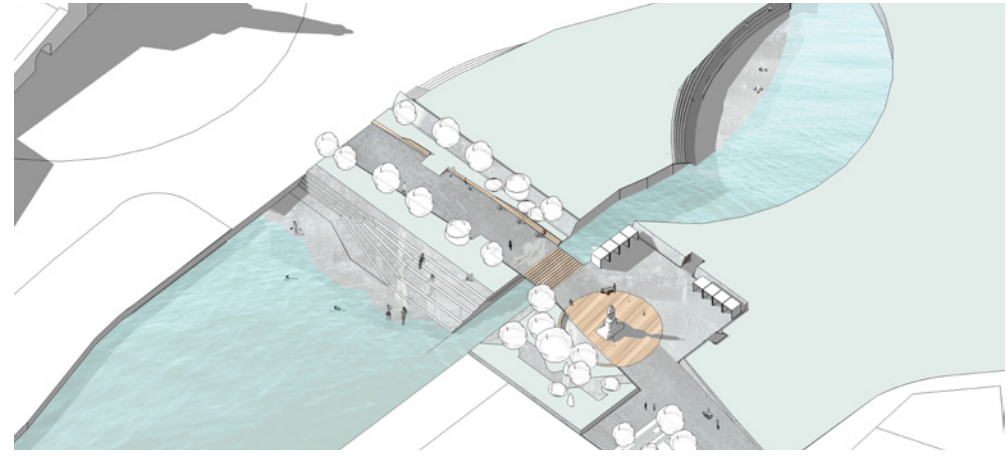
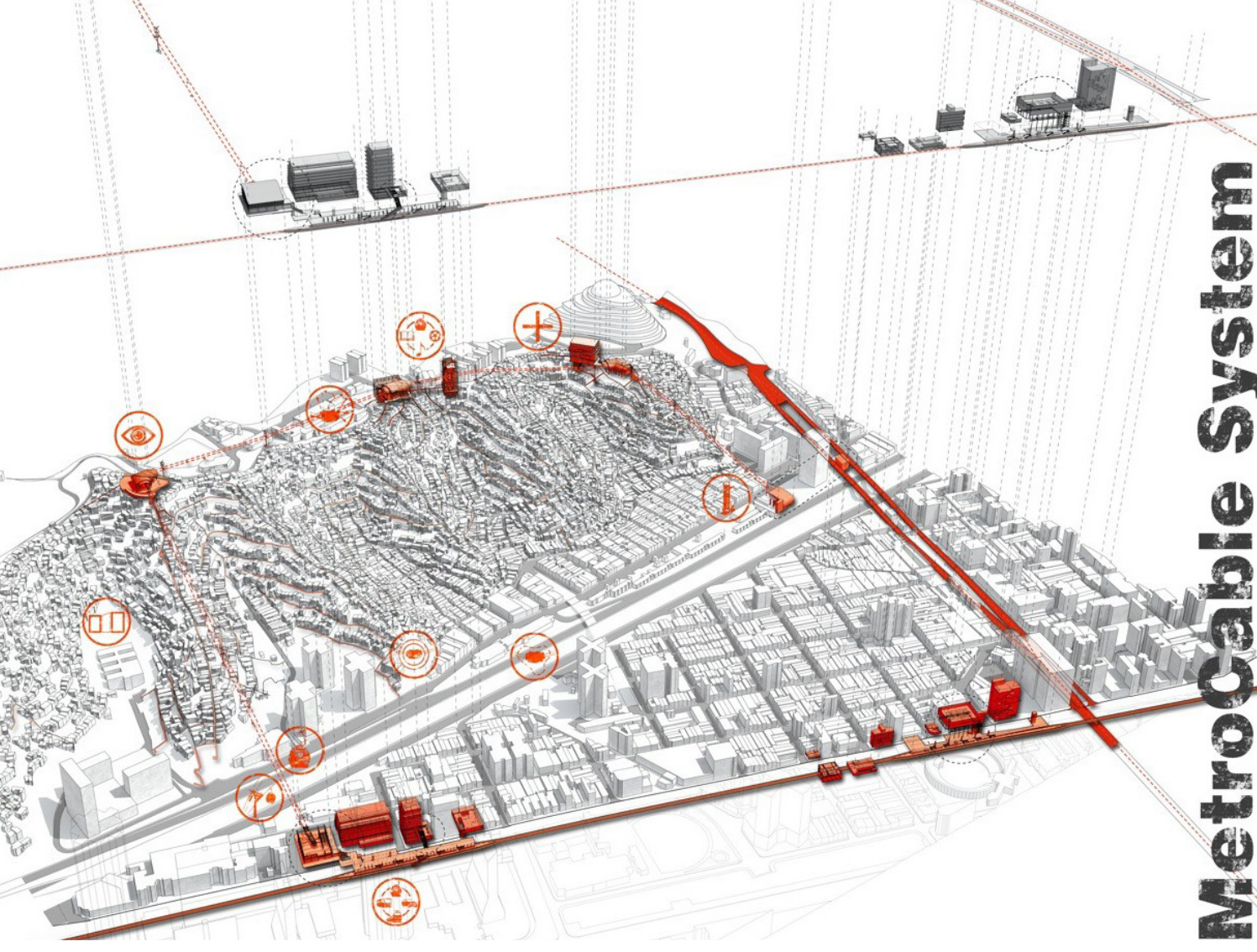




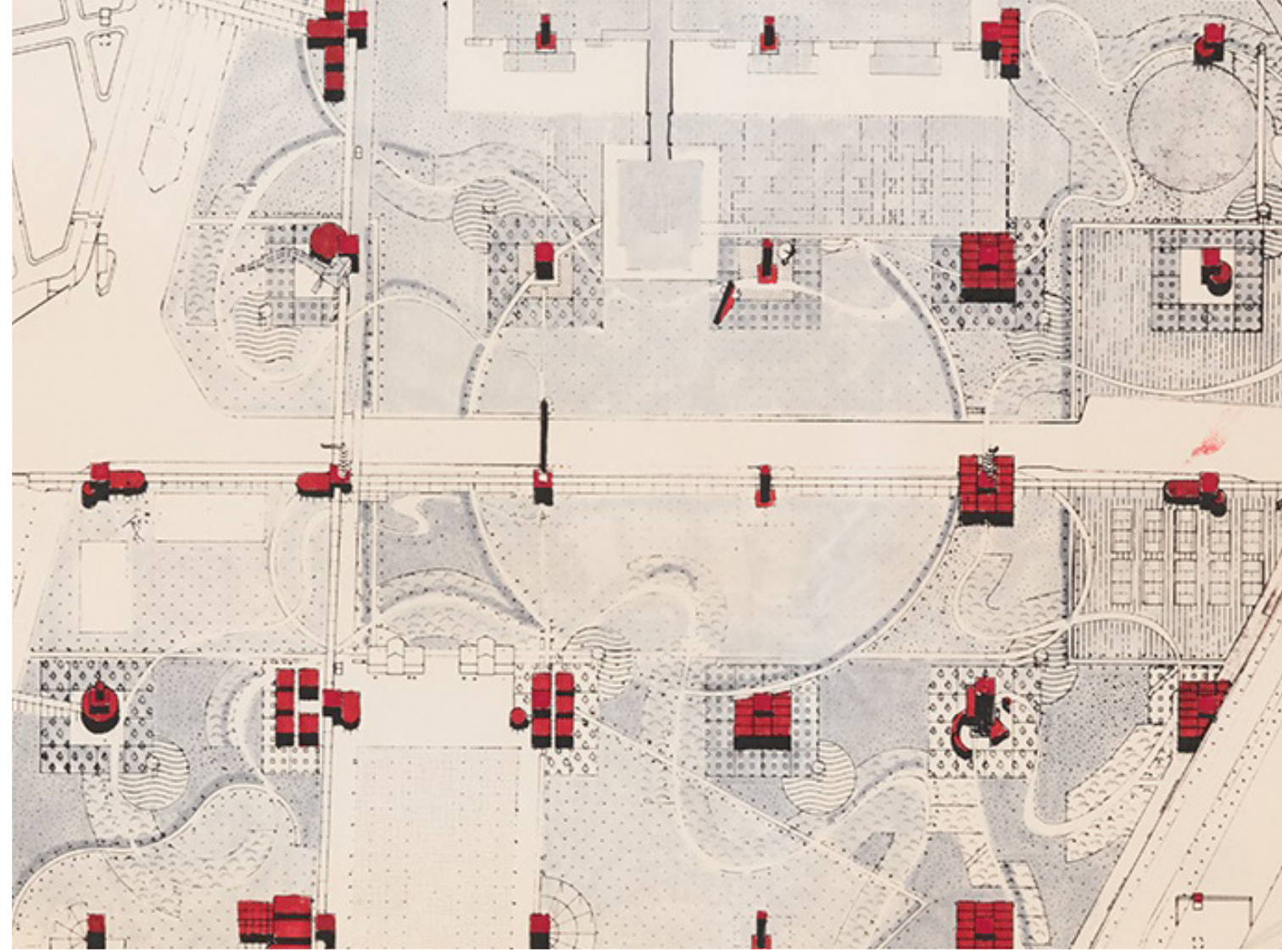
TERMINALS /
URBAN ARCHETYPES /
AN INTEGRATED CITY /

ALVARO FRANCO VARGAS /
RENEE JACOVIDES /
LUCA SECCI /
MARINA COCCARO /

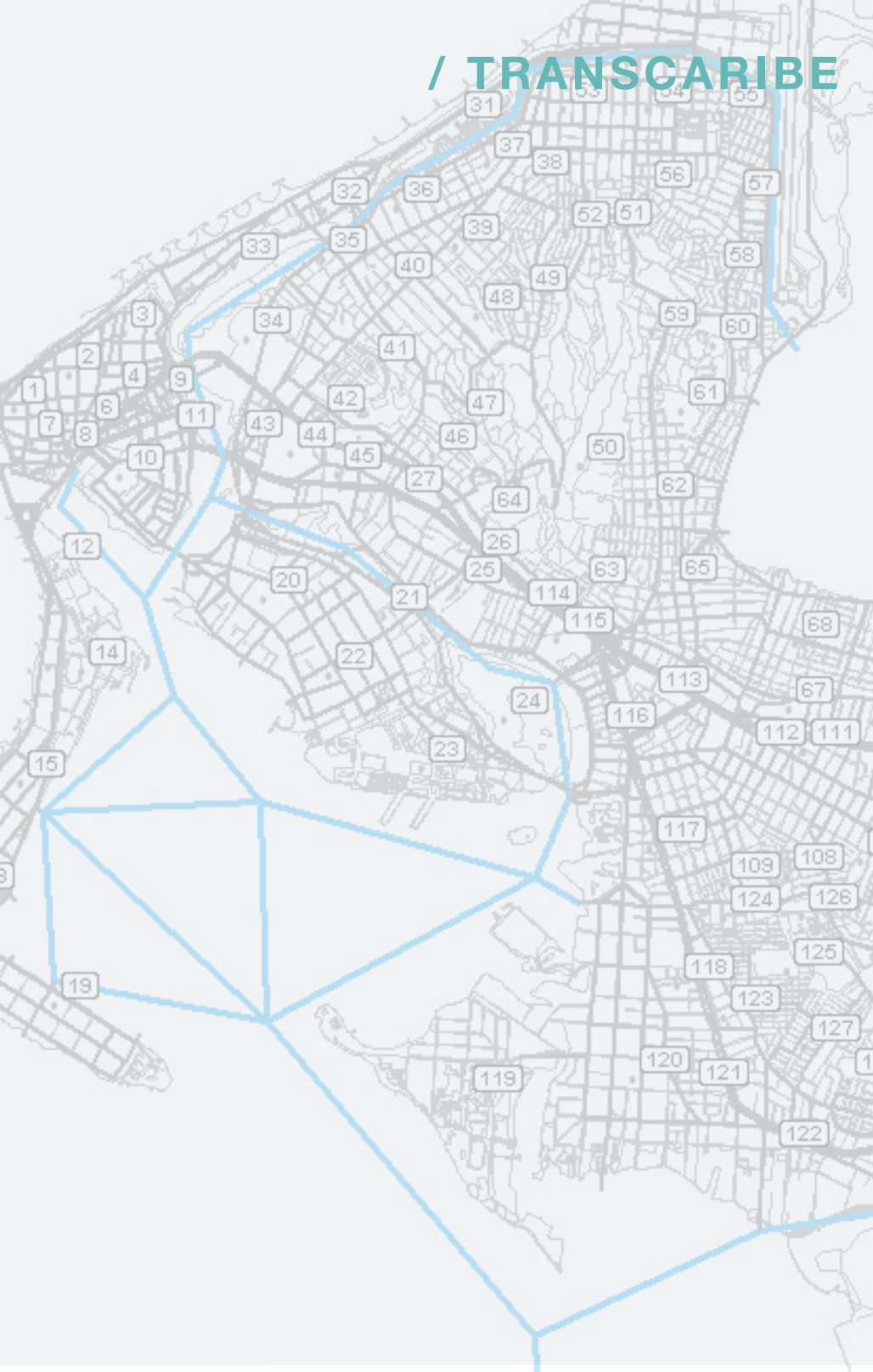




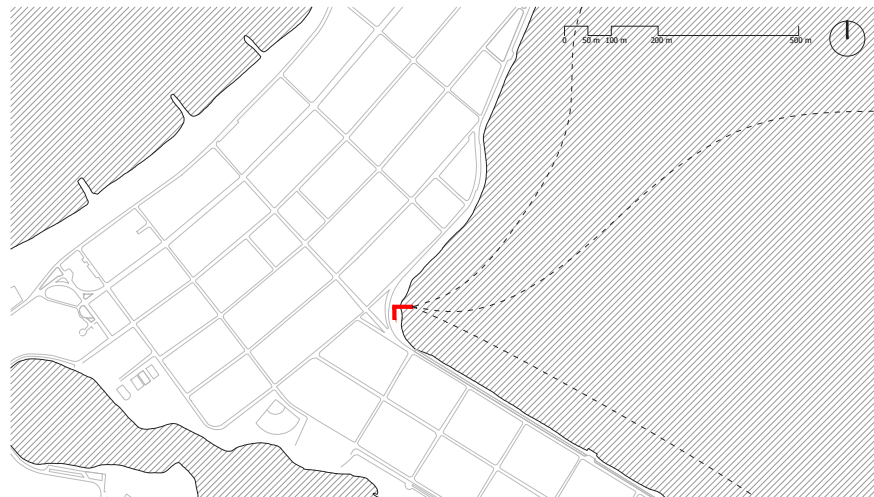
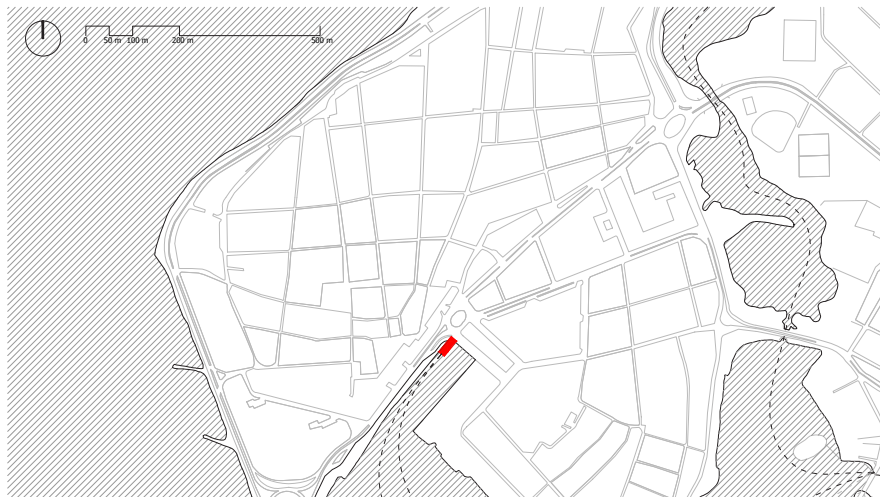
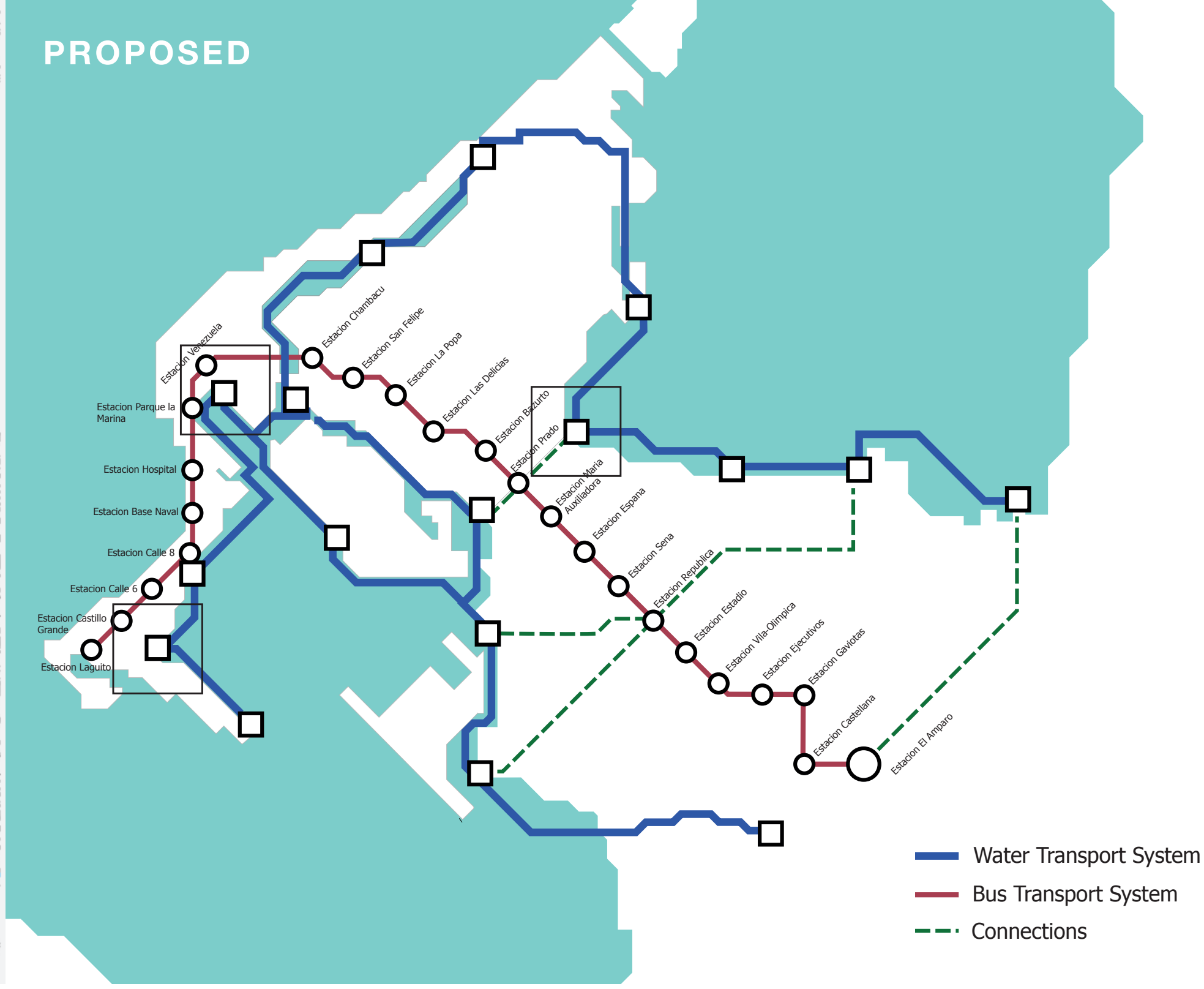
MetroCable System

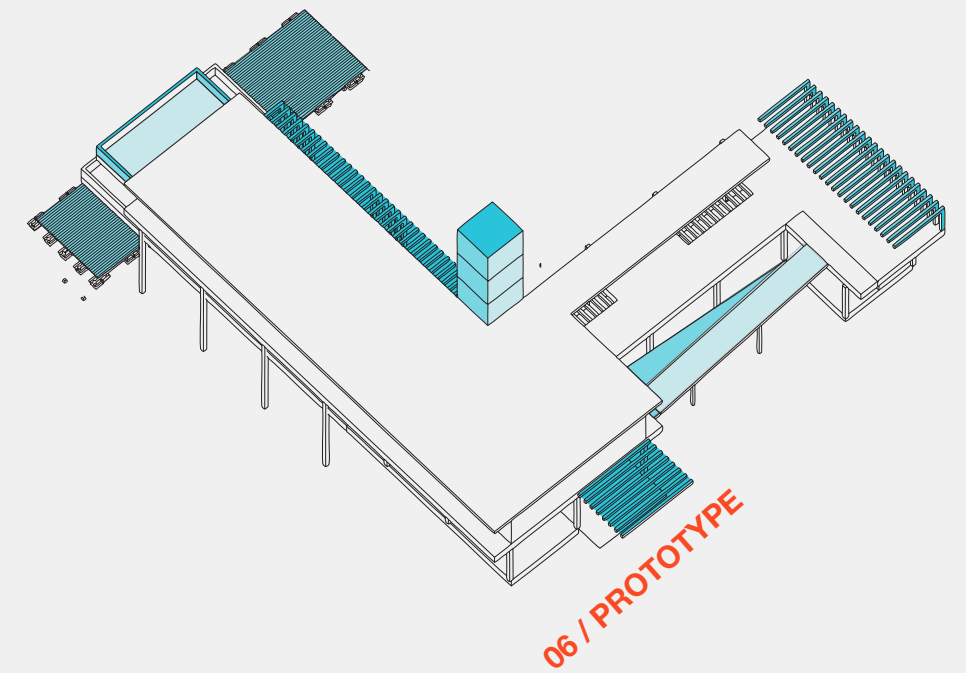
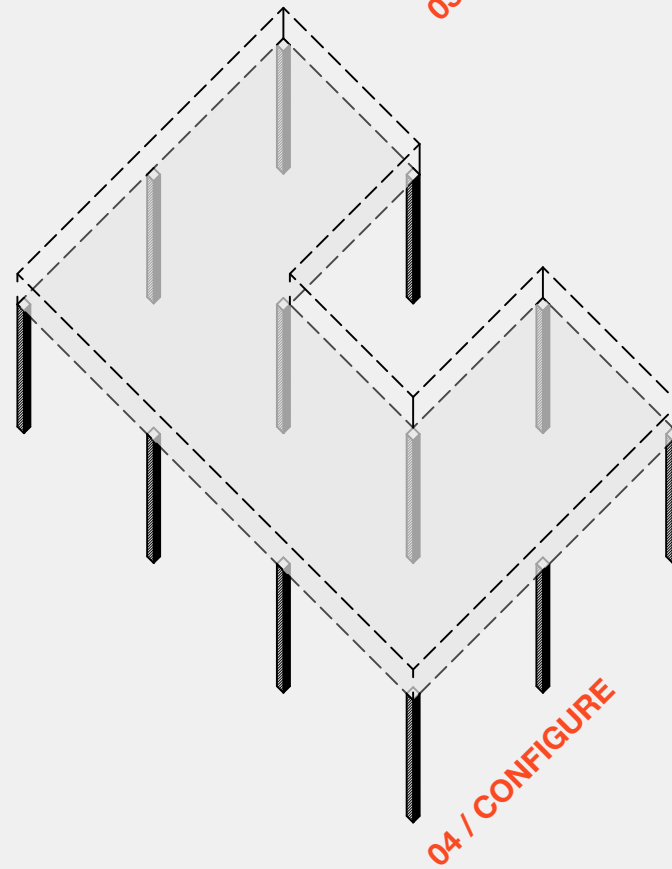
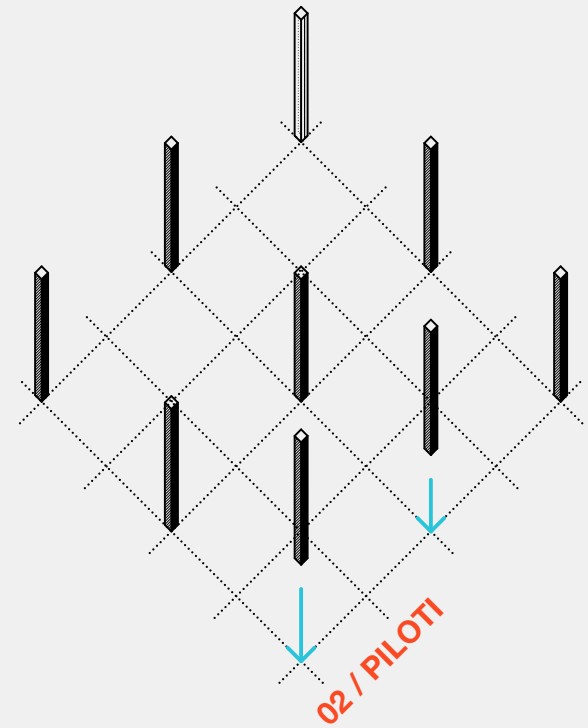
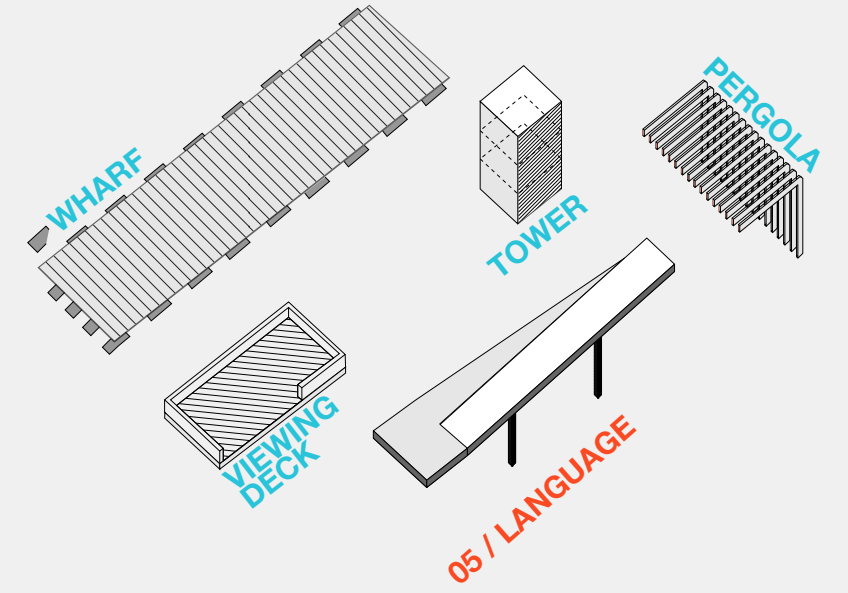
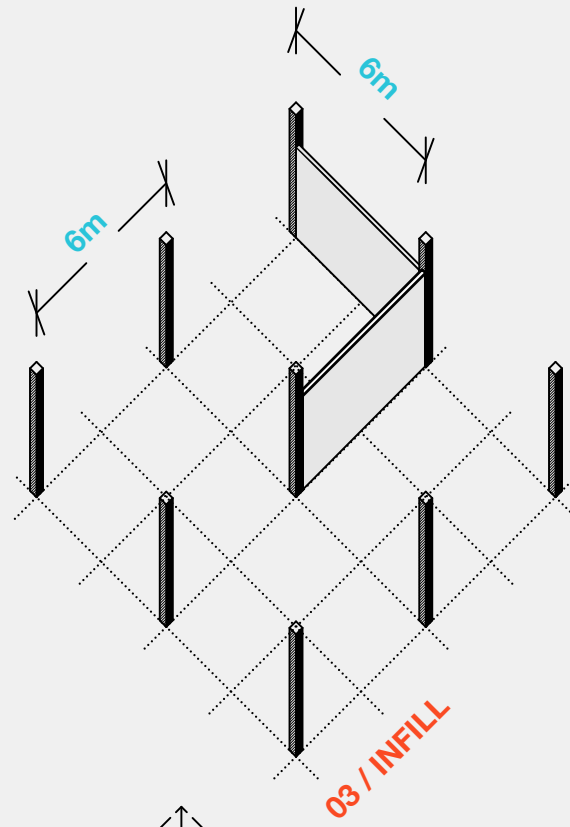
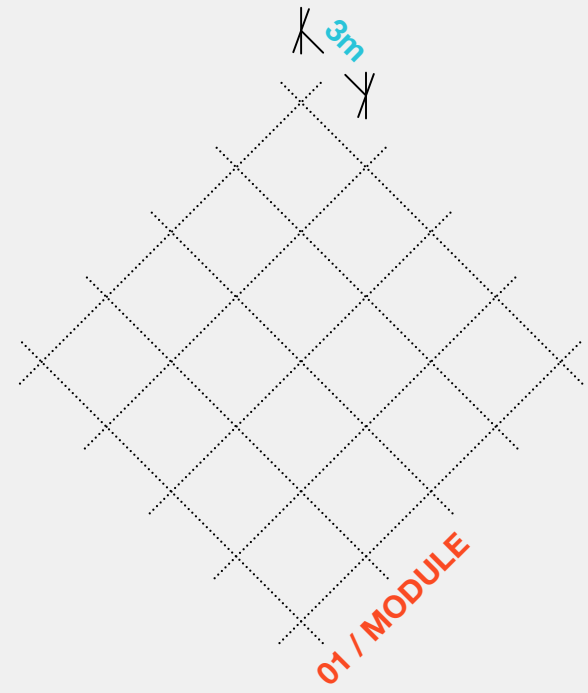


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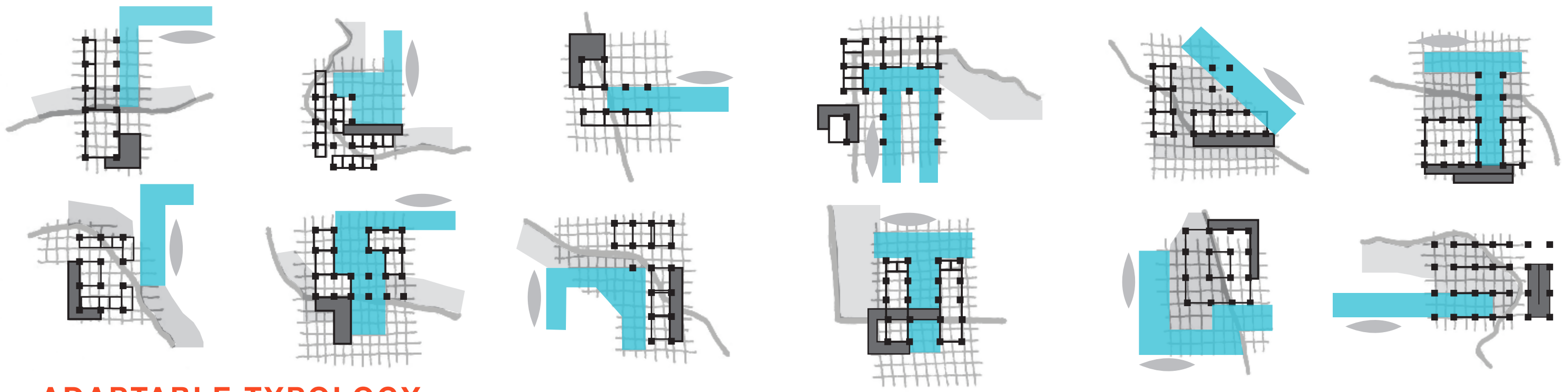


PROPOSED





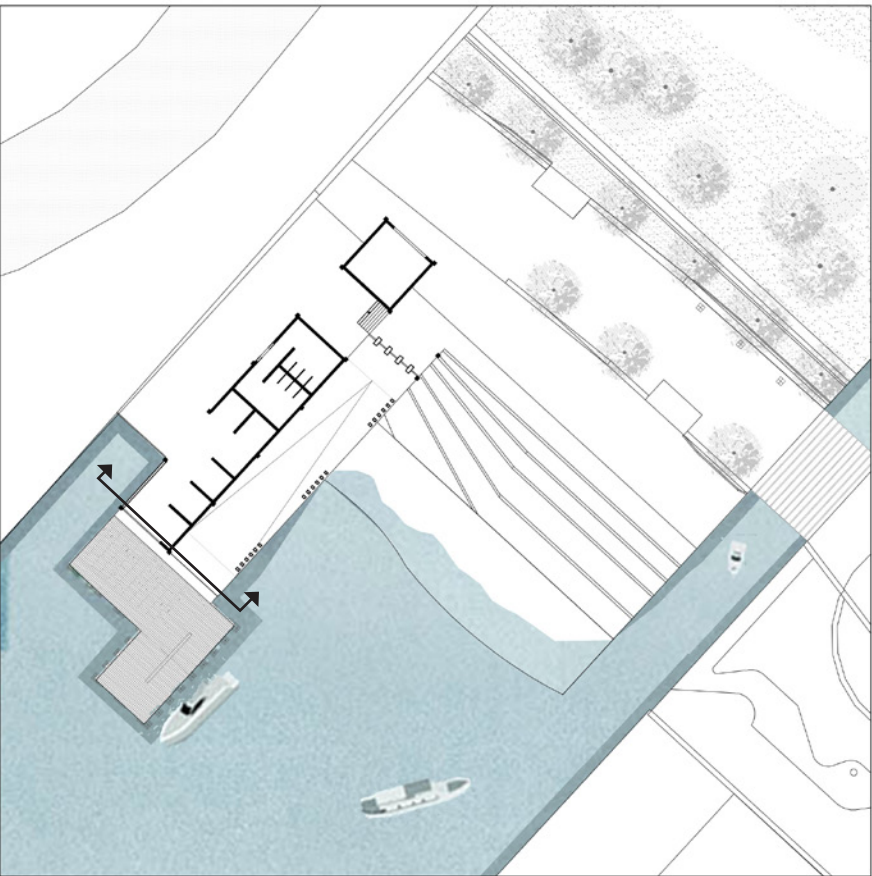
ARCHETYPAL LANGUAGE



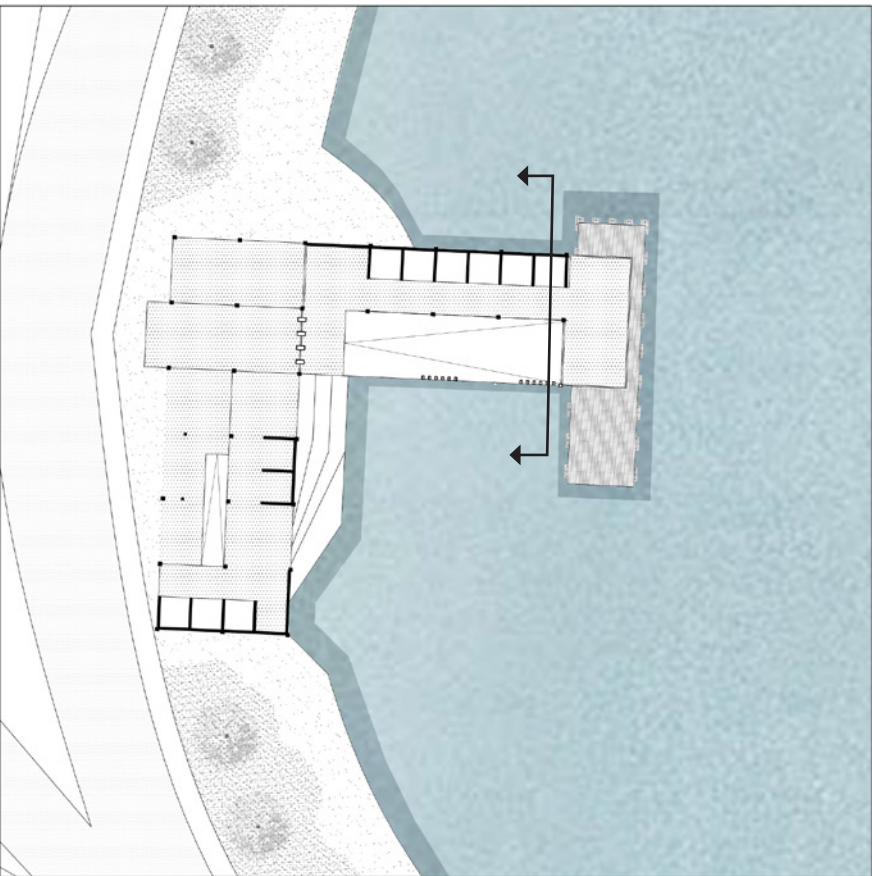
ADAPTABLE TYPOLOGY



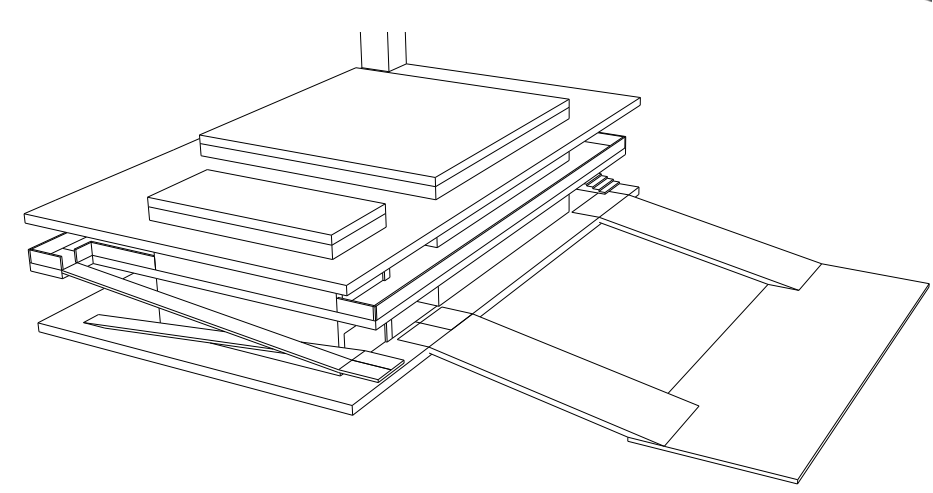
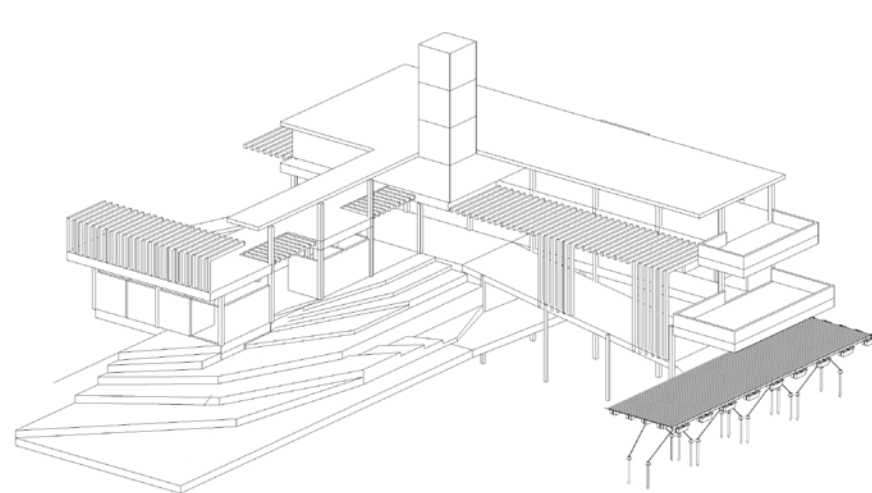
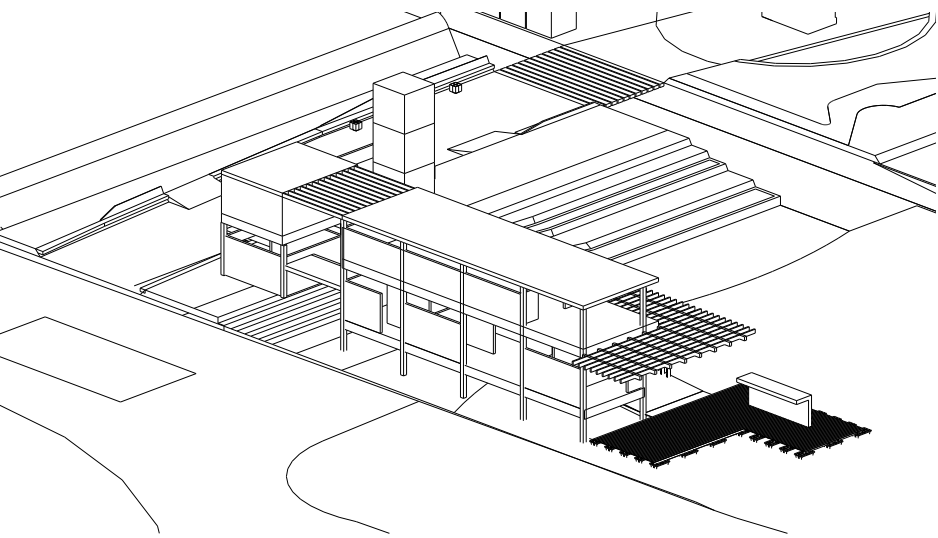
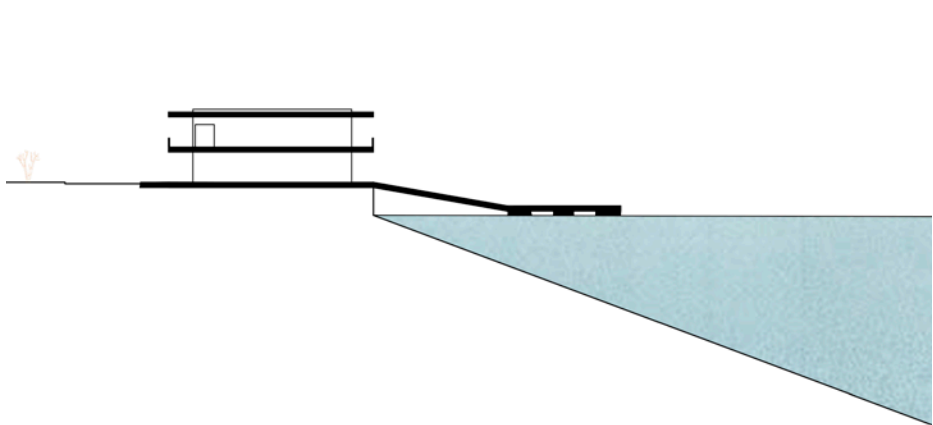
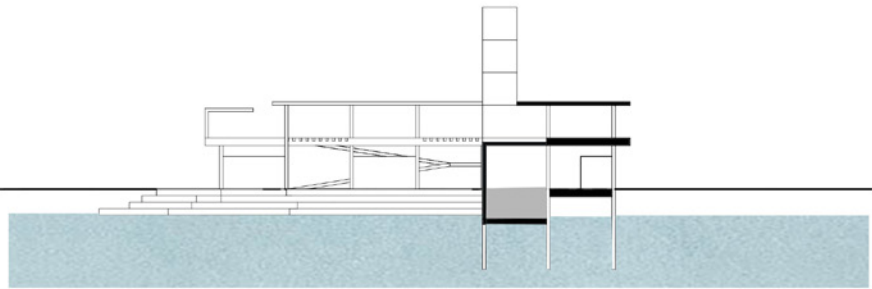
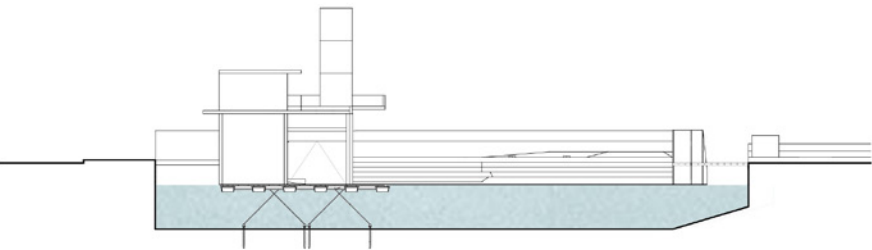
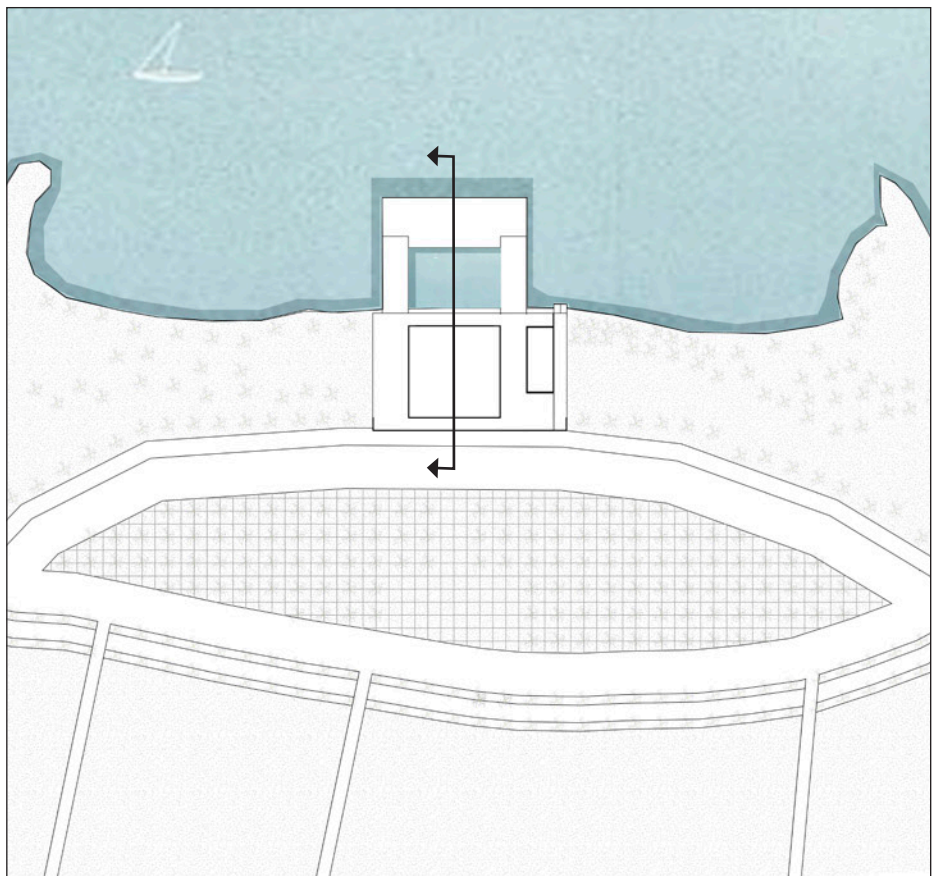
CENTRO TERMINAL



BOCOGRANDE TERMINAL



BOSTON TERMINAL



Our proposal springboards off the previous topic of focus for our drift, intervention, and artefact week: bringing a new relation between the water and Cartagena's inhabitants. From the beginning of our work, we insisted on the idea of making a connection with the city and the water. Considering that Cartagena is surrounded by water on all its sides, transforming the transportation system into a water based one would be extremely useful and helpful to its citizens since it would cover most parts of the urban area, turning it into a linked and efficient system. Our territorial plan consists on a transportation network system that would cover each neighborhood of Cartagena. Canals would be opened on certain parts of the city to allow the connections between the harbors.

Each one of them would count on diverse urban programs and infrastructure depending on their location. These infrastructures would be interventions on a smaller scale that when connected with one another would form an expansive network system across the whole city. The objective of our scheme became to implement a physical and symbolic presence of water at different sites scattered around the city. We did this by creating a series of harbor stations that attend unique needs of the neighborhoods where they are located and by creating divergent functions for each, making people want to visit distinct parts of the city according to the types of programs they are willing to attend.

Since these different infrastructures are located inside the harbor stations, it wouldn't be a problem for people who live on faraway neighborhoods to visit other harbors since they can easily get to each of them through boats. The transportation between each harbor would be efficient and fast since they are all connected by a water transport system.

