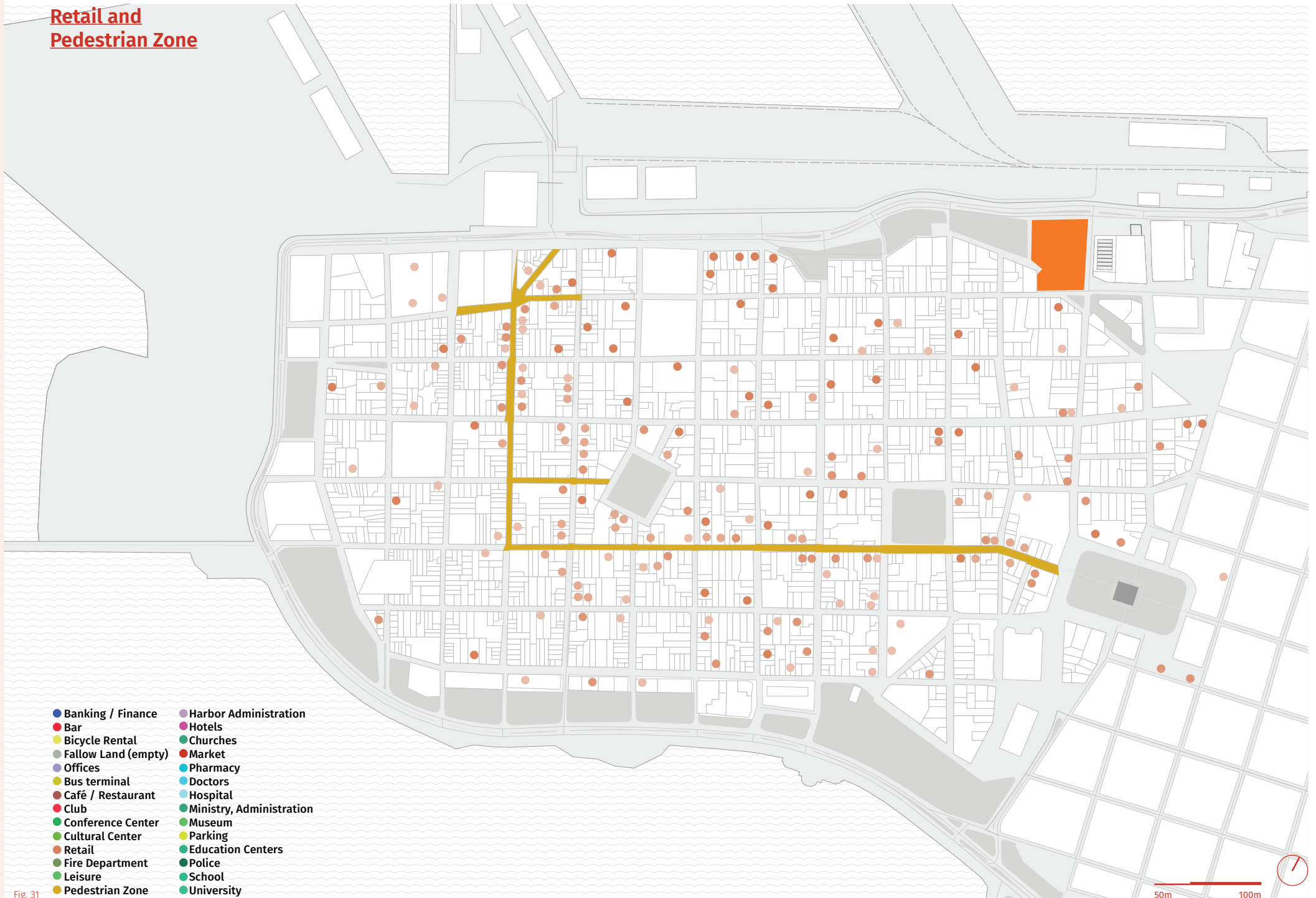
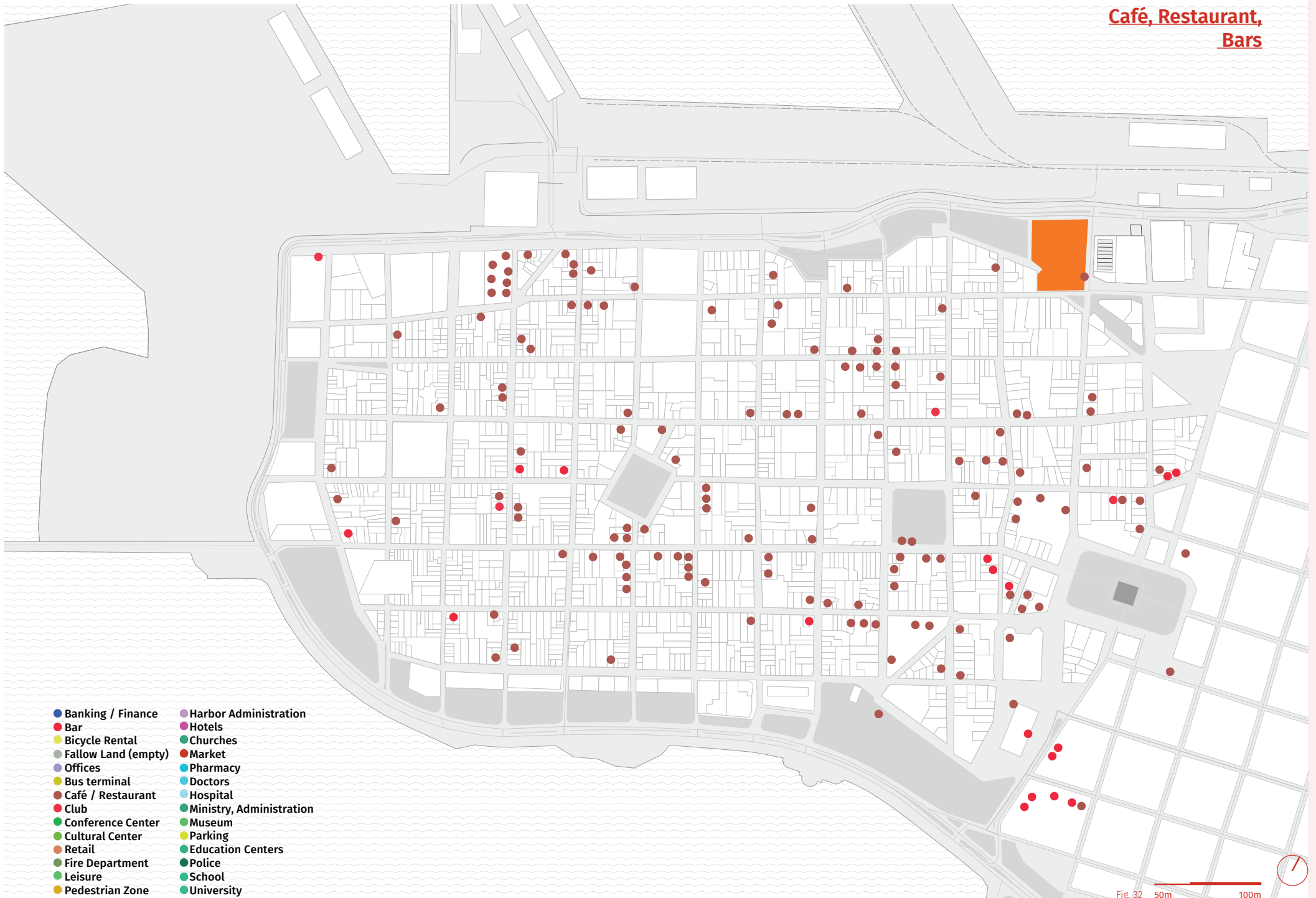


Fig. 31

50m 100m



# Café, Restaurant, Bars



- Banking / Finance
- Bar
- Bicycle Rental
- Fallow Land (empty)
- Offices
- Bus terminal
- Café / Restaurant
- Club
- Conference Center
- Cultural Center
- Retail
- Fire Department
- Leisure
- Pedestrian Zone
- Harbor Administration
- Hotels
- Churches
- Market
- Pharmacy
- Doctors
- Hospital
- Ministry, Administration
- Museum
- Parking
- Education Centers
- Police
- School
- University

Fig. 32 50m 100m



# Culture and Leisure

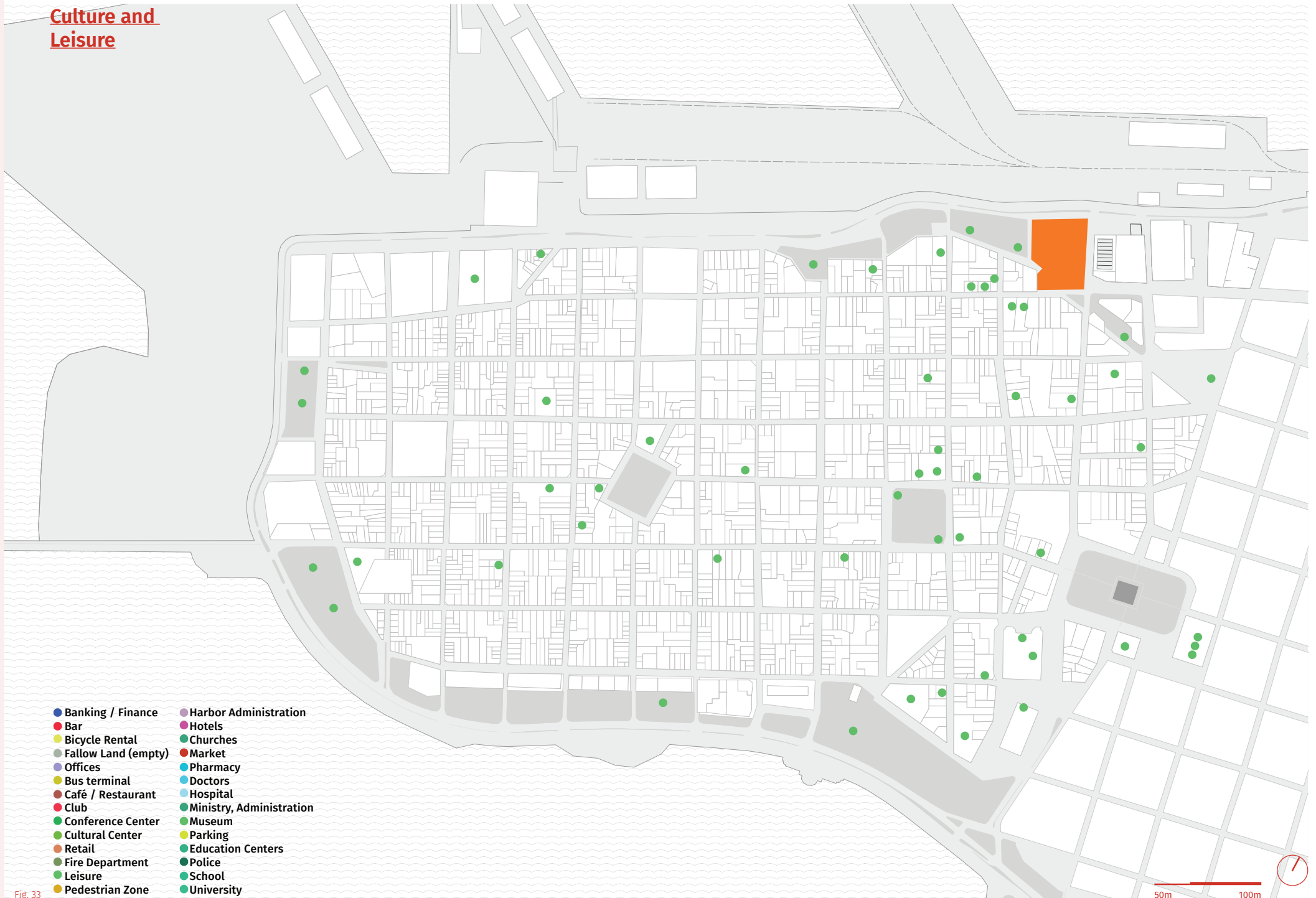


Fig. 33

50m 100m



## Nightlife

“In the last couple of years, Ciudad Vieja has gone through a major transformation that has made it the main nightlife center in town. It is in this area where most of the nightclubs are, and also it hosts the 'Mercado del Puerto' a traditional venue for Uruguayan food and beverages.”<sup>1</sup>



<sup>1</sup> [https://en.wikipedia.org/wiki/Ciudad\\_Vieja,\\_Montevideo](https://en.wikipedia.org/wiki/Ciudad_Vieja,_Montevideo)



## 5 SWOT-Analysis



## Nightlife



pedestrian  
area with bars

small vendors  
in the street

S  
High nightlife action  
> high request for  
E-Taxis  
High activity, through  
that social security at  
night

W  
Vandalism? Noise?

O  
Local businesses  
could thrive from  
nightlife activity

“more traffic, more  
economy”

high demand for  
charging stations

T  
possible increase of  
informal sector?

Ciudad Vieja not yet  
ready for transforma-  
tion: more pedestrian  
zones needed - plan-  
ning conflict?

## Tourism through ferry terminal

S  
Ciudad Vieja high  
tourism through arriv-  
al point of ferry

W  
Amount of parking  
cars around terminal:  
too many, no clear  
bike or pedestrian  
connection planned  
or designed

O  
E-taxis and last mile  
mobility starting from  
Ciudadela terminal,  
react to arrivals

Small businesses can  
profit from tourism >  
E-Tricycles and E-Cars  
needed

Catching moment  
of tourism through  
E-Busses and other  
modes of E-Transport

T  
Traffic jams through  
cars arriving on fer-  
ry, logistically not  
planned sufficiently



## Low Density



S  
Good location factors: close to harbor, close to green spaces and promenade, well connected

W  
area was once abandoned > bad reputation?

O  
make area more dense (in terms of housing, business, ..)

low density + nightlife: possibility for development of investments

potential location for more businesses from many sectors (productive industry, harbor industry,..) > economic growth

T  
filling of urban gaps has to be moderated with citizens that live in the Old Town to prevent Gentrification Processes



Fig. 38

## Parks and green spaces



**S**  
Ciudadela terminal embedded in green space around it that could be used in the concept of the design

**W**  
Abandoned, missing landscape design, dangerous at night since public lightening is missing  
no facilities, cultural offer or activities in the green spaces

**O**  
superior landscape architecture plan could upgrade green spaces  
> Plaza Independencia is in 6 min walking distance and Tourist waves from ferries could be guided there  
> activation of space  
> continuous green connection

**T**  
only parts of the park gets designed  
> fragmentation instead of continuous landscape design  
> bike lanes are not accepted or used by citizens

## “Ciudad Vieja a Escala Humana”

To design the public space, street and sidewalk space of the old town in a more appealing way, the municipality of Montevideo came up with the Project “Ciudad Vieja a Escala Humana” (Eng.: The old town at a human scale). Their statement is the following:

“The old city we want: This plan was designed to continue building together with our neighbors the Old City that we want, that unique conjunction of the historic center, neighborhood, port and cultural and financial center of the city. With it we seek to promote the use, meeting and enjoyment of each of its spaces, providing more options for mobility, coexistence, free time and urban activities, promoting a neighborhood, cultural and economic life, active, integrated and vibrant.” On the picture you can see the planned redesign of the *Plaza Larocca*, right next to the Ciudadela Terminal.

Source: <https://montevideo.gub.uy/ciudad-vieja-a-escala-humana>, 1.12.20



Fig. 39



Fig. 40



## II Design





# 7 First Steps

## First Concept Collage

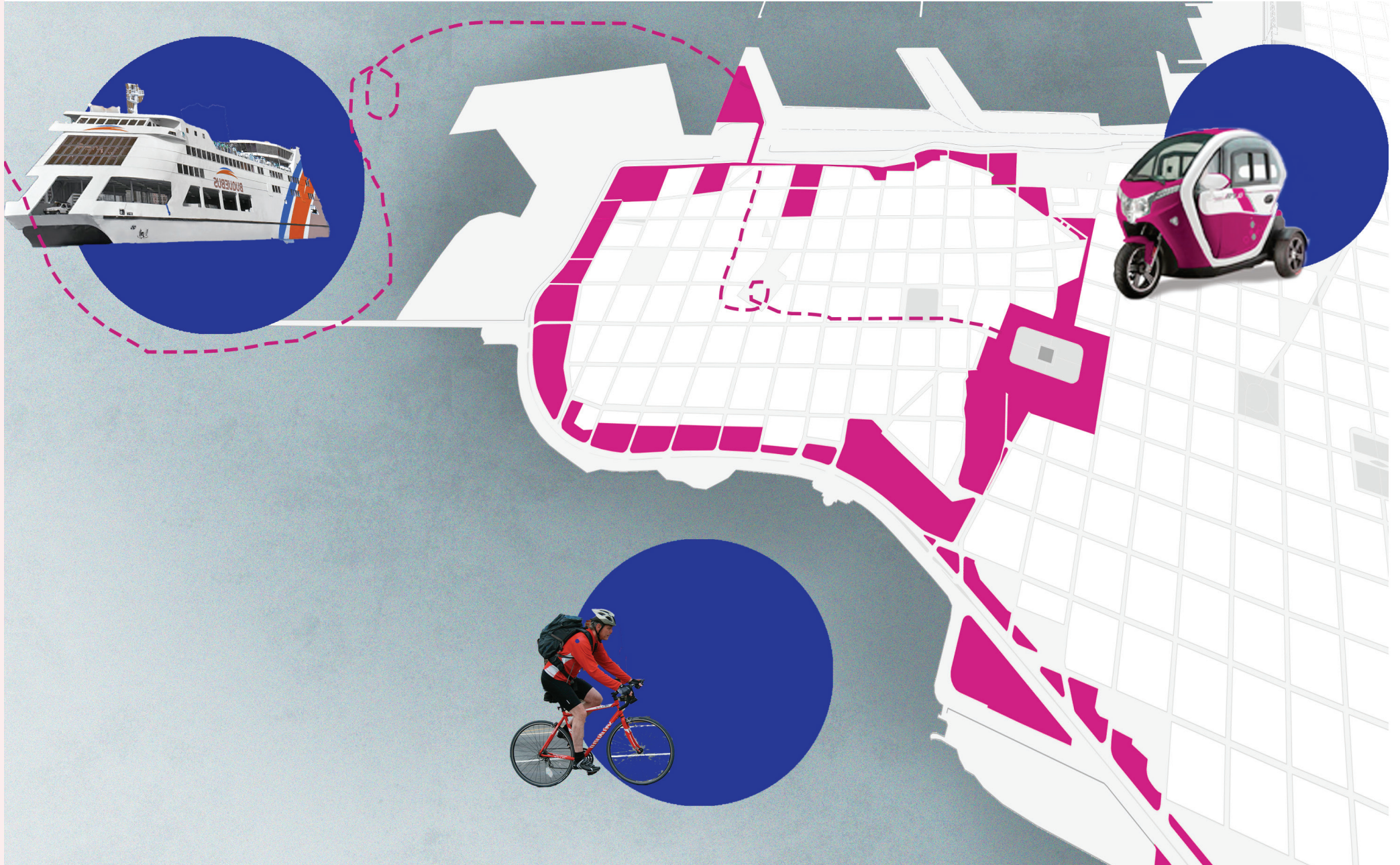


Fig. 41

**Concept Finding Sketch:  
the Electric Heart of  
Ciudad Vieja**



Fig. 42

**The Circular Park:  
Important Public  
Buildings in Design  
Intervention Area**

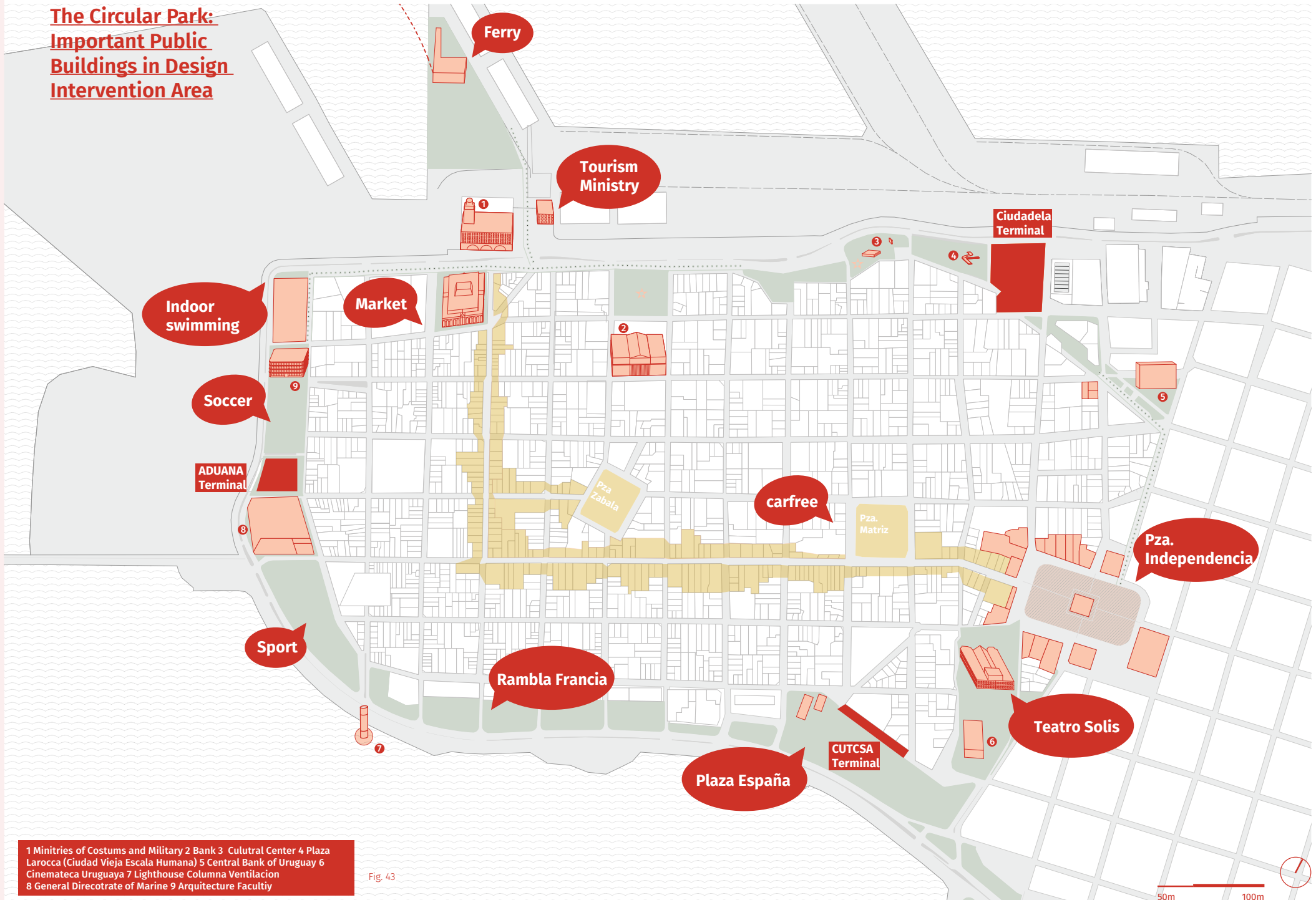


Fig. 43

**Ciudadela Terminal embedded  
in Net of Other Transport  
Terminals in Circular Park**

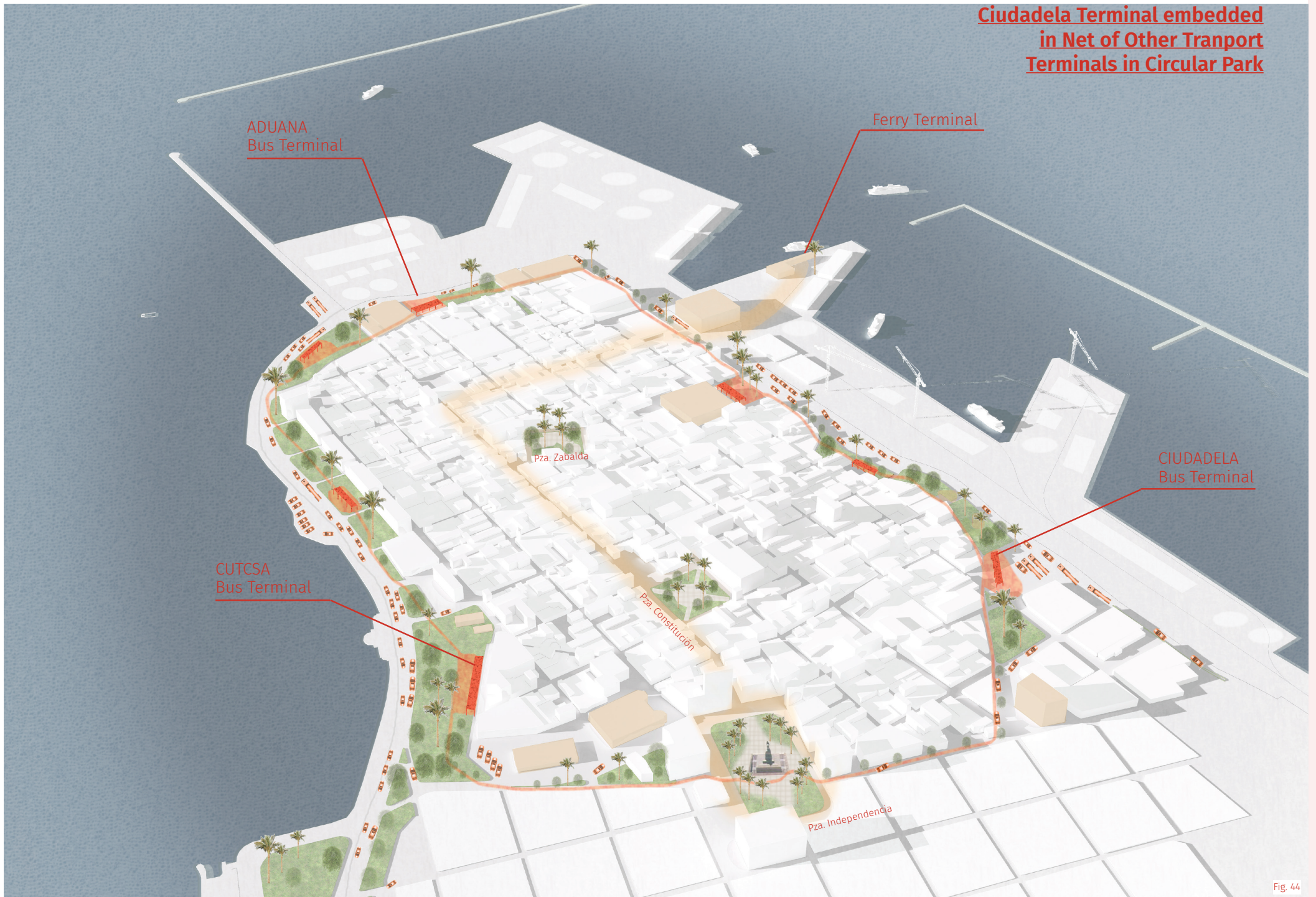


Fig. 44

## The Reef

The architectural intervention we pursue shall respect the surrounding nature and historical context of Ciudad Vieja. We came up with the idea of the “Reef”, which is a simple, wooden construction. The restrained shape will allow us to implement the construction in different locations and keeps us flexible to study different implementation ideas.

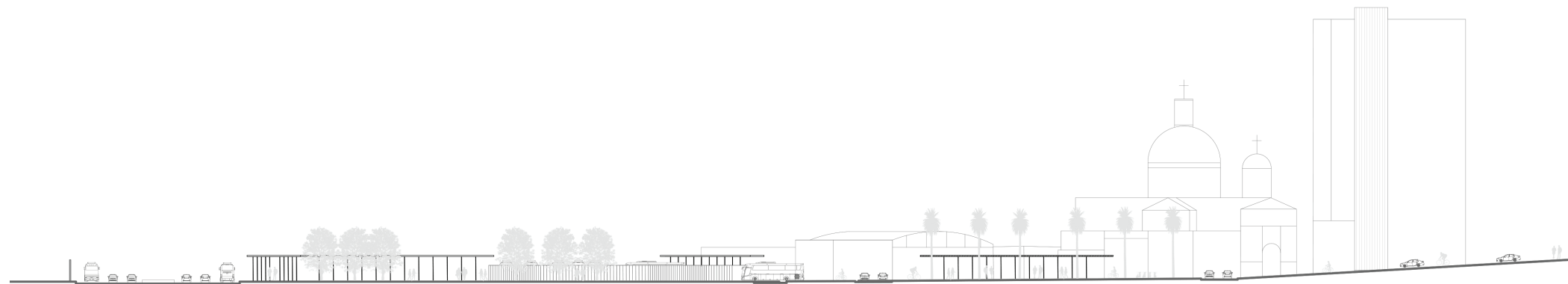
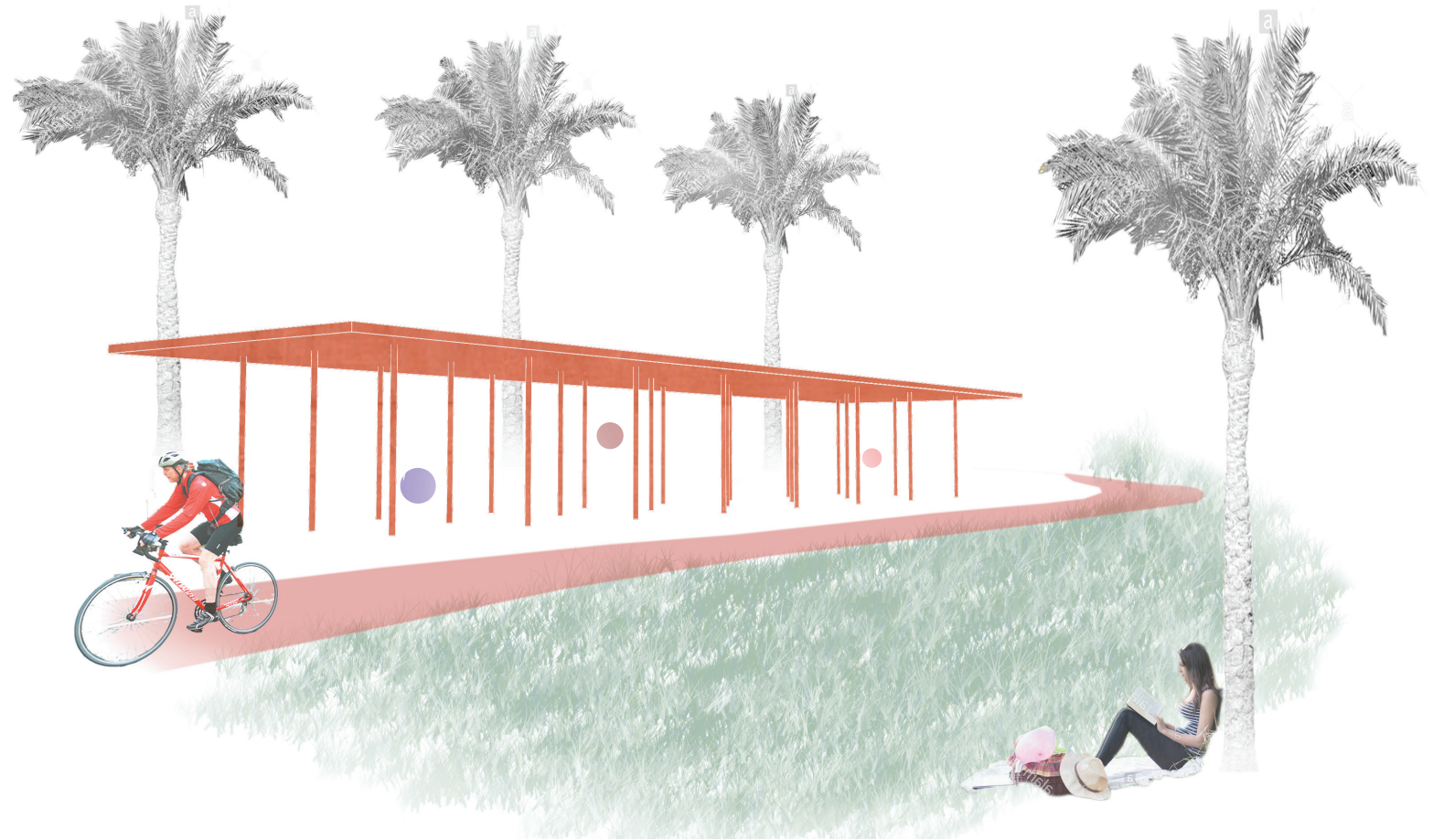
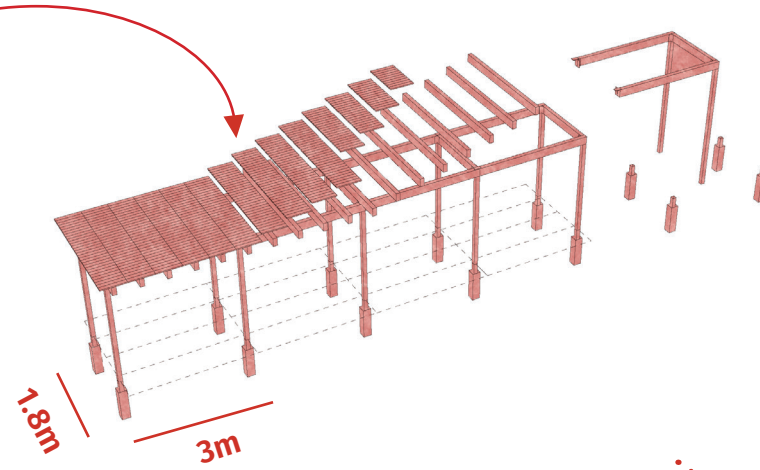
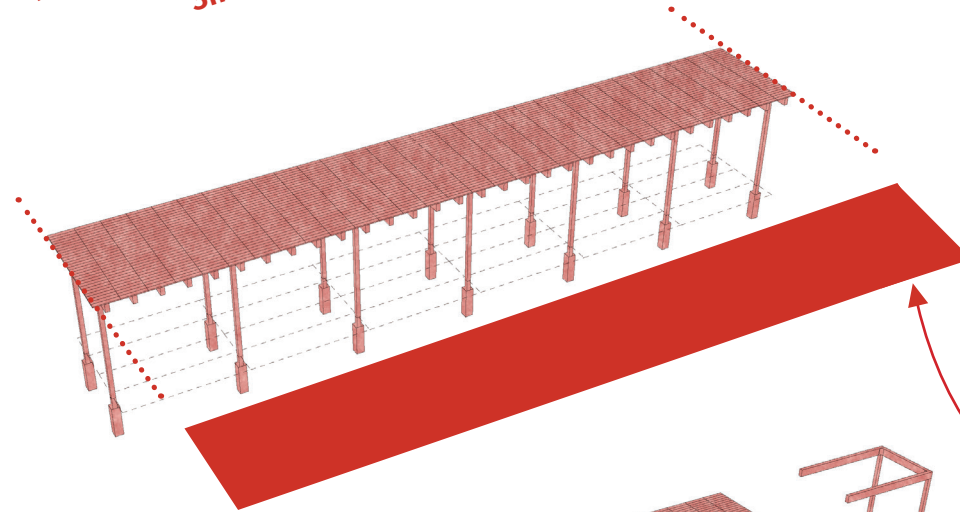


Fig. 49

Minimal construction >  
Possibility to source, produce and  
install by local carpenters

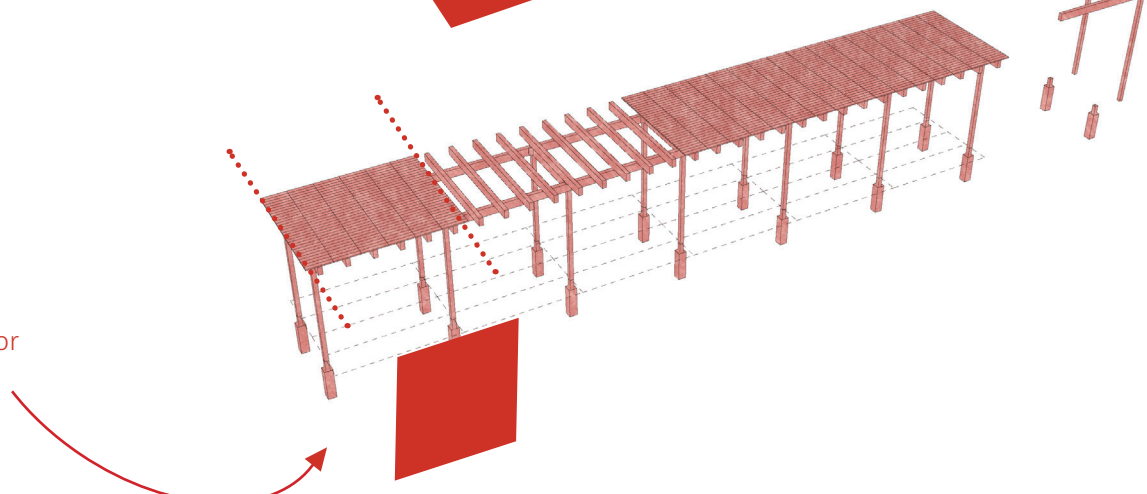


## First Construction Sketch of the modular wooden Reef Structure



Expandable >  
size of reef can change and  
adapt over time, depending  
on use

Thermal envelope >  
Reef can be roof structure or  
closed rooms



## First Approach: Organizing the Terminal

Our first idea was to let the the circular park with small Reefs bypassing the Ciudadela Terminal and to have an excluded double height Reef at the Bus stop. After removing the rusty existing Bus stop waiting structure, we suggest to set up a fence to secure the Terminal in the future.

The next step would be to build the big bus stop reef, and let different businesses and renting opportunities move in (Fig.48). In this design we see issues regarding the difficult traffic situation at the exit of the bus terminal. Moreover we questioned the necessity of the Reef size at this location and the lack of connection to the circular park. (Fig.50)

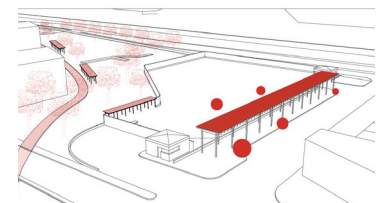
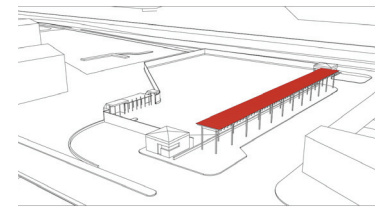
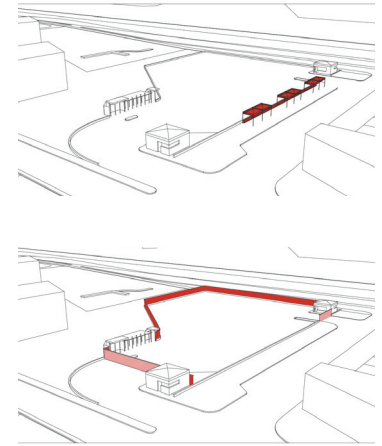
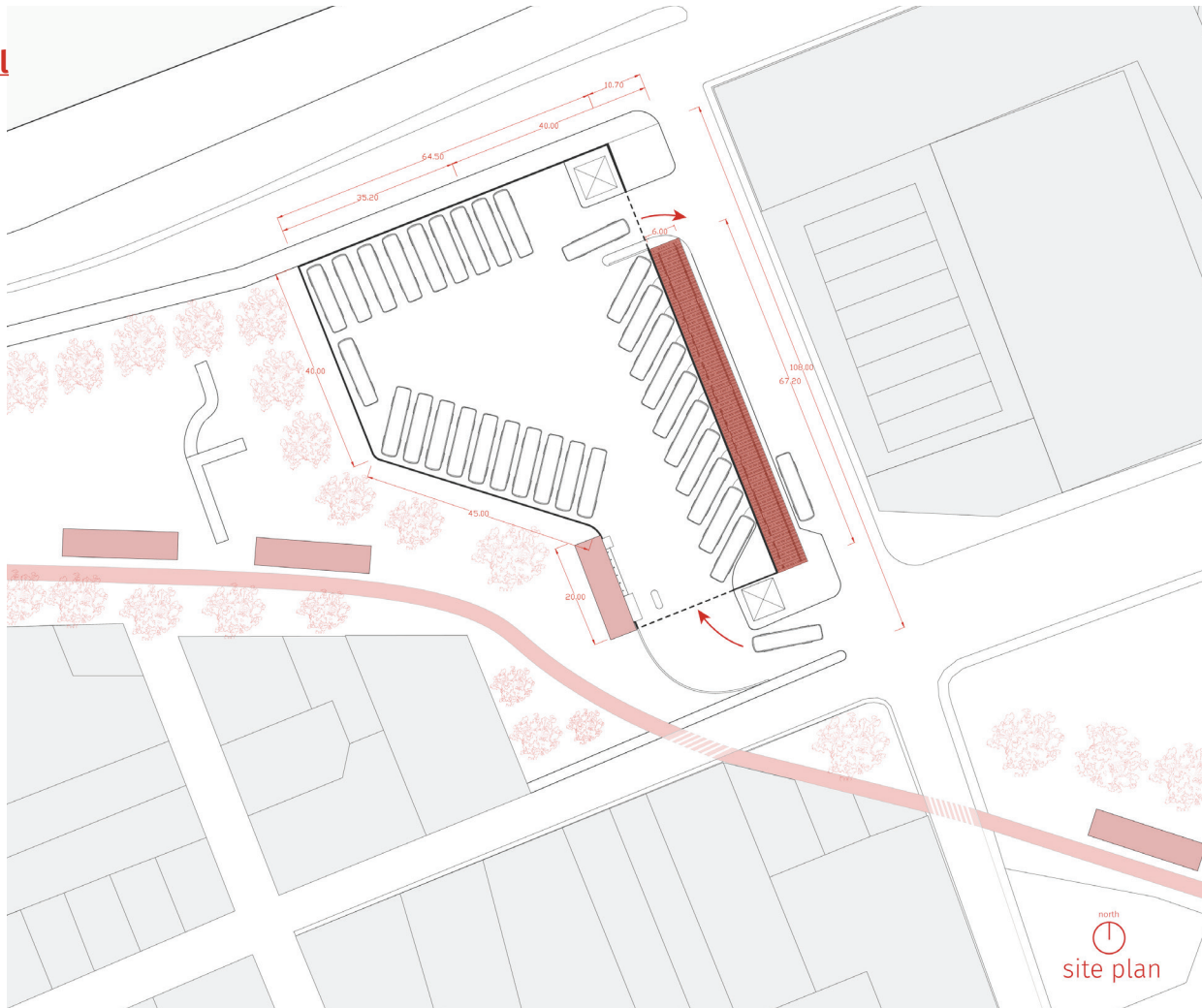


Fig. 48

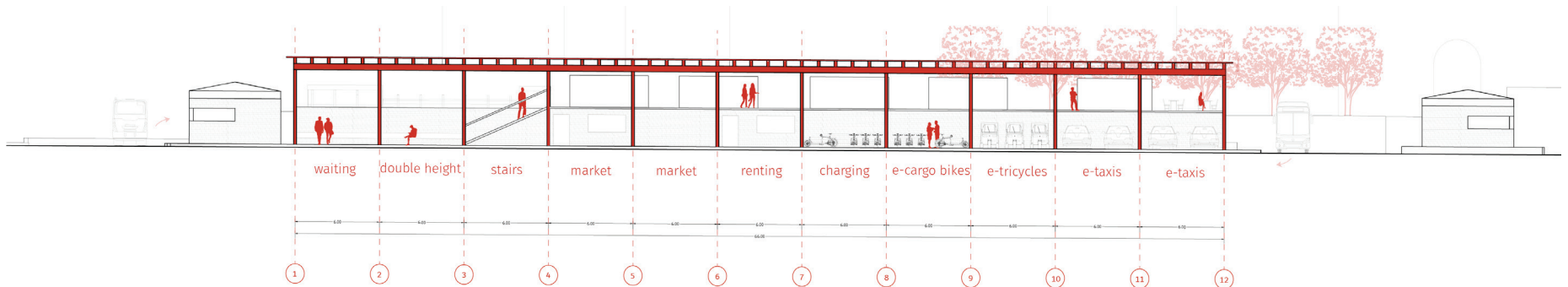


Fig. 46



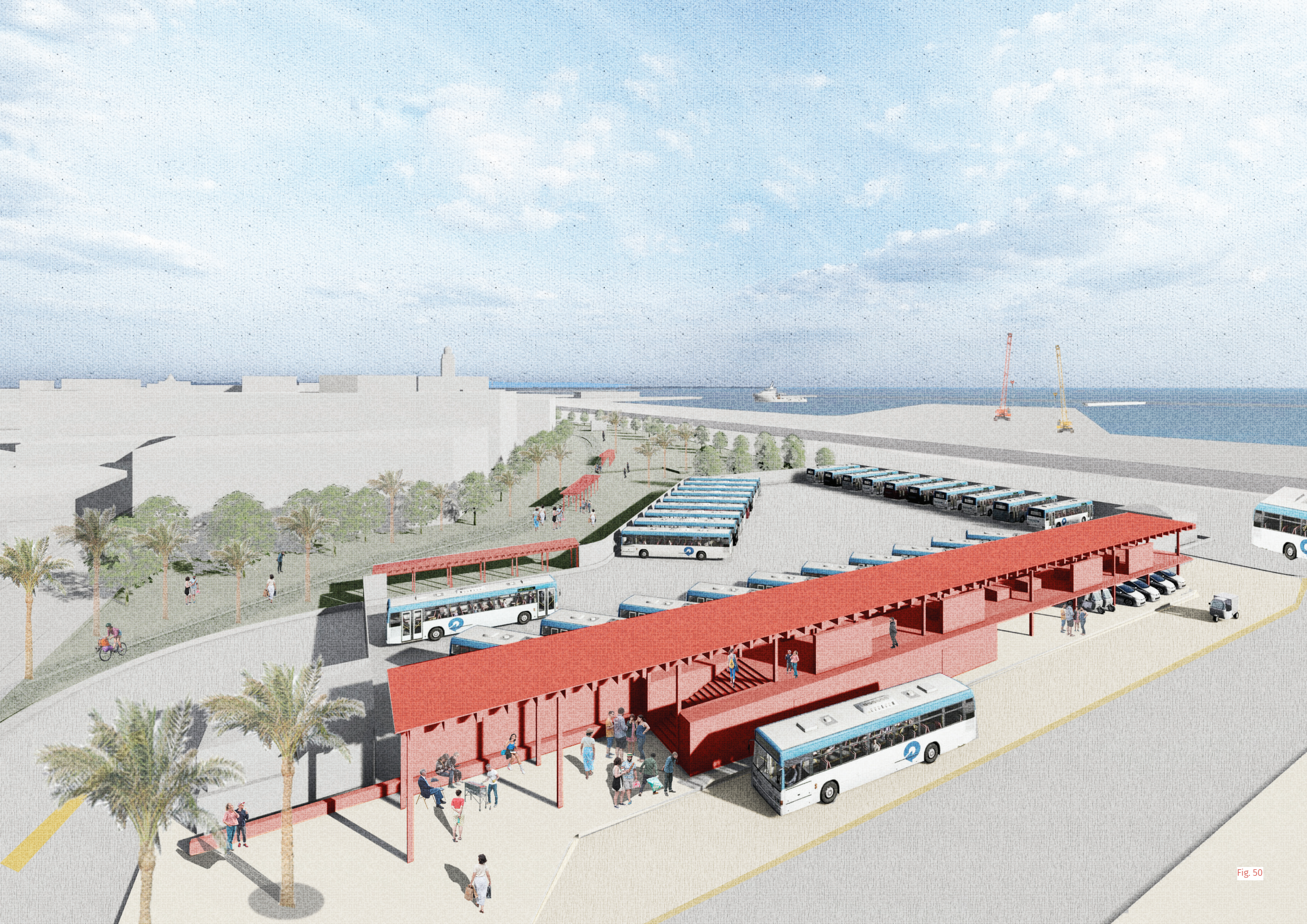
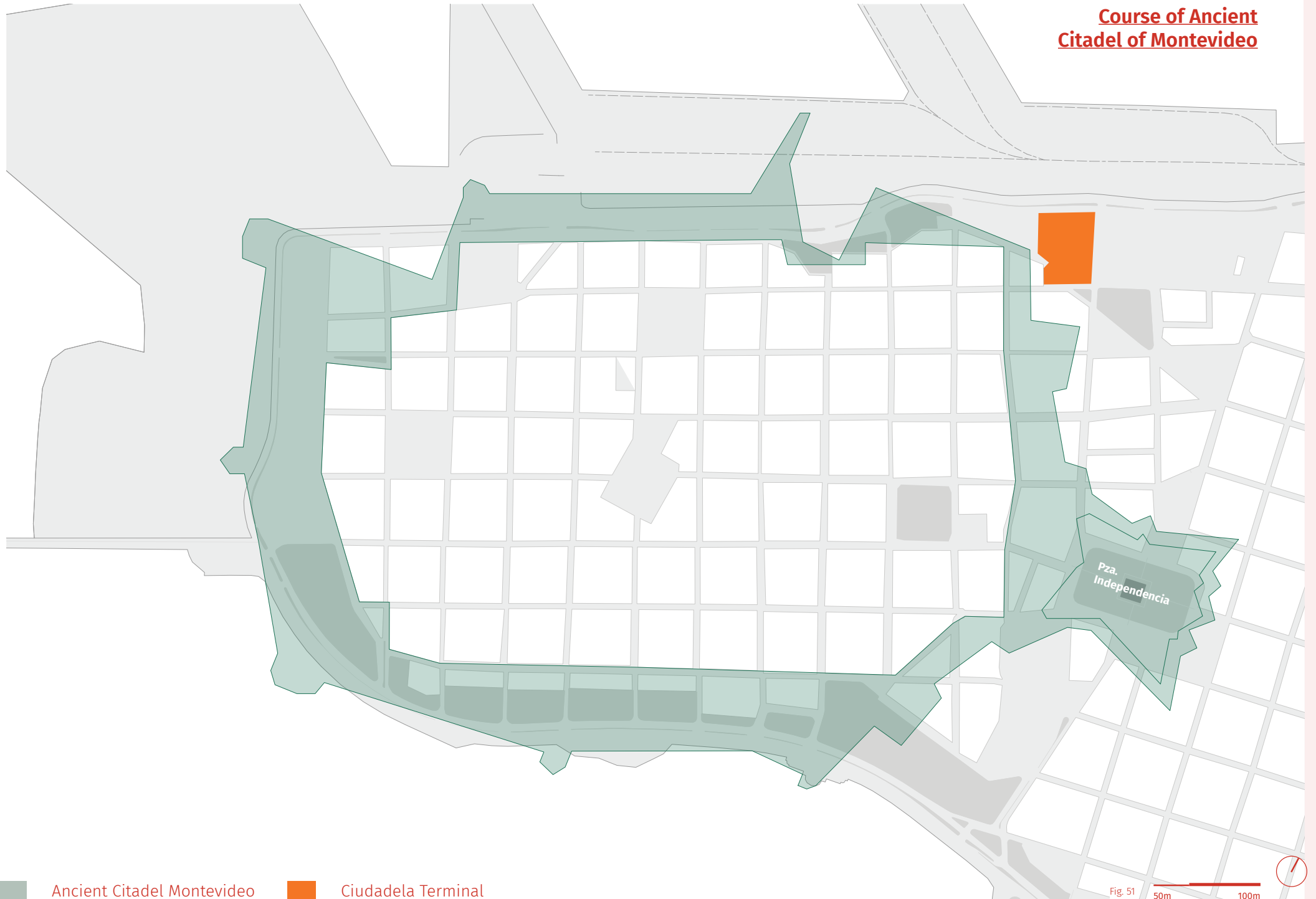


Fig. 50



**8 Historic Overlay**

**Course of Ancient  
Citadel of Montevideo**



■ Ancient Citadel Montevideo    ■ Ciudadela Terminal

Fig. 51 50m 100m

**Course of Ancient Citadel of  
Montevideo and Intervention  
Area: The “Ciudadela 2.0”**

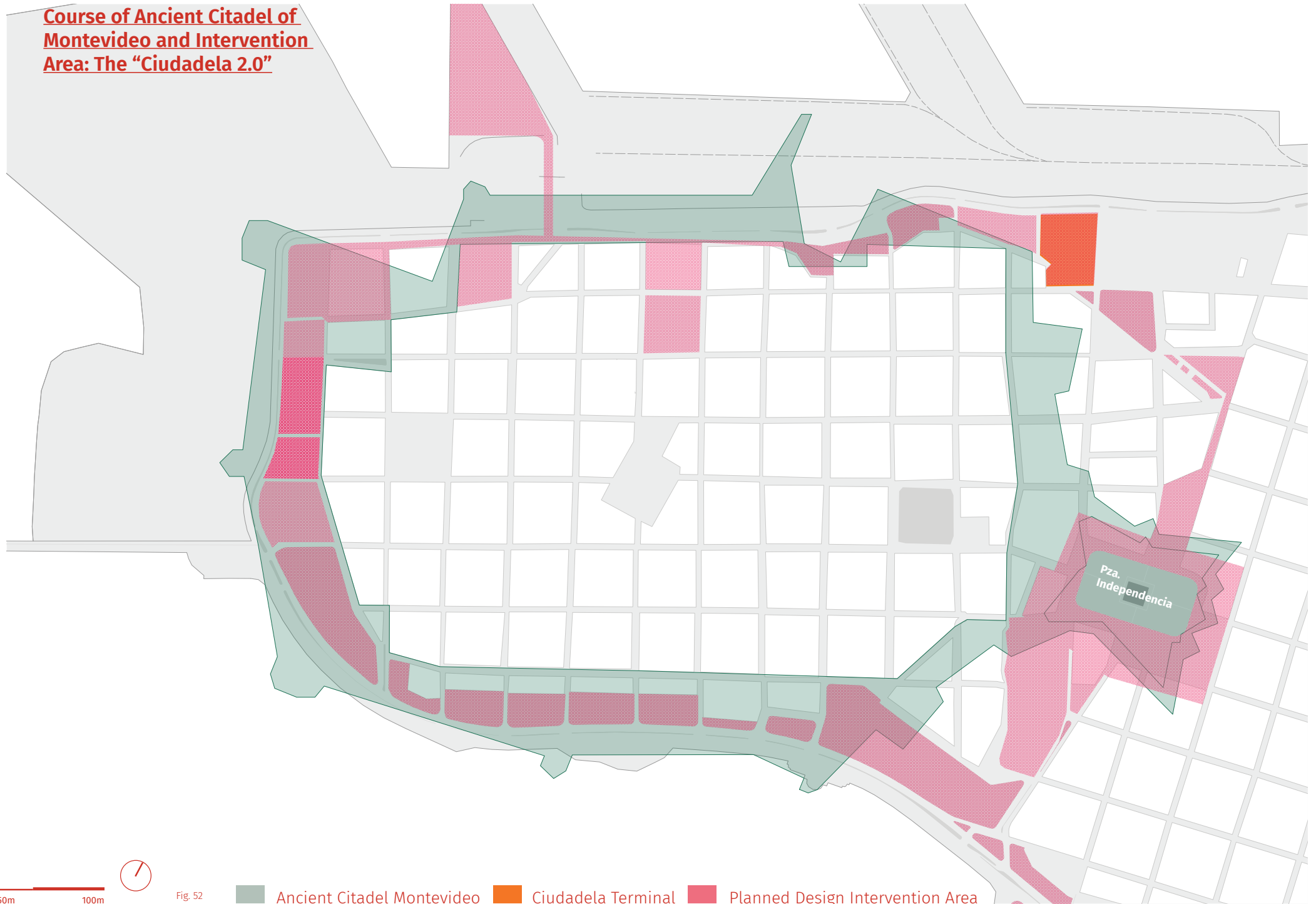


Fig. 52



## 9 The Reefs

# Sequences of the Circular Park

**Productive Sequence**

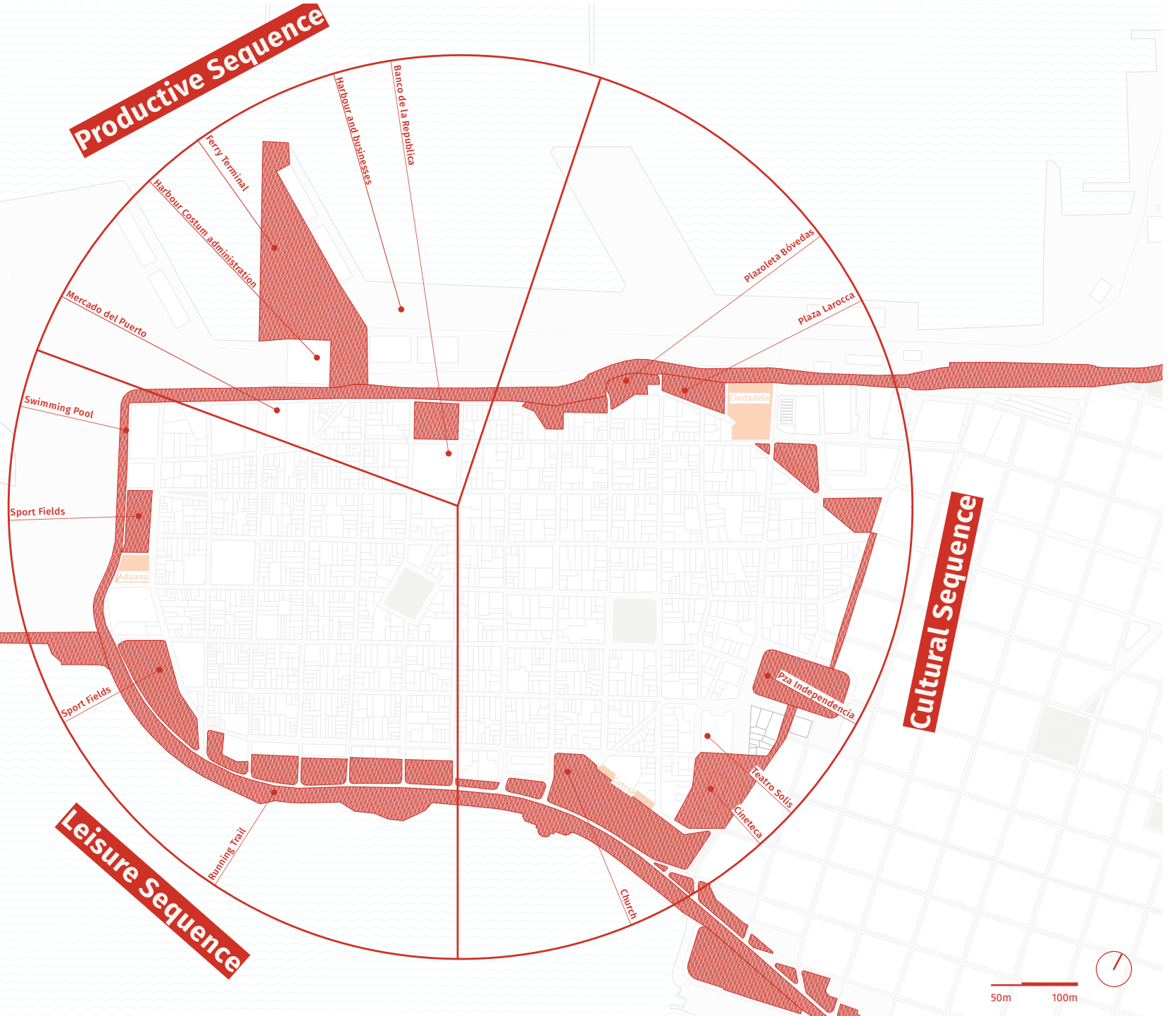
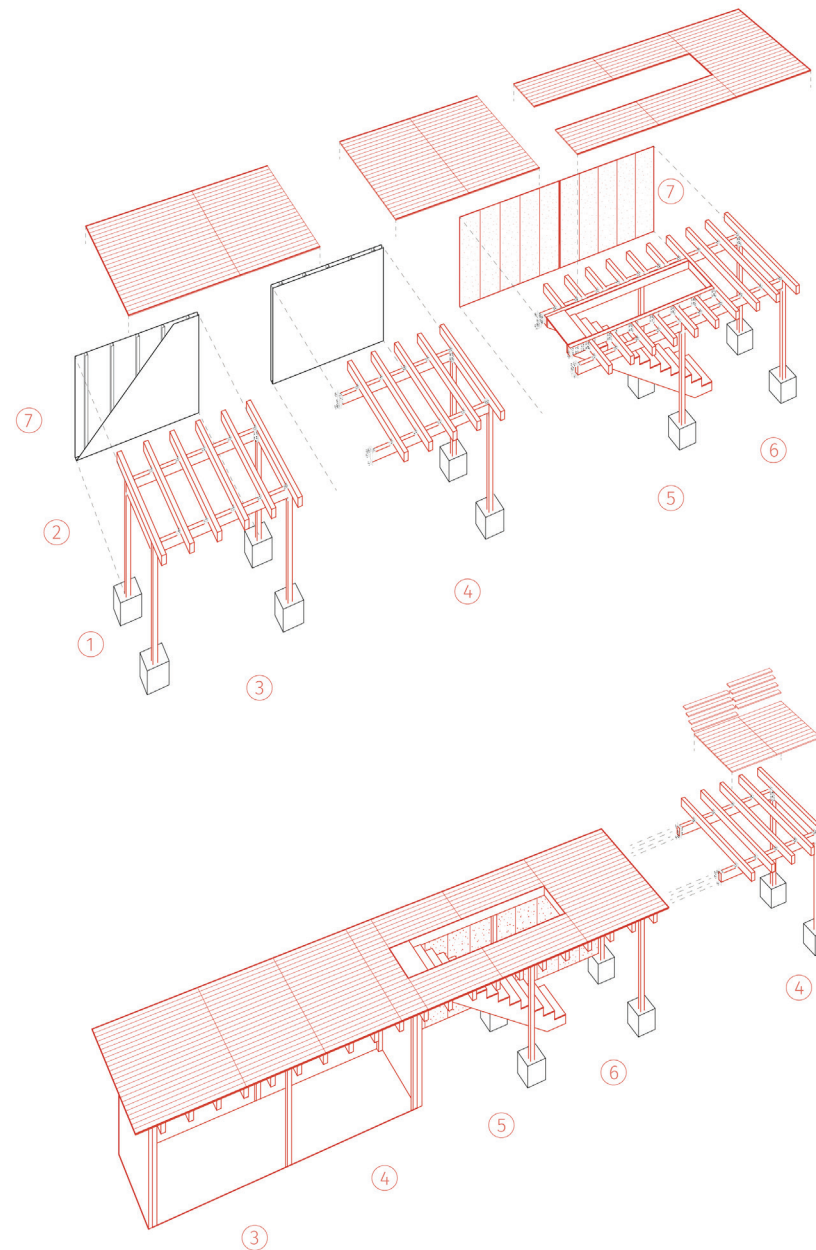
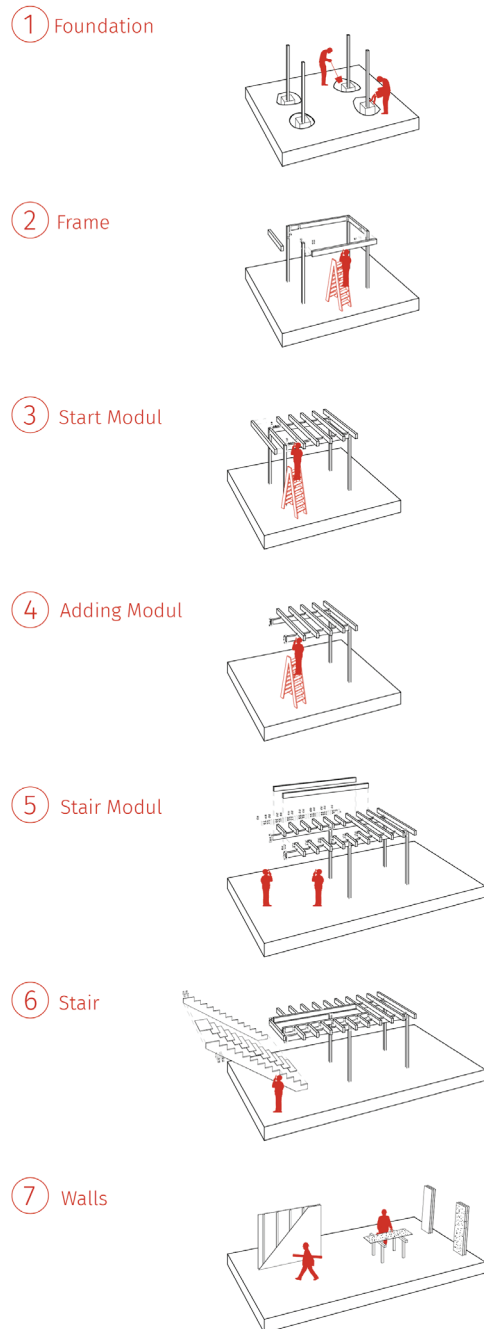


Fig. 53

## Modular Structure: The Reef

Modular, wooden construction, framing Ciudadela 2.0: Like a reef attracts fishes, the construction aims to attract different stakeholders, providing jobs and opportunities for the local people of Ciudad Vieja. This construction will help us to connect the circular park and provide each segment with fitting uses.



# Construction Procedure and Stakeholders

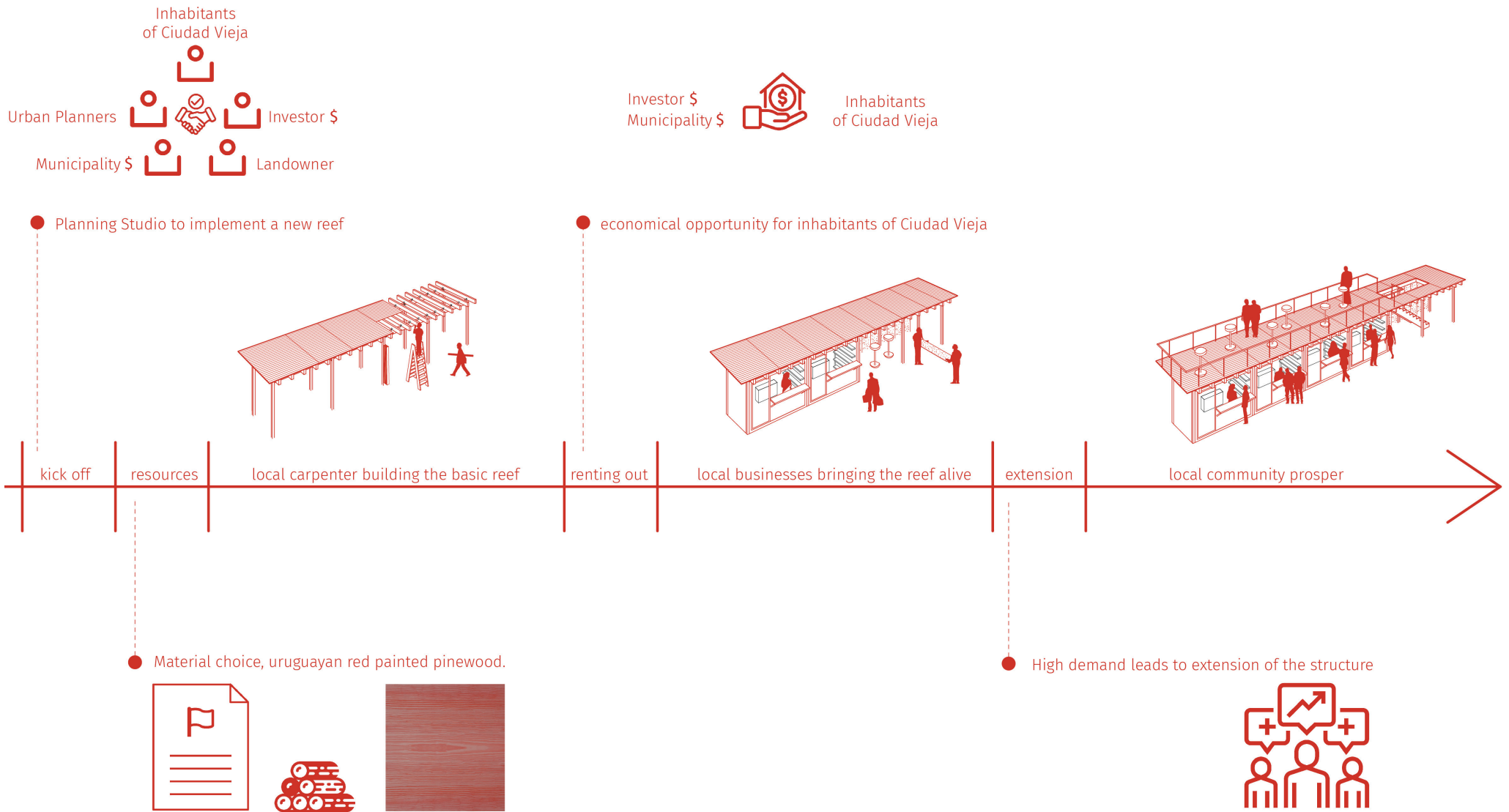


Fig. 55



**Adaptable Uses  
of the Reef:  
Bus Stop, Shelter, Shop**

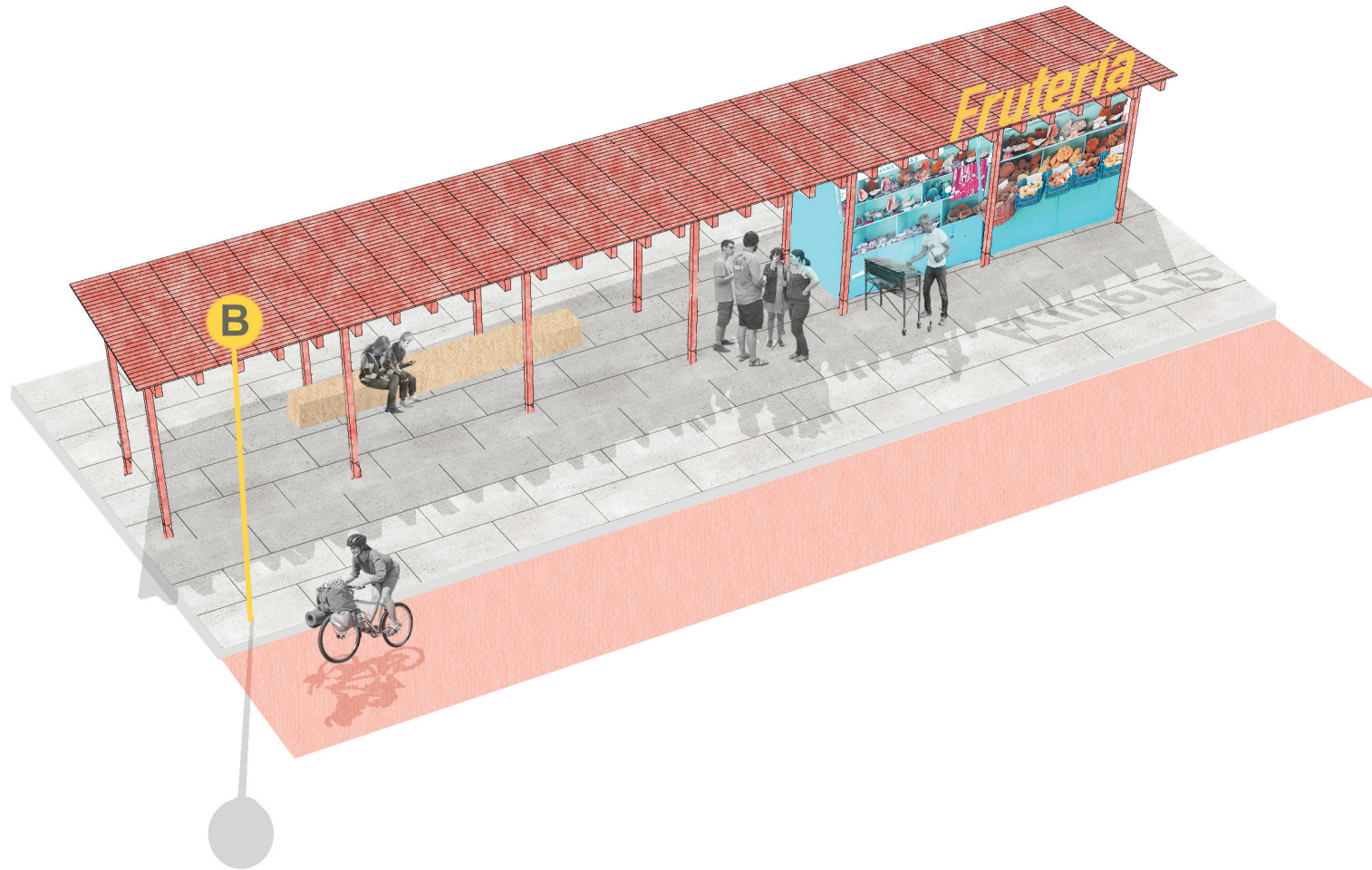


Fig. 56

**Adaptable Uses of the Reef:**  
**Renting out to small**  
**Transport Businesses**

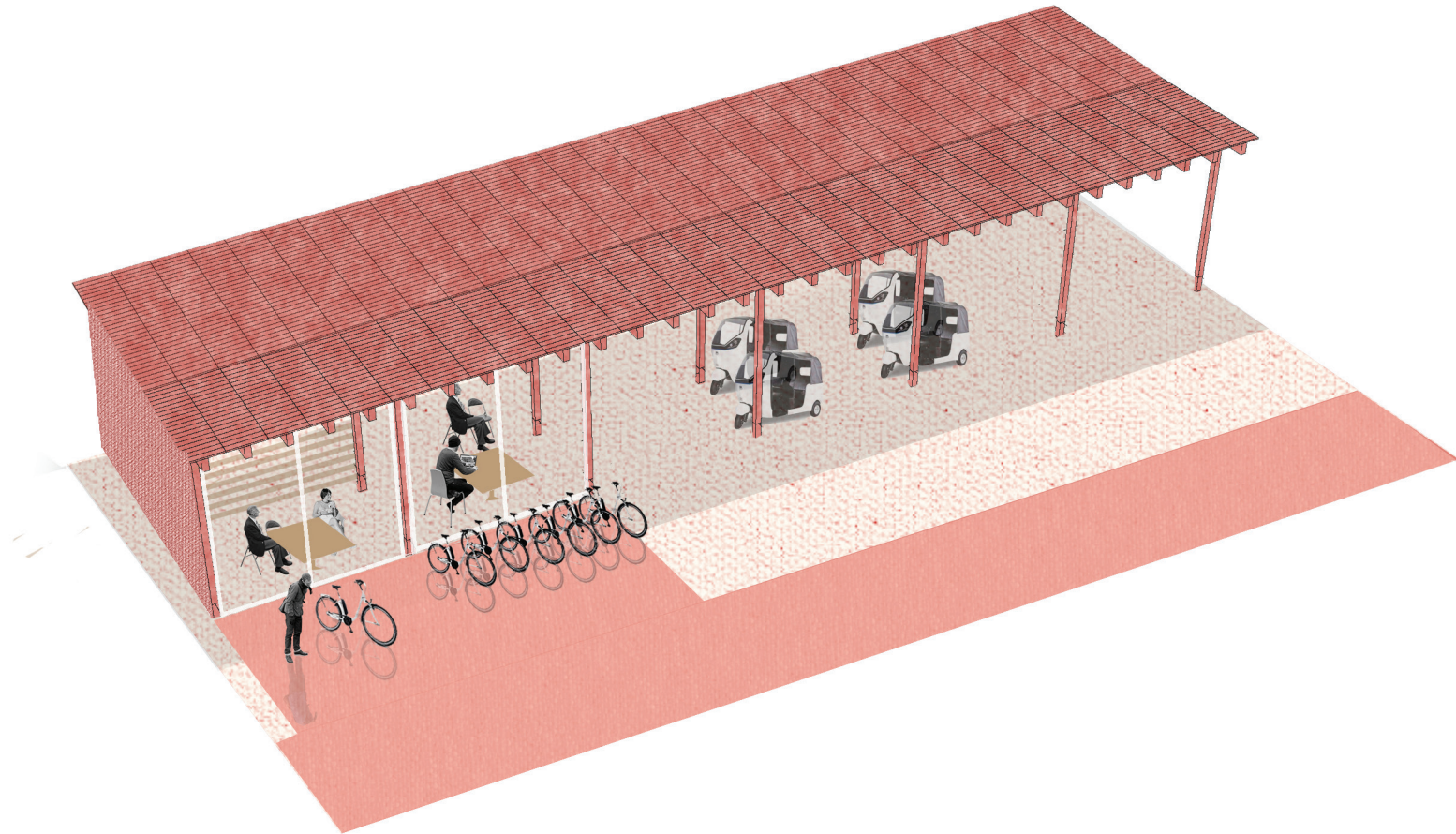


Fig. 57

**Adaptable Uses of the Reef:  
Dancing and Culture**



Fig. 58

**Urban Vision:  
Circular Park filled with  
the different Reefs and  
uses**



Fig. 59



**10 The Ciudadela Terminal**

**Current Situation:**  
**The Terminal as**  
**an undesigned,**  
**neglected place**

The perception of the Ciudadela terminal is determined by a feeling of insecurity and the absence of convenience. Following Google reviews of visitors underline the bad perception of the terminal:

“Not a very safe place with many people/pollution due to the bus /needs arrangements to make the bus more comfortable while waiting with a better protection” (by Libertad Vallasi, 3 Years ago)

“Very dirty and careless when it rains you get wet literally” (by Fabian Gonzales 4 Years ago)



Fig. 60



**Current Situation:**  
**Missing lightening and**  
**shelter at Ciudadela**  
**Terminal**

“Needs more lighting”  
(by Valentina Manzini, 3 Months ago)

“It is a simple urban bus terminal, it is not well maintained. There are no amenities for passengers.”  
(by Diego Carnales 2 Years ago)

“Lines for various destinations of montevideo, including Ciudad del Plata and Las Piedras. The structure is not the Best.”  
(by Damian Sebastian Silvera 3 Years ago)

**Location Plan of  
Ciudadela Terminal  
embedded in Circular  
Park**



Fig. 62



## The Electric Heart: Stakeholders and Uses of Plot

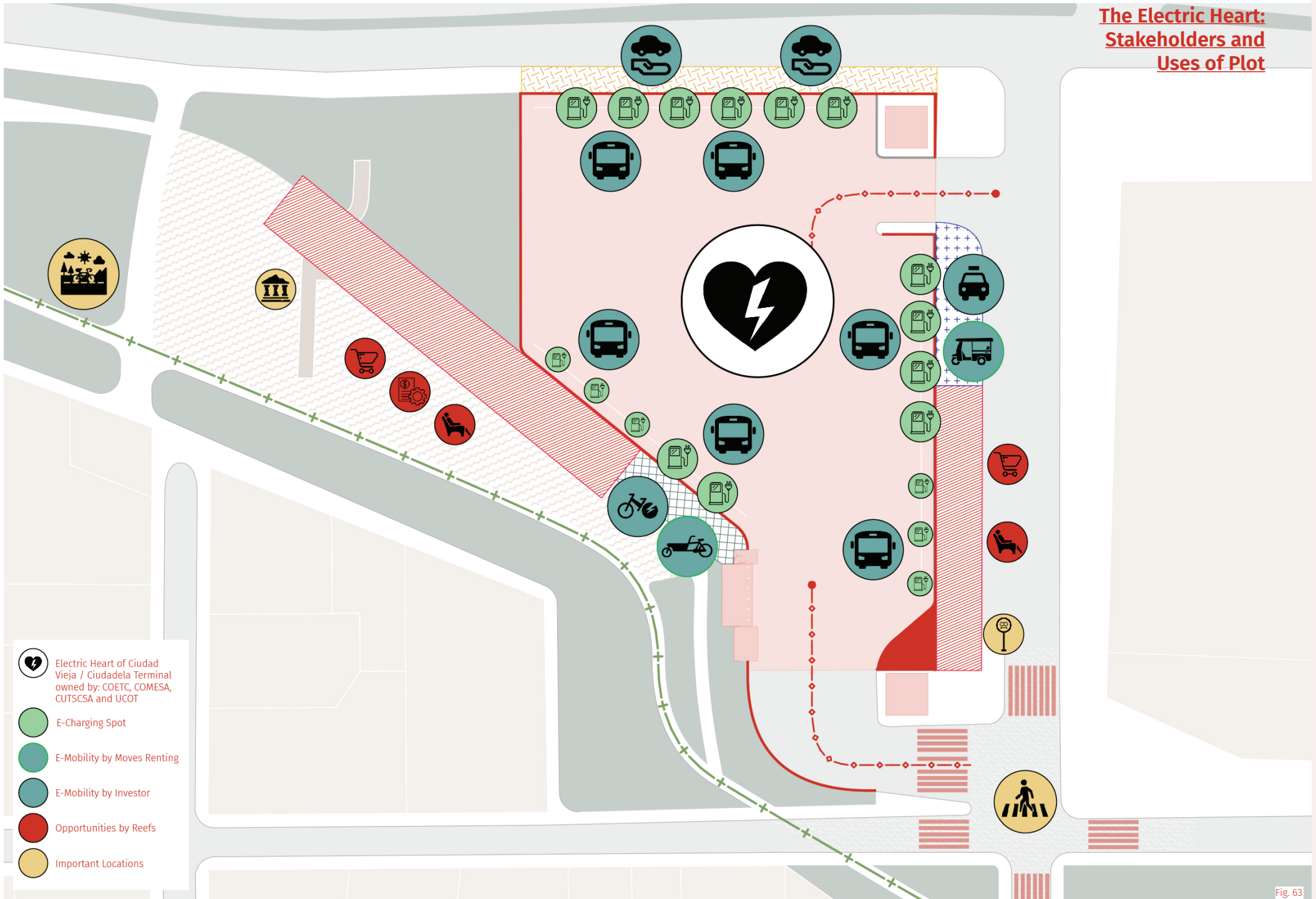


Fig. 63



Fig. 64

## Floorplan Reef in the Circular Park

Over-thinking our first design (Fig.50) according to the remarks on page 56, we focus now on the connection to the circular park (ciudadela 2.0), the distribution on renting and charging spots at our plot (Fig.63) and the smooth, save moving around the Terminal (Fig.70). The Park Reef with the plaza in front would be the main attraction of the Ciudadela 2.0 (Fig.64). The structure respects the historical sight and is build around it. In this way, visitors get always reminded about the old citadel and can start to trace the wall within the circular park. Different stakeholders and businesses can rent into the ground floor and bring a variety of offers to the plaza (Fig.65). The first floor can host different exhibitions (Fig.68) and the roof is usable as a viewing point to understand the connectivity of the park better and to enjoy the view at the Rio de la Plata (Fig.66).

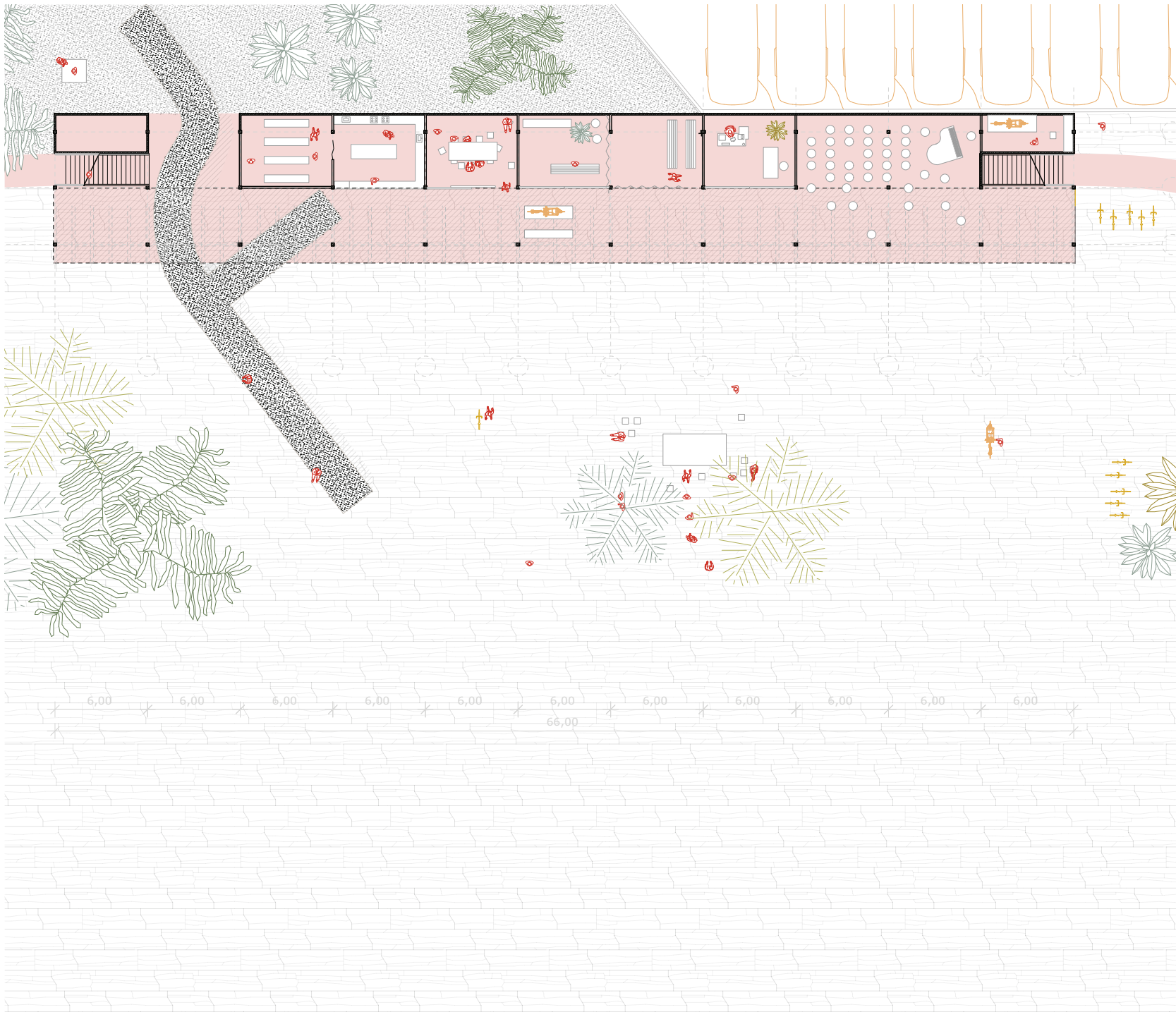
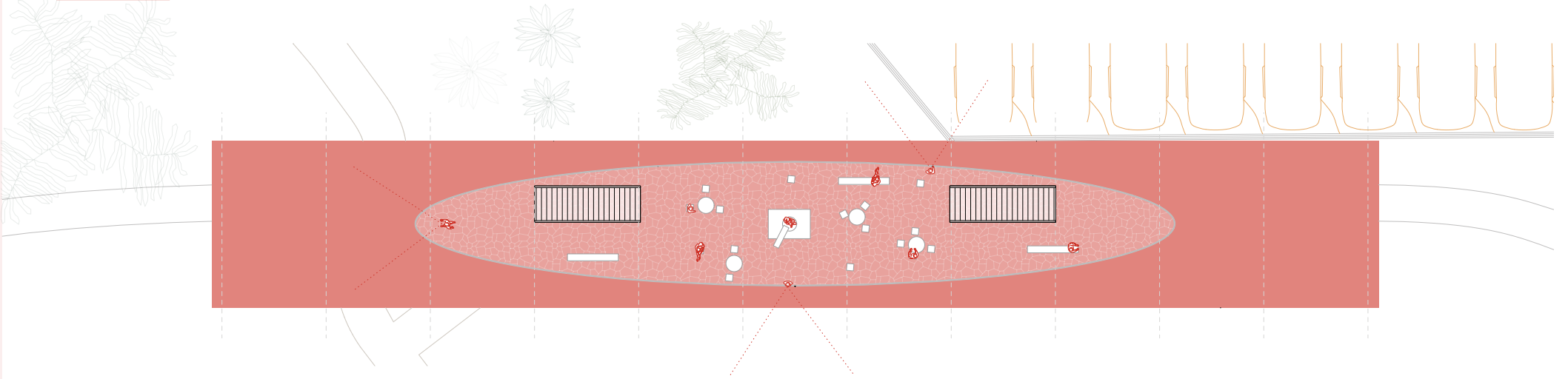


Fig. 65



**Rooftop with  
View Point**



**First Floor:  
Exhibition**

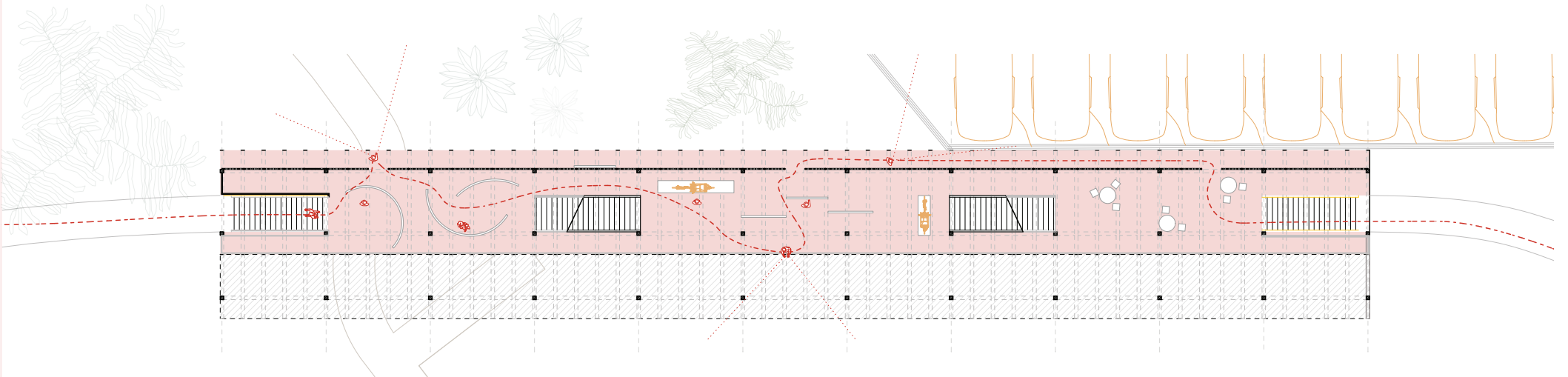
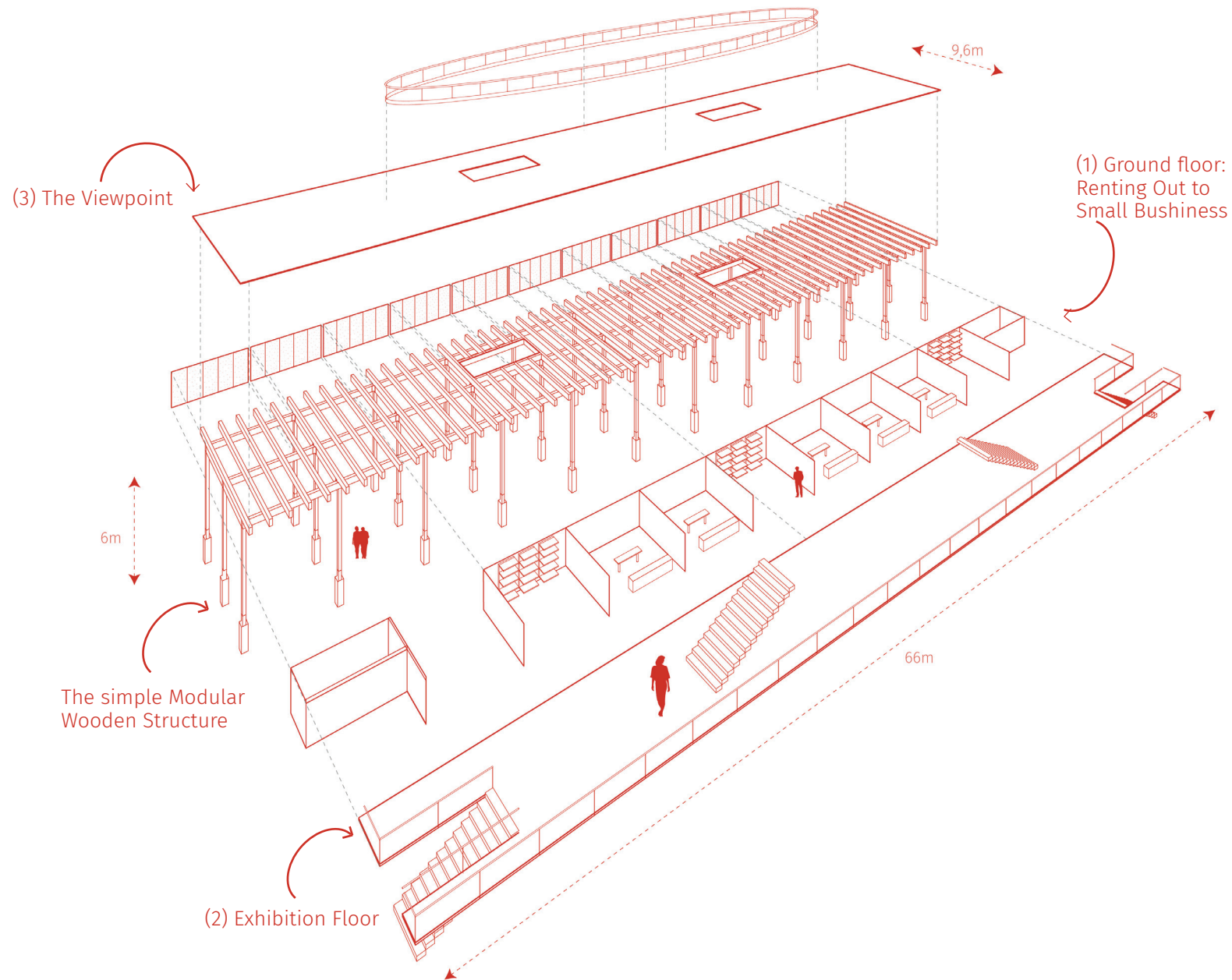
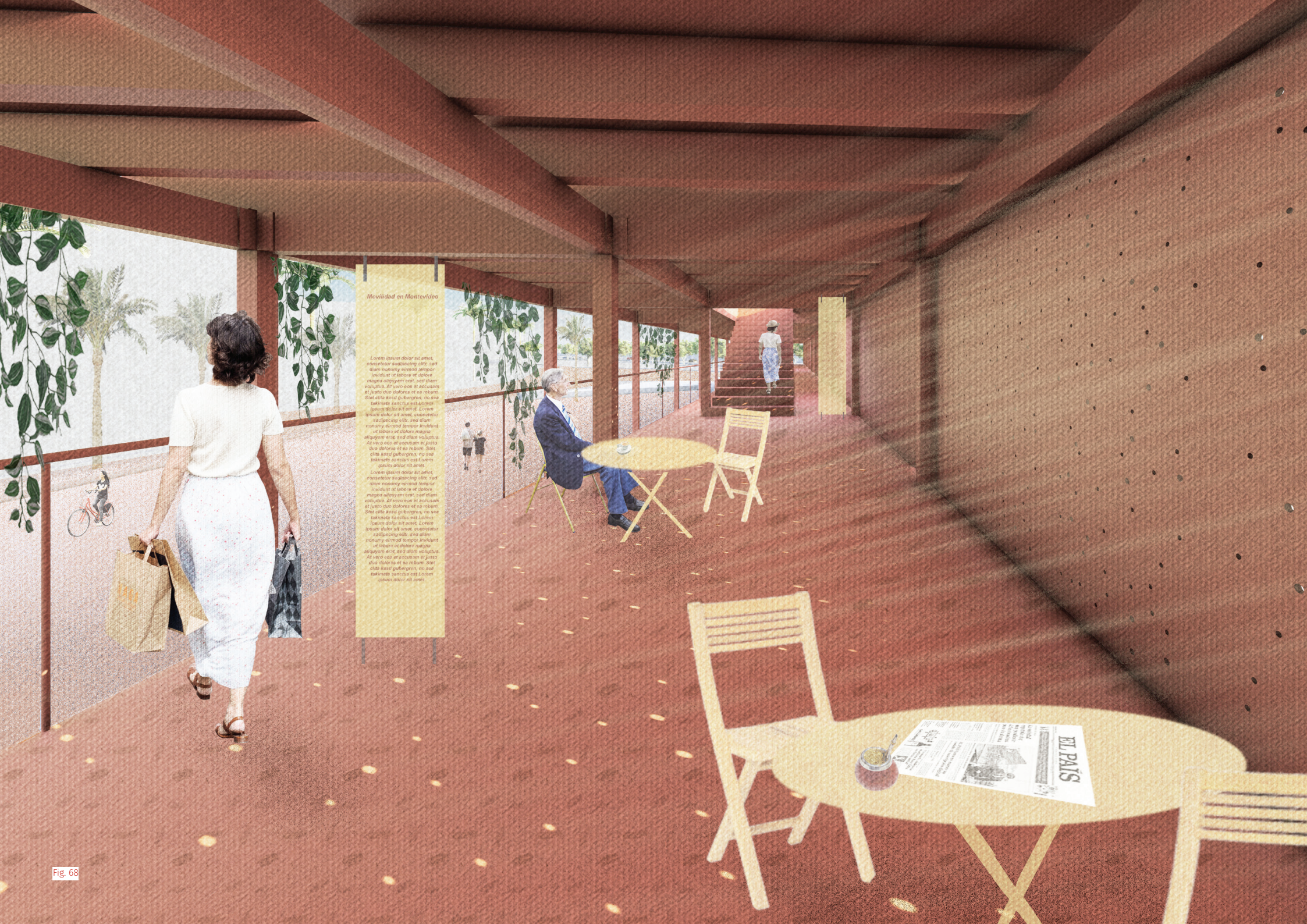


Fig. 66





Movilidad en Montevideo

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Fig. 68

**Longitudinal section**  
**Reef in Park**

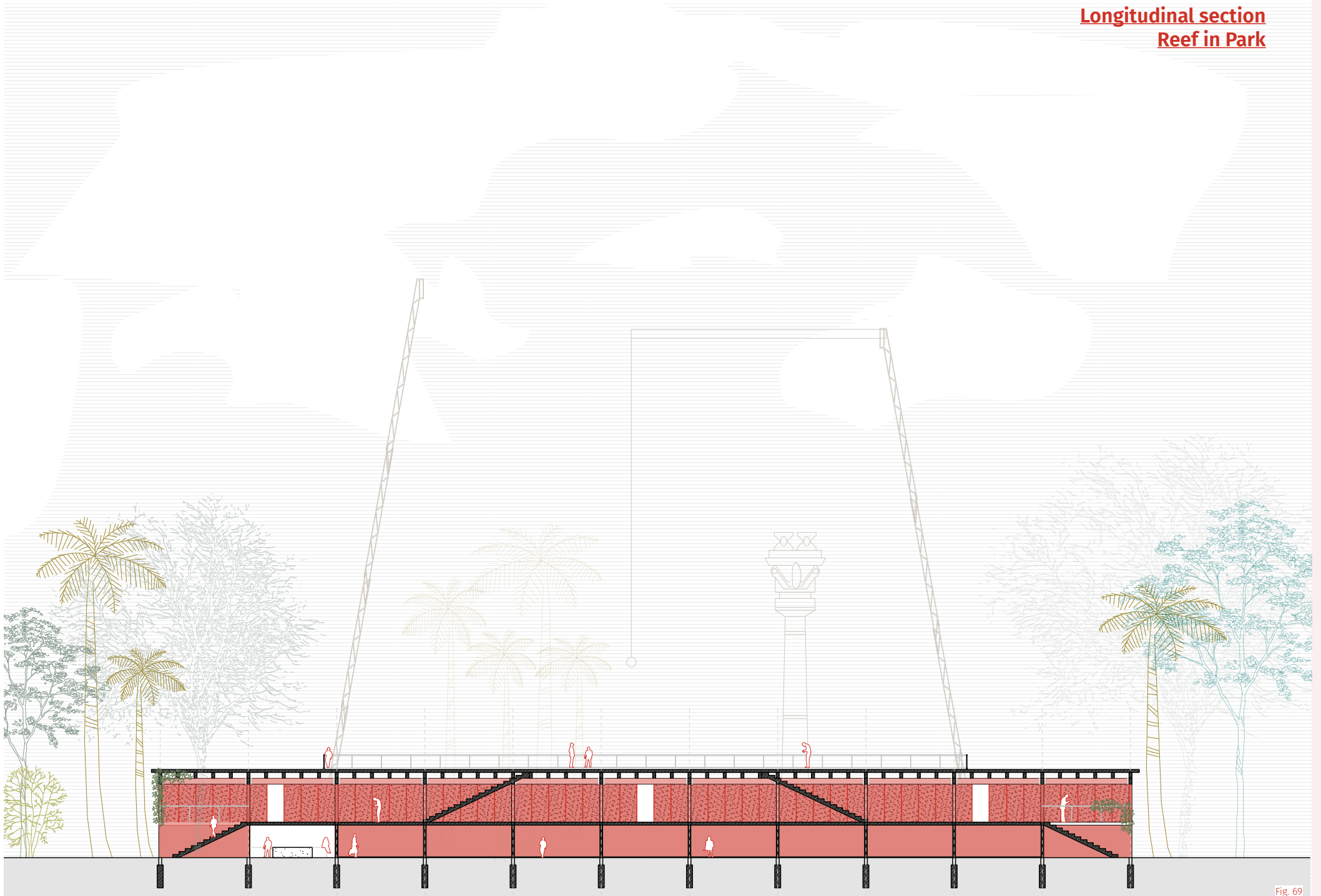


Fig. 69



Fig. 70



## The Reef of the Bus Stop at Ciudadela

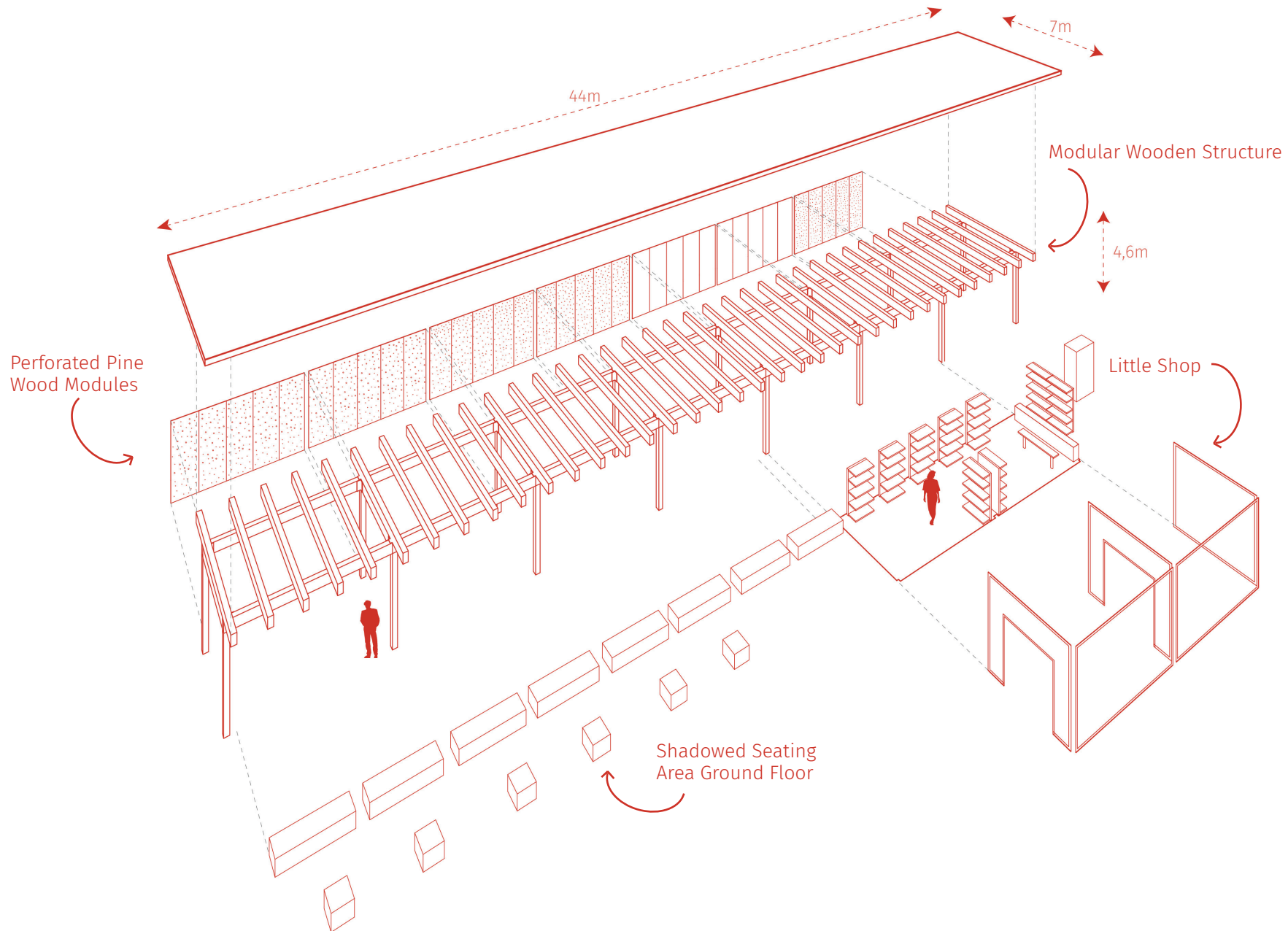


Fig. 71

# Floorplan Bus StopReef

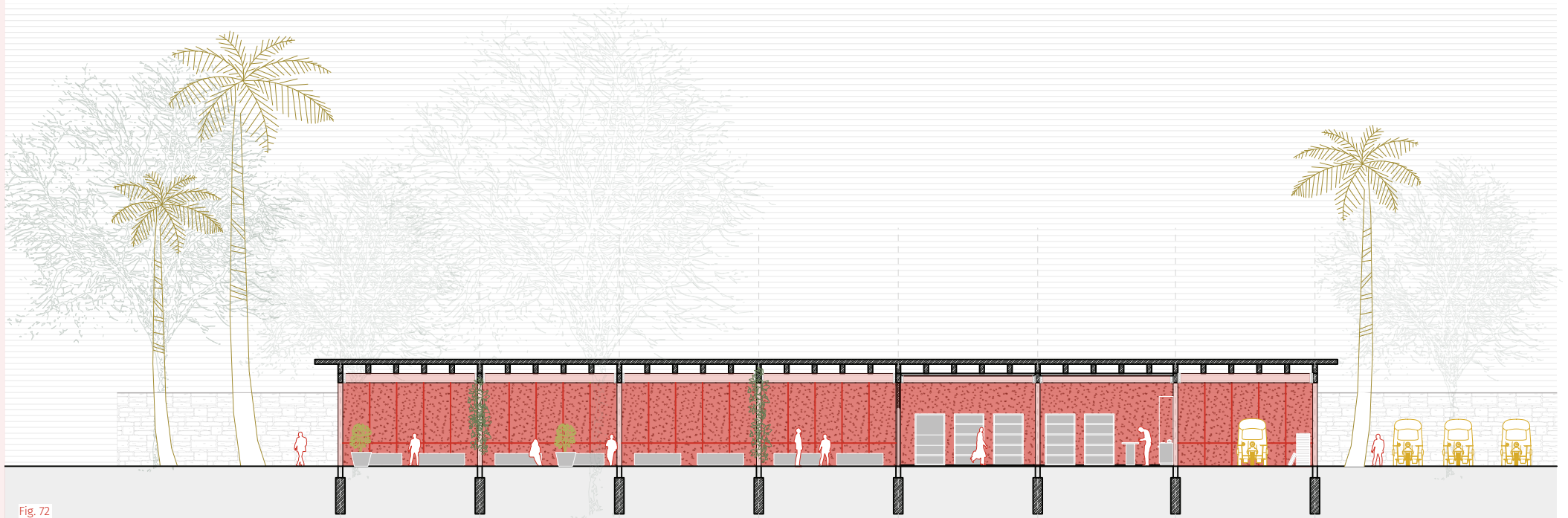
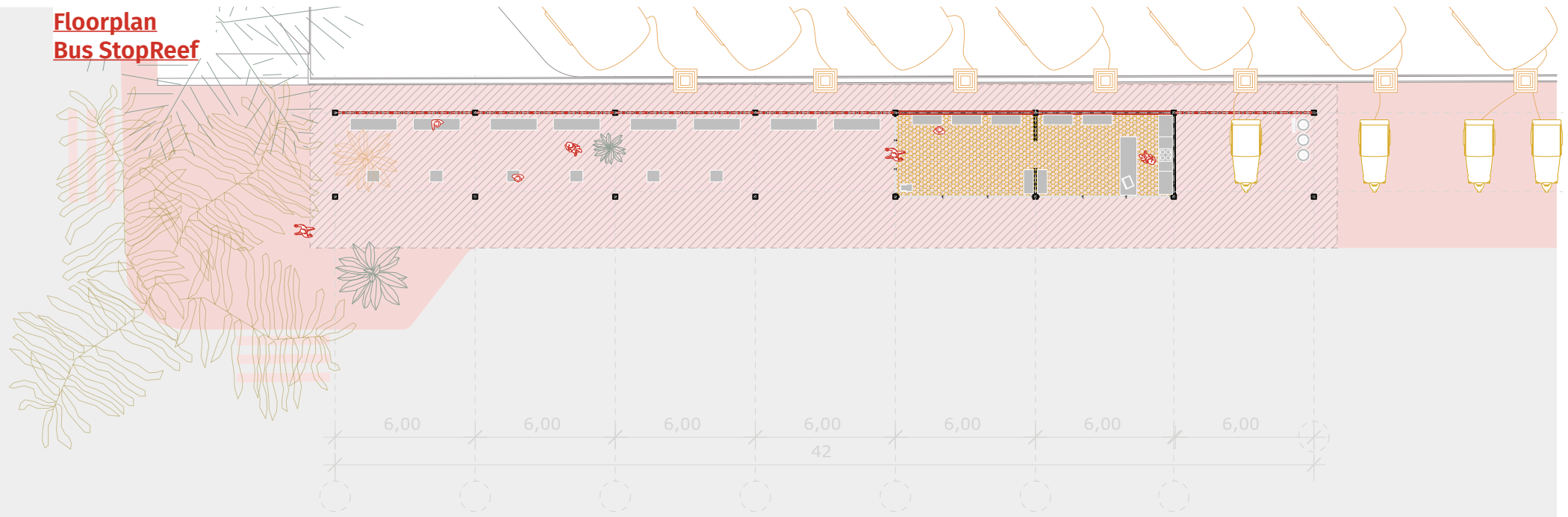


Fig. 72

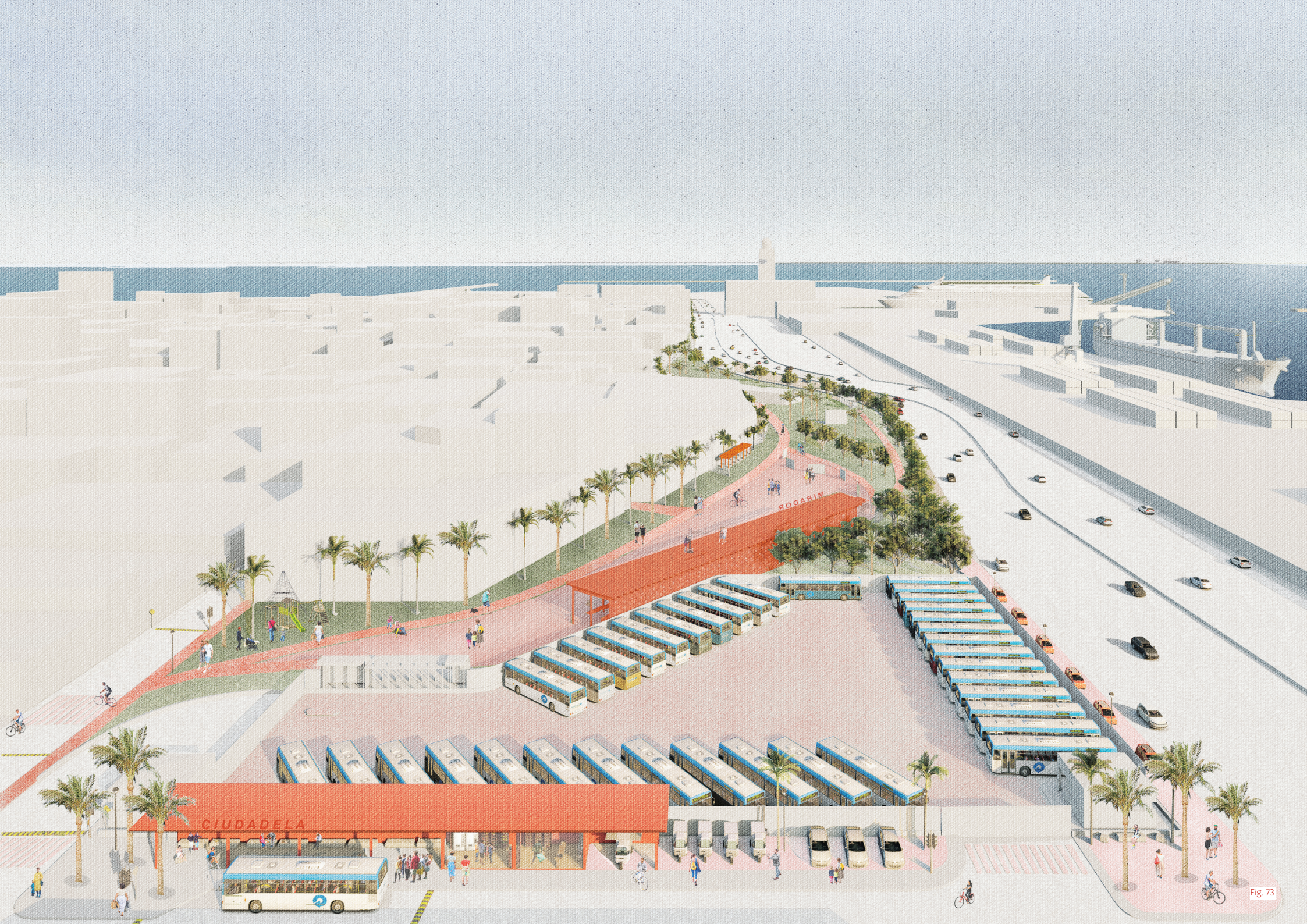
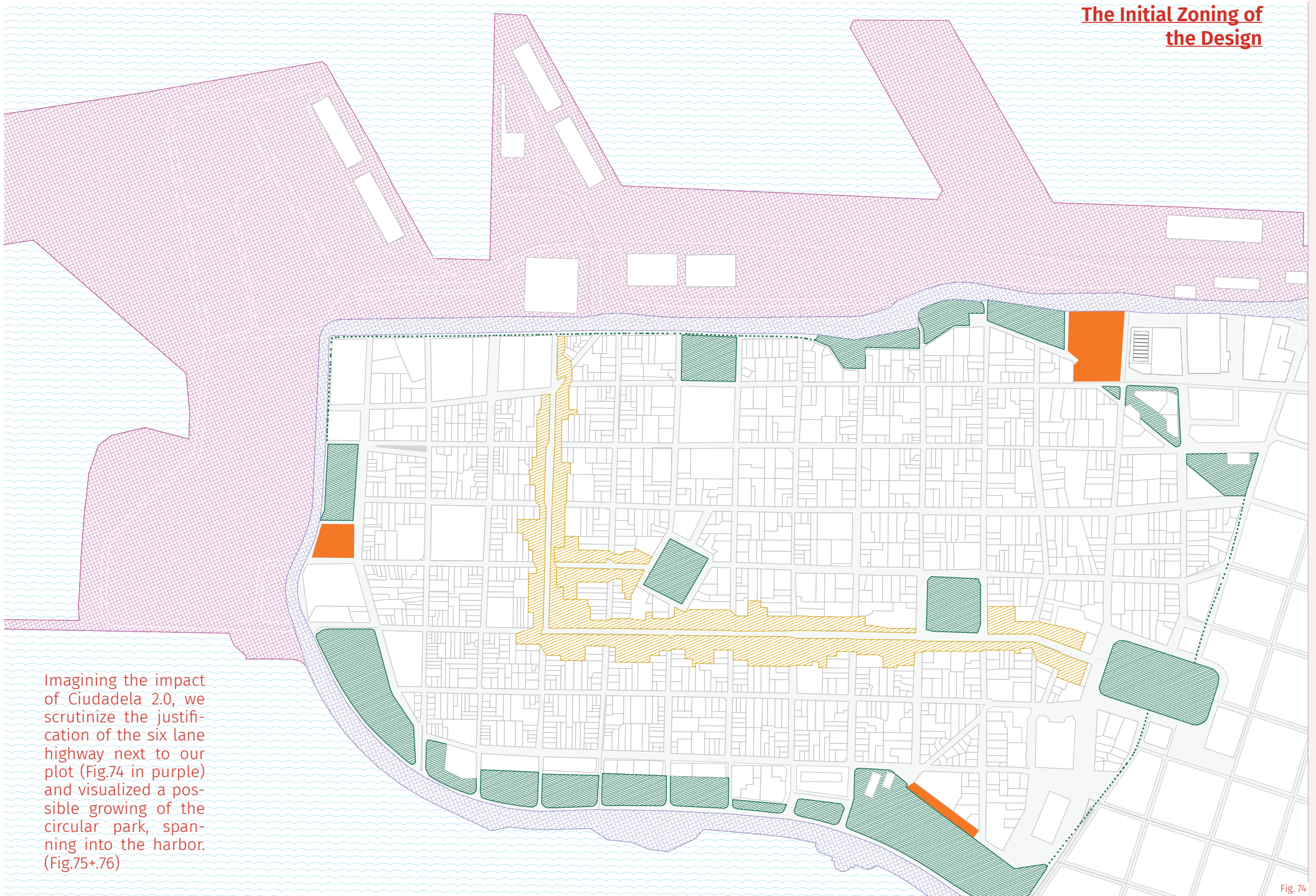


Fig. 73



## 11 The Future of Ciudad Vieja



Imagining the impact of Ciudadela 2.0, we scrutinize the justification of the six lane highway next to our plot (Fig.74 in purple) and visualized a possible growing of the circular park, spanning into the harbor. (Fig.75+.76)

**Future Scenario:  
The Green Offset  
grows**

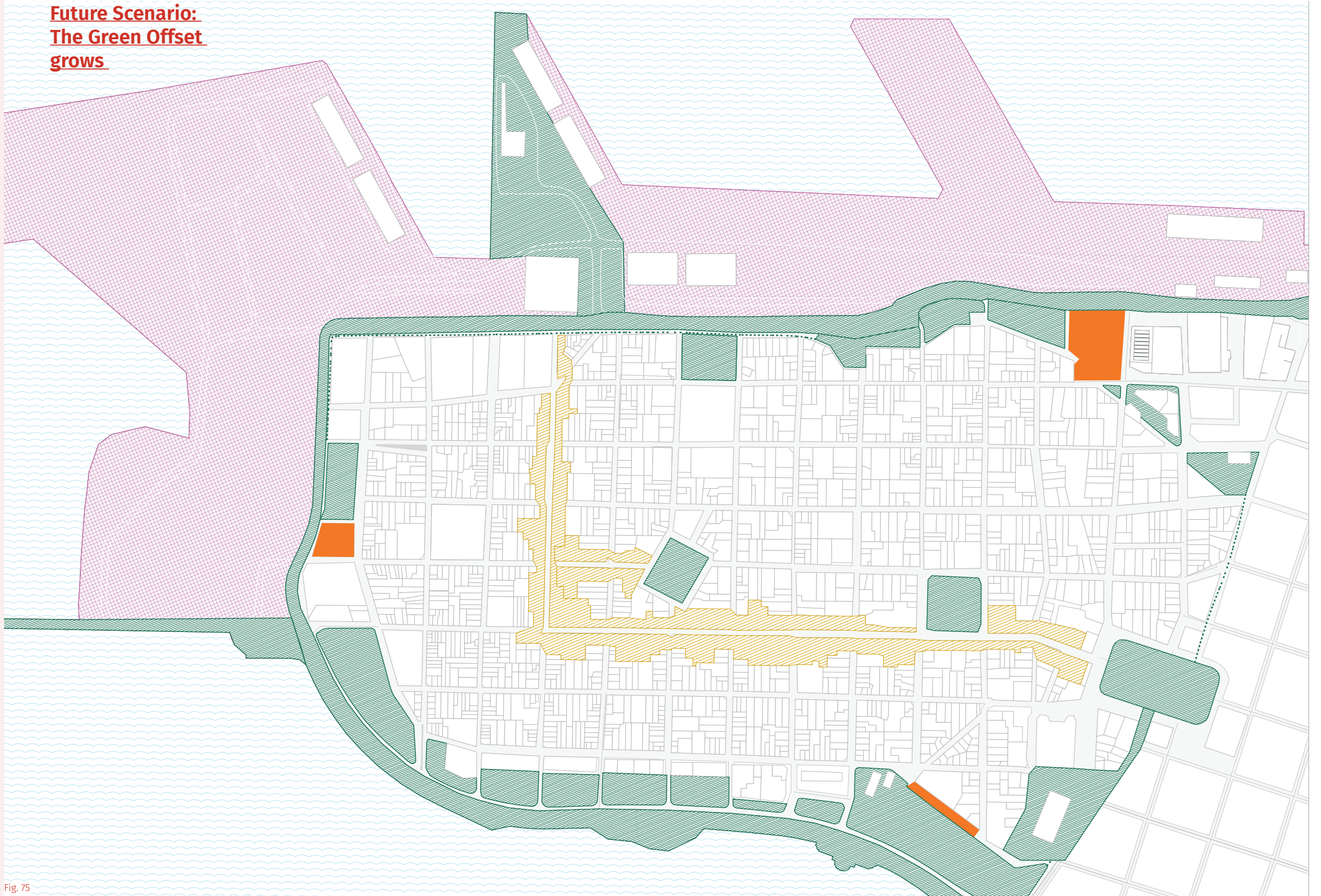


Fig. 75



Fig. 76

¡Vamos Montevideo!



Fig. 77





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Authors: Björn Langer and Pia Schauder, WS 20/21  
Studio Urban Mobility Living Labs, Habitat Unit, Technische Universität Berlin

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Authors: Björn Langer and Pia Schauder, WS 20/21  
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