



THE PAVEMENT CLOCK

Time / Space / Memory



THE PAVEMENT CLOCK

A sentry box that nobody saw. A clock that nobody can ignore.
The same spot. The same ground. Fifty years apart.

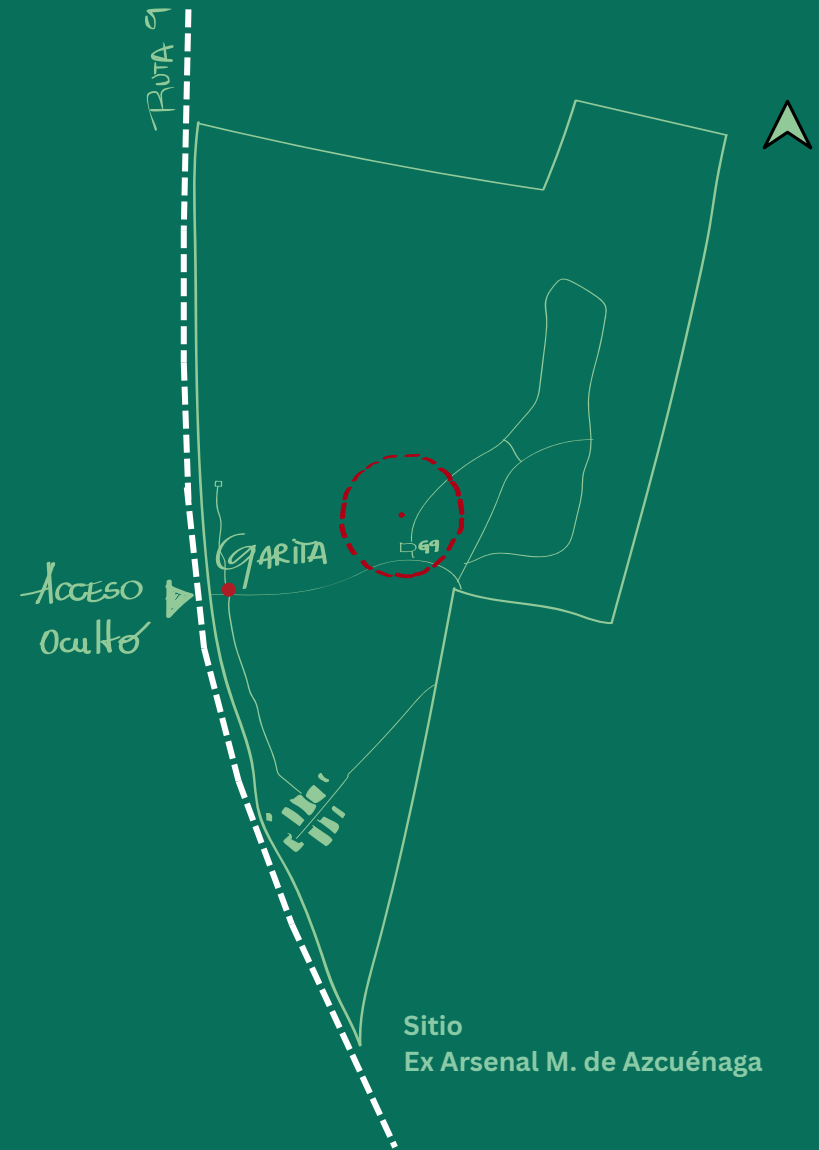
— That is The Pavement Clock.

01 CONCEPTUAL DESIGN STATEMENT

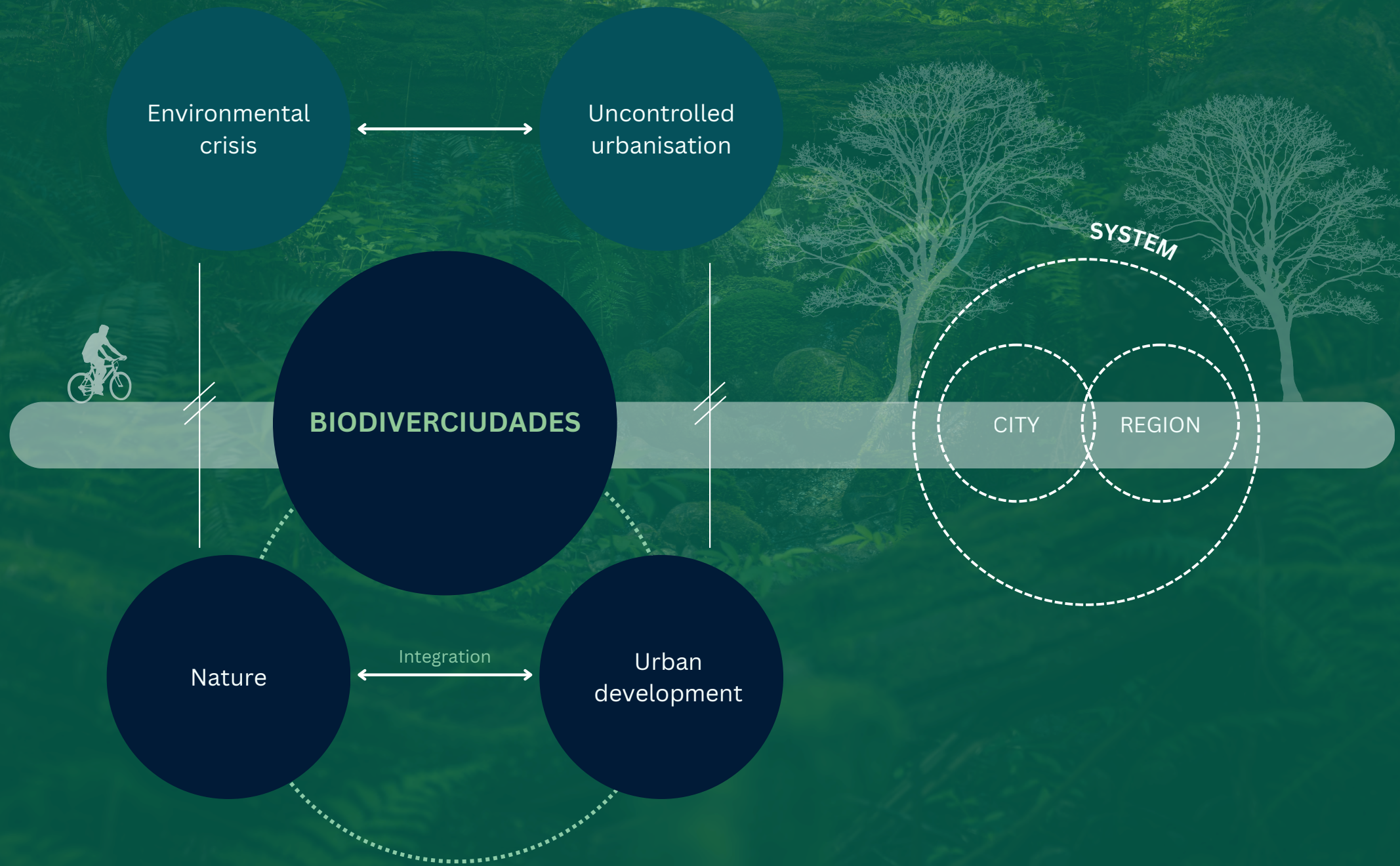
THE PAVEMENT CLOCK

In those days at the Miguel de Azcuénaga Arsenal, a small, hidden sentry box bore witness and marked the time of who entered and left, or of who would never leave again.

Fifty years later, our proposal chooses to transform that sentry box into the polar opposite gesture. Where there was invisibility, there will be an urban landmark; where there was silence, there will be sound; where that hidden witness once stood, today The Pavement Clock rises imposing, marking the times and the Never Again.



02 THEORETICAL FRAMEWORK



02 THEORETICAL FRAMEWORK

BIODIVERCIUDADES



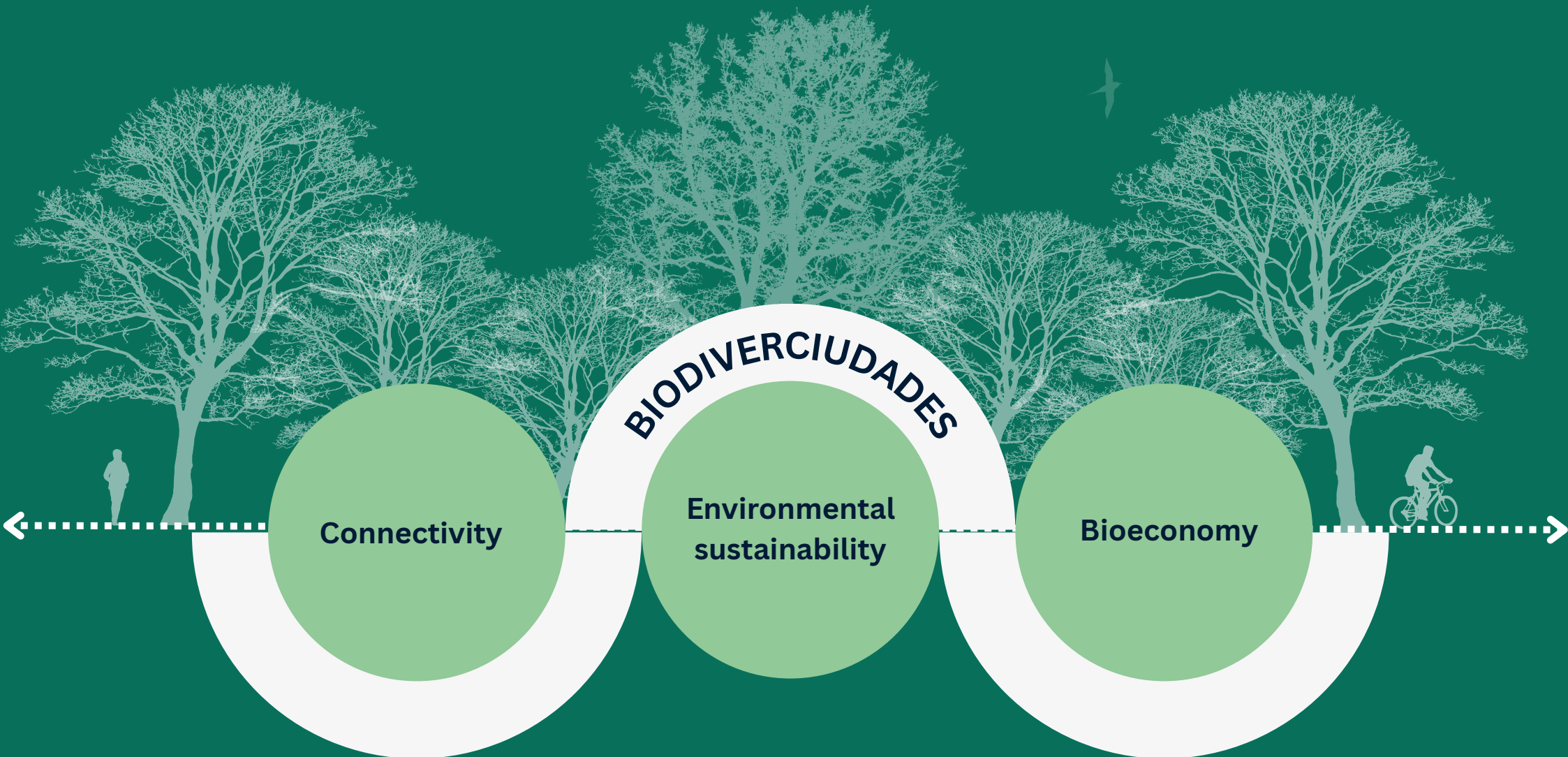
The city clock: connecting with the rhythm of our Yungas

A point where the time of the “urban sprawl” stops to make way for the time in the forest.

Regulator of the urban rhythm.

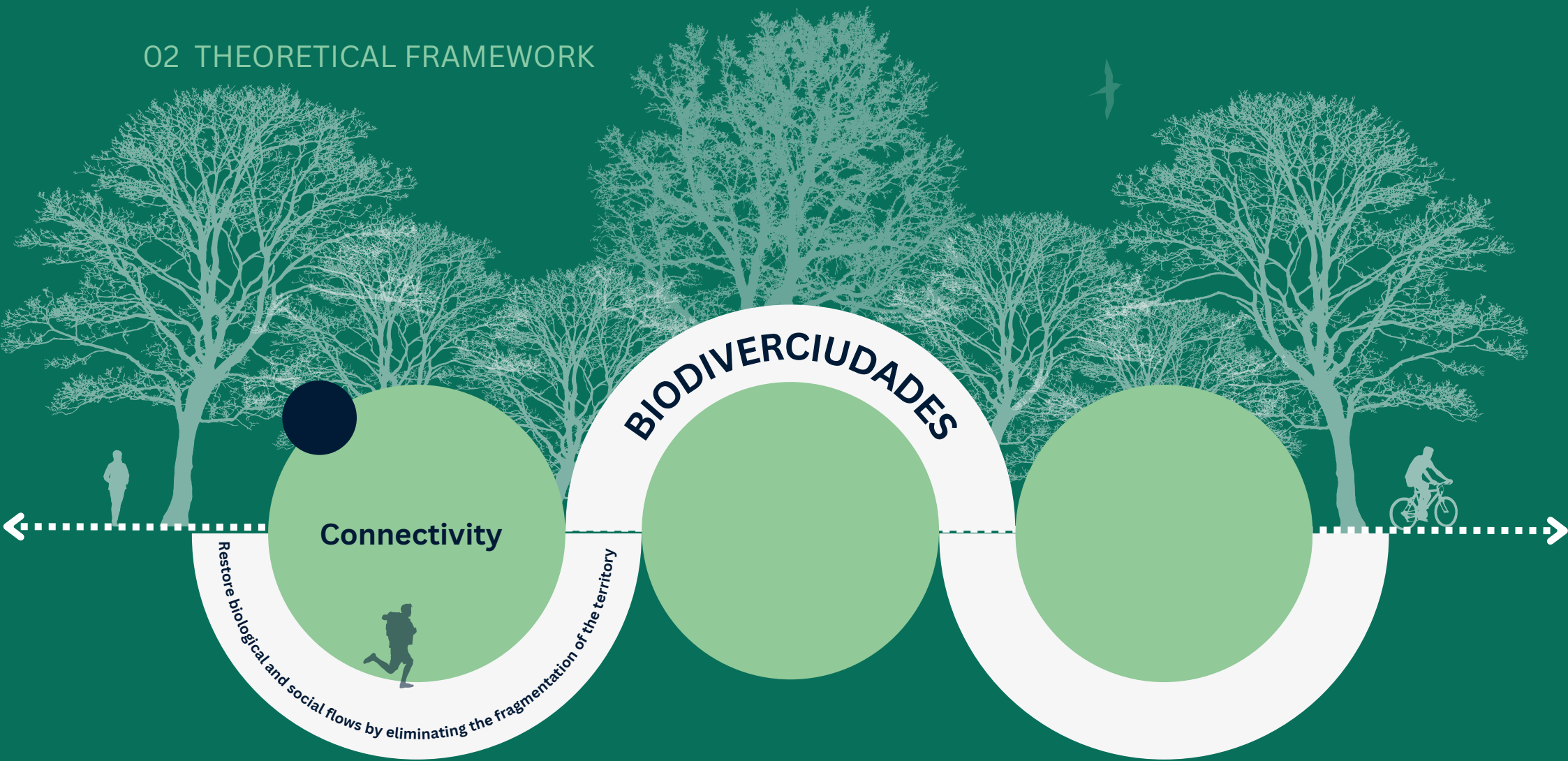
A meeting point that connects the times of nature with those of the city, eliminating the temporal fragmentation of the landscape.

02 THEORETICAL FRAMEWORK



The city clock: connecting with the rhythm of our Yungas

02 THEORETICAL FRAMEWORK



Green corridors

Native species on the edges of highways.



Micro-ecosystems

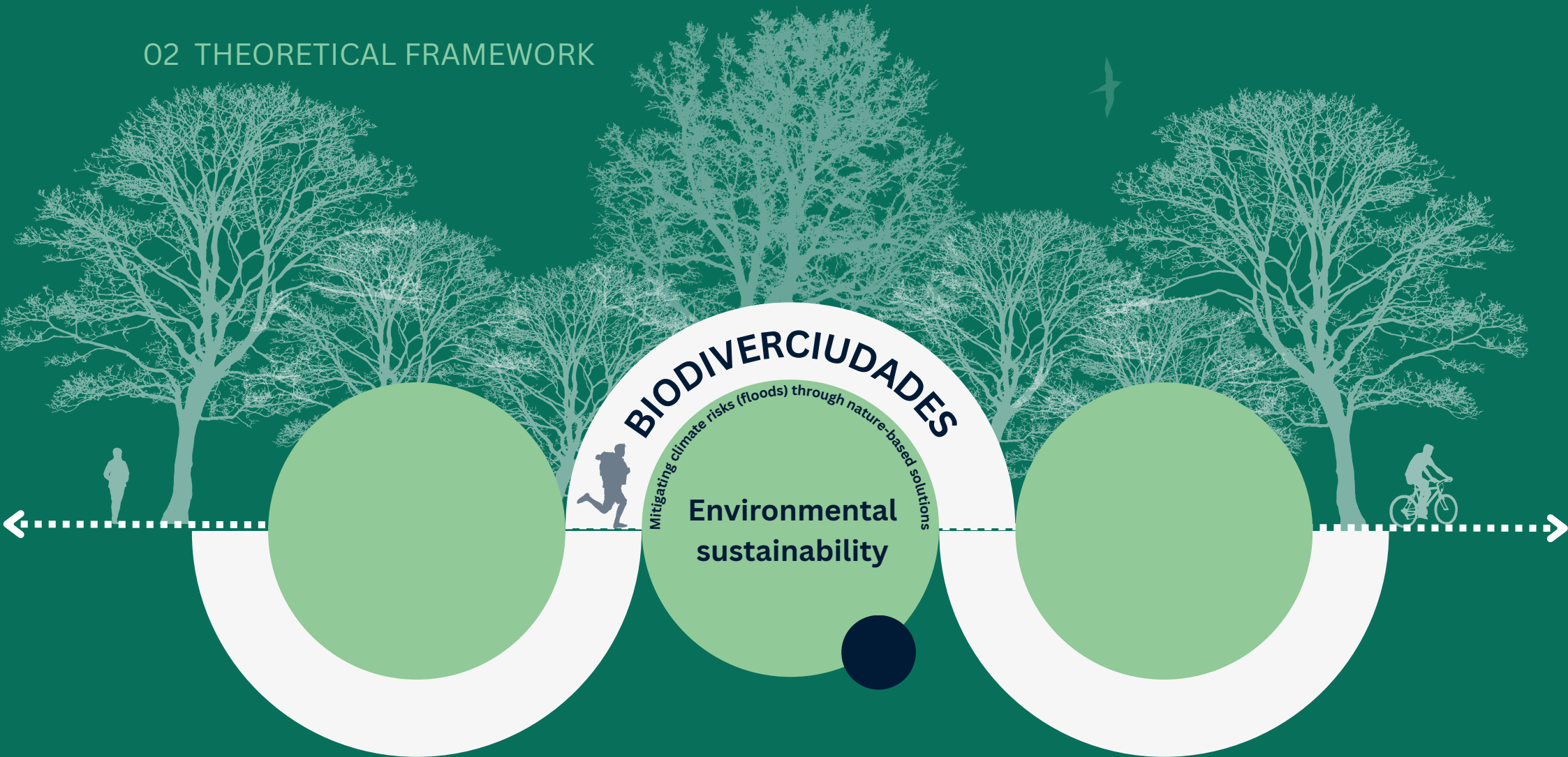
"Rest stations" for biodiversity in the middle of the urban fabric.



Water edges recovery

Natural and artificial watercourses as axes of social and biological movement.

02 THEORETICAL FRAMEWORK



Sponge city model

Network of floodable parks, green roofs and wetlands.



Green-Blue infrastructure

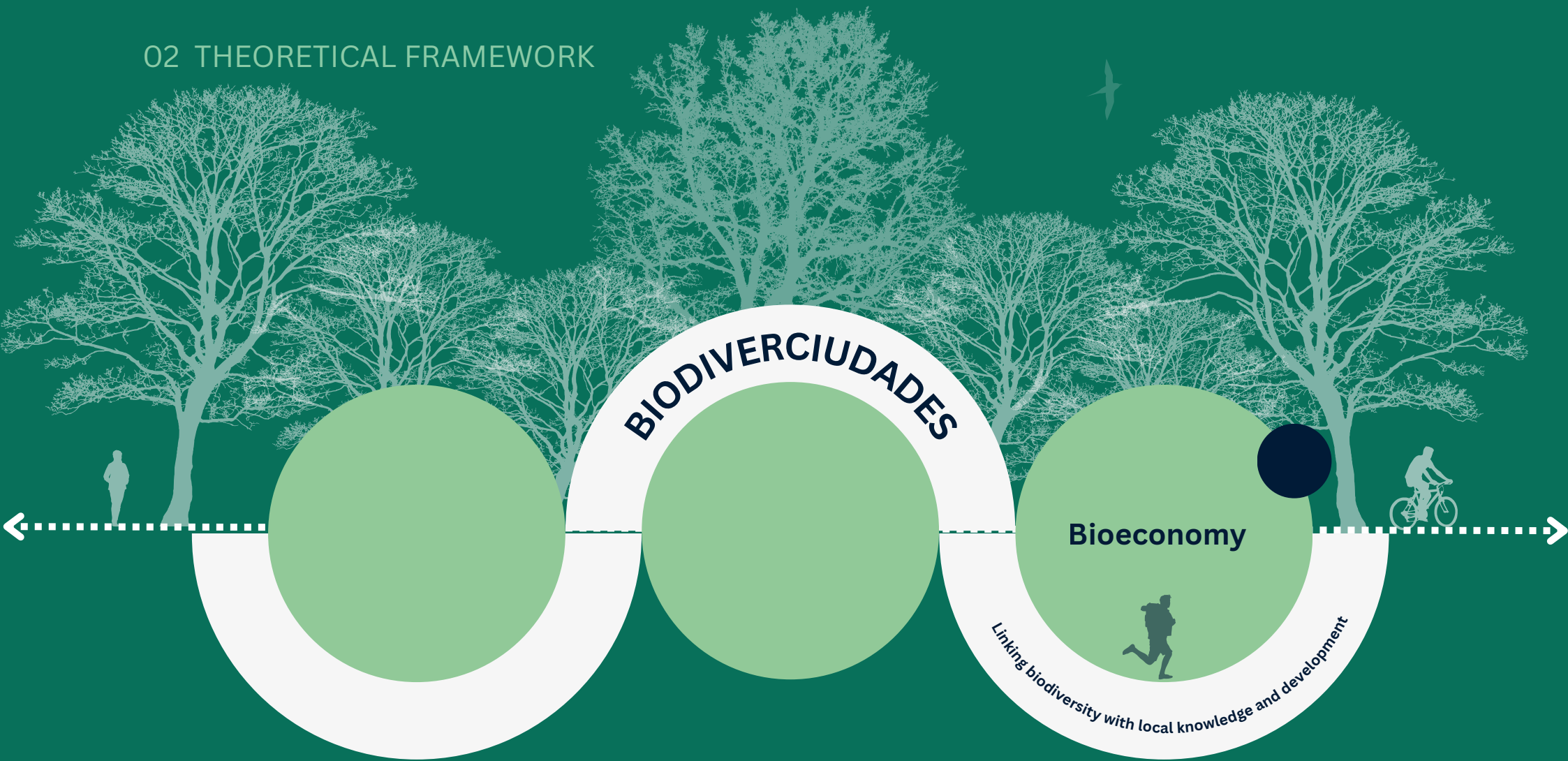
Restoration of historic waterways and creation of a green ring, establishing a buffer zone for ecological protection and urban resilience.



Rain garden and biofilter

Use of vegetation, which cleans the water of street pollutants.

02 THEORETICAL FRAMEWORK



Circular economy



Environmental education and citizen science



Biodiversity management

Research and development of bioconstruction materials in the former barracks area.

Environmental education centers.

LOCATION



**Latino
América**



Argentina



Tucumán



AMET



Las Talitas

1.1 MACRO SCALE

The project proposes a macro-urban scale intervention in the Tucumán Metropolitan Area, taking the Biodivercities model as a conceptual axis. It seeks to mitigate territorial fragmentation, the centralisation of services, and the socio-environmental deficit through a multifunctional approach that integrates green, blue, and sustainable mobility infrastructure.



Use of watercourses + green corridors as axes of social and biological movement.

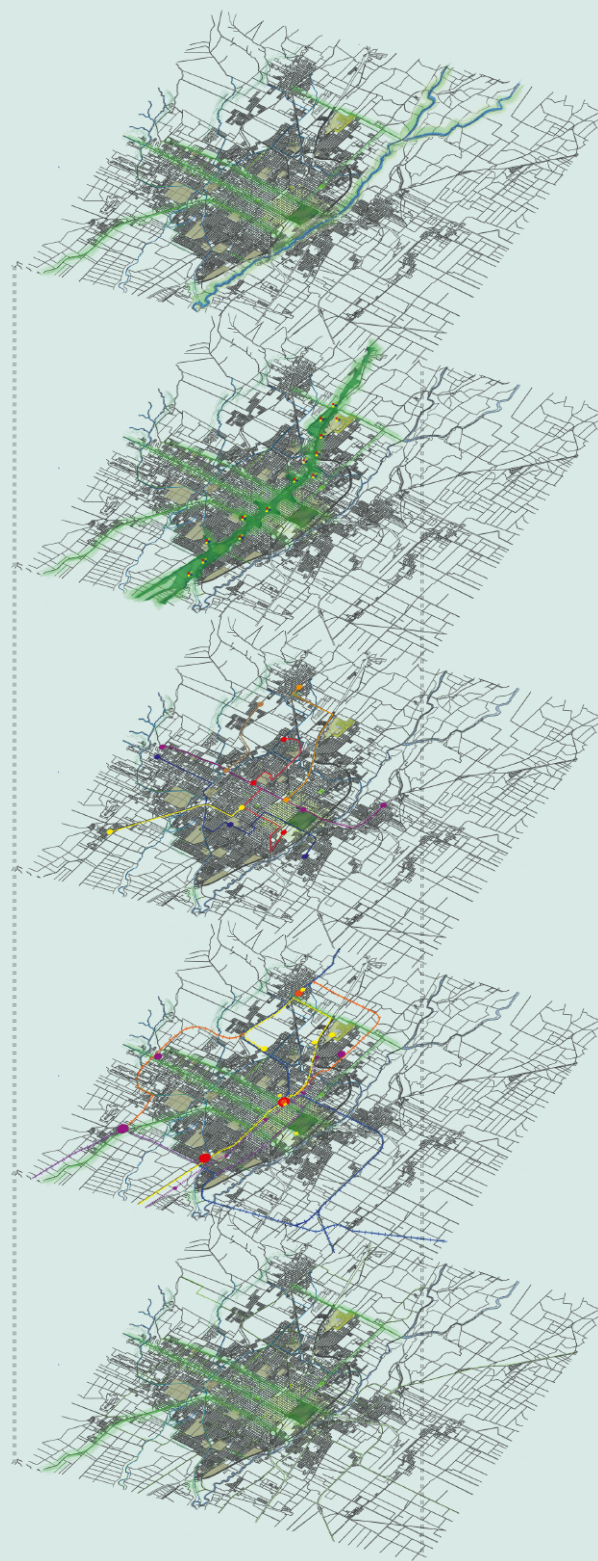


Native species on motorway verges

EXPLODED VIEW

GREEN / BLUE INFRASTRUCTURE

MOBILITY AND MODES OF TRANSPORT



Blue Axis: Environmental Corridor
Attenuation ponds



Green Axis: Linear Park - New
centralities



Trolleybus network



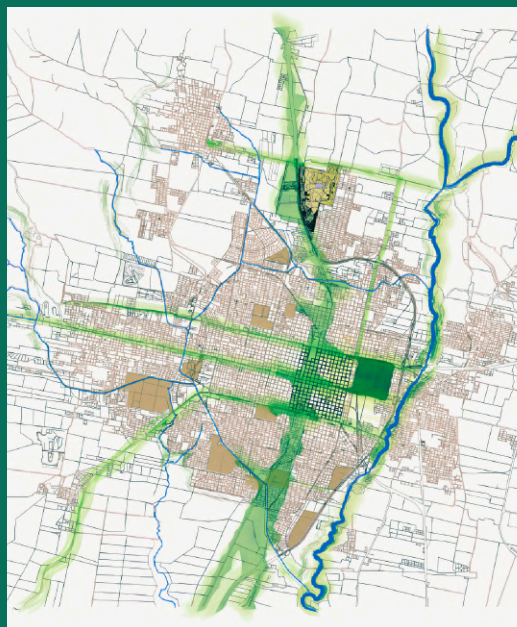
Railway corridor
Elevated train



Cycle paths

1.1. MACRO SCALE Proposals

The urban strategy is structured through four main systems that generate symbiosis and co-benefits in the territory.



Green infrastructure

Green Axis: Linear Park

Green decentralization: Extension of parks towards the periphery (Tafí Viejo, Las Talitas and Capital).

Ecological restoration: Mass reforestation with native flora from NOA (Yungas) to recover biodiversity and absorbent soil.

Intermunicipal Node: Reactivation of the Ex-Arsenal site as a regulatory point and biotic connector.



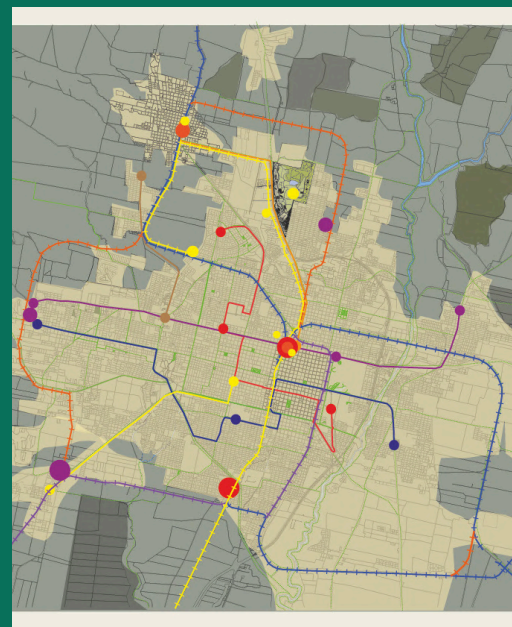
Blue infrastructure

Blue Axis: Environmental Corridor

NbS Transition: Replacing rigid hydraulic engineering with Sustainable Urban Drainage Systems (SUDS).

Flood mitigation: Creation of controlled floodplains, flood control lagoons and natural amphitheaters to slow the flow of water from the hills.

Blue Health: Recovery of rivers and open canals, transforming them into clean public spaces.

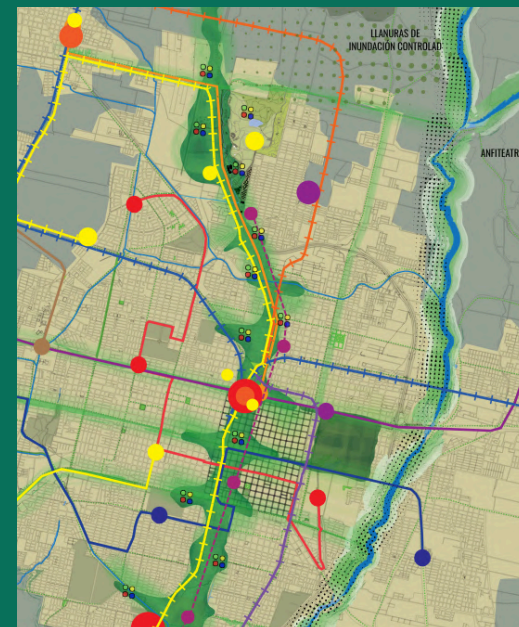


Sustainable Mobility and Transportation

Transportation Network

Incorporation of a multimodal system that includes a Solar Train, Surface Train, Elevated Train and a Trolleybus Network.

Cycle paths: Safe connection of existing and proposed sections to link outlying neighborhoods and activity centers.



Decentralization and Memory

New Centralities

New Centralities: Distribution of public facilities, shopping centers, educational and health hubs along the axis.

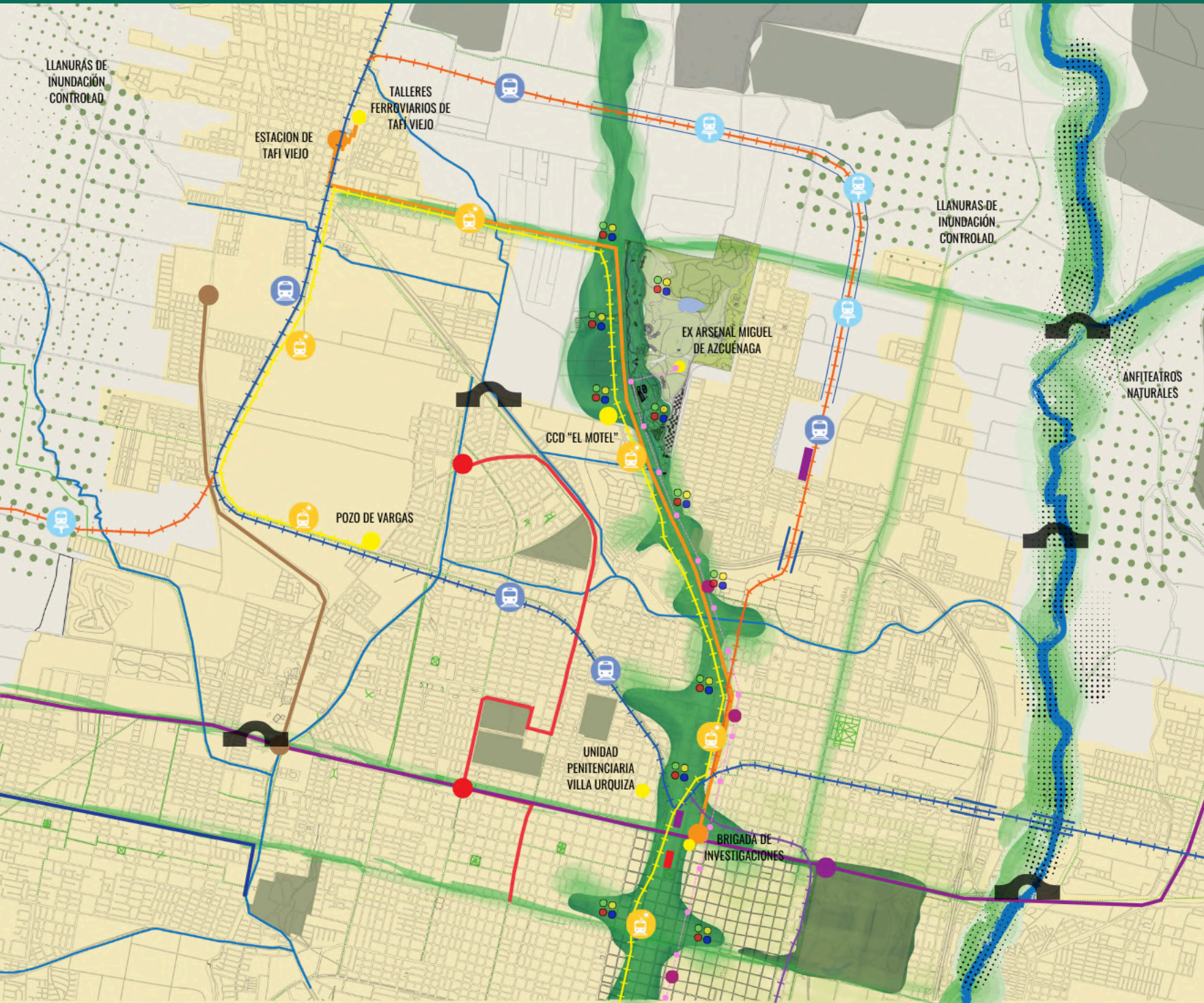
Cultural and Historical Axis: Incorporation of the landscape as a space for healing and memory, integrating historical points of the dictatorship (from the Ex-Arsenal to the Famillá School).

1.2 MESO SCALE

The intervention area exhibits marked urban and environmental fragmentation in its peripheral fabric. Metropolitan connectivity is deficient, with outlying municipalities lacking direct links to one another, which saturates the center of San Miguel de Tucumán and forces residents to transfer between intercity routes. To address this, the project proposes the comprehensive reconnection of the periphery through the repurposing of disused routes and the creation of a clean, intermodal transportation system.



1.2. MESO SCALE

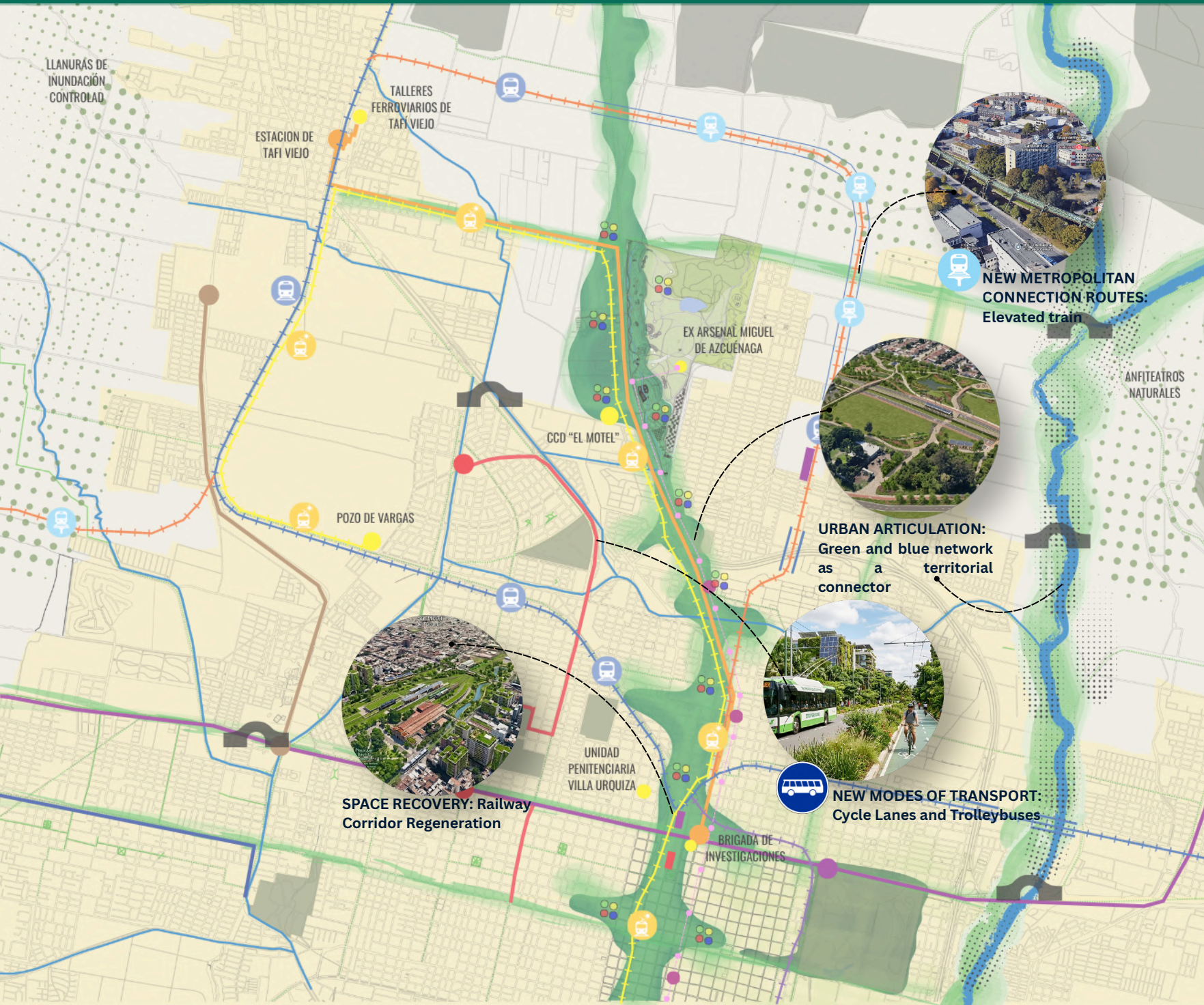



REFERENCE

-  **LINEAR PARK**
-  **GREEN CORRIDOR + BLUE AXIS**
-  **AGROECOLOGICAL CORRIDOR + RETENTION PONDS**
-  **EXISTING CYCLE LANES**
-  **PROPOSED CYCLE PATHS**
-  **MAIN STATIONS**
-  **NEW CENTRALITIES**
-  **EXISTING ROADS**
-  **ROADS TO RESTORE**
-  **PROPOSED ROADS**
-  **SOLAR TRAIN**
-  **SURFACE TRAIN**
-  **ELEVATED TRAIN**
-  **TROLLEYBUS NETWORK**
-  **EXISTING STATIONS**
-  **EXISTING STATIONS**
-  **URBAN BRIDGE**
-  **HERITAGE SITES FROM THE DICTATORSHIP ERA**

1.2. MESO SCALE

REFERENCE



-  **LINEAR PARK**
-  **GREEN CORRIDOR + BLUE AXIS**
-  **AGROECOLOGICAL CORRIDOR + RETENTION PONDS**
-  **EXISTING CYCLE LANES**
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-  **EXISTING STATIONS**
-  **EXISTING STATIONS**
-  **URBAN BRIDGE**
-  **HERITAGE SITES FROM THE DICTATORSHIP ERA**

1.2. MESO SCALE Proposals

The project proposes to reconnect the periphery by reusing disused routes and a sustainable intermodal transport system.



Urban articulation

Green and blue network as a territorial connector

Urban continuity: Connecting isolated fragments through linear corridors.

Landscape revitalization: recovery of degraded spaces to create attractive, safe and environmentally high-quality public areas.

Integrated mobility: Merging pedestrian paths and cycleways with the railway line for clean transport.



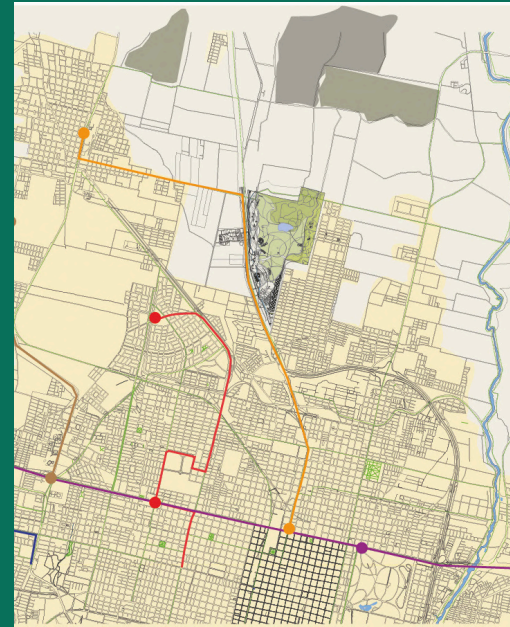
Recovery of spaces

Railway Corridor Regeneration

Creation of quality public spaces: Incorporation of recreational areas, meeting places and places to linger.

Integration into the urban and environmental fabric: Connecting the recovered spaces with mobility and the landscape.

Enhancement of the urban landscape: Recovery of the image and quality of the environment through landscape and environmental interventions.



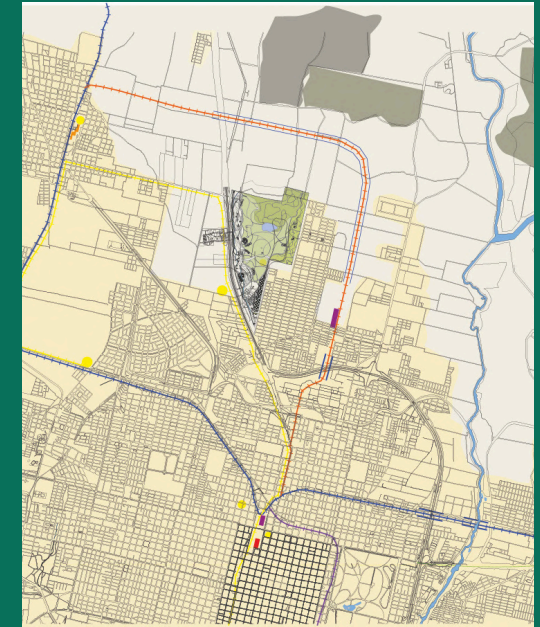
New modes of transport

Cycle Lanes and Trolleybuses

Cycle paths as a structuring network: a continuous network that connects neighborhoods with main axes, improving mobility and urban integration.

Integrated system of cycle lanes + trolleybus: a hierarchical intermodal network that reduces car use.

Reclaiming public space: prioritizing pedestrians, cyclists and public transport, creating safer urban environments.



New metropolitan connection routes

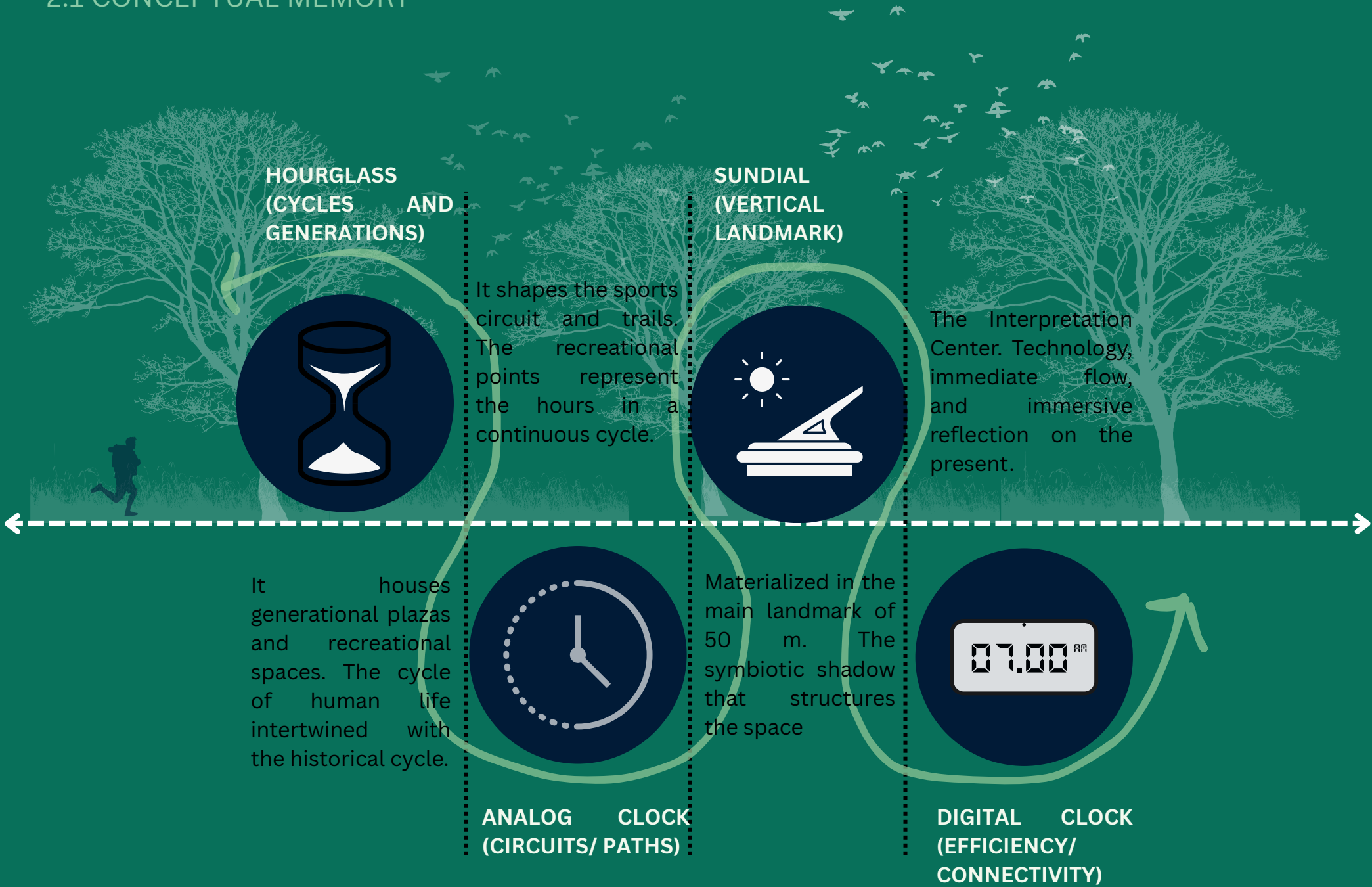
Elevated train

The elevated train public transport runs along the outskirts of the city and functions as a fast track between nearby municipalities, avoiding entering the city of San Miguel de Tucumán.

Urban permeability: road safety and avoiding potential urban barriers.

Efficient and sustainable mobility: reduce travel times and traffic congestion through a high-capacity, low-emission public transport system.

2.1 CONCEPTUAL MEMORY



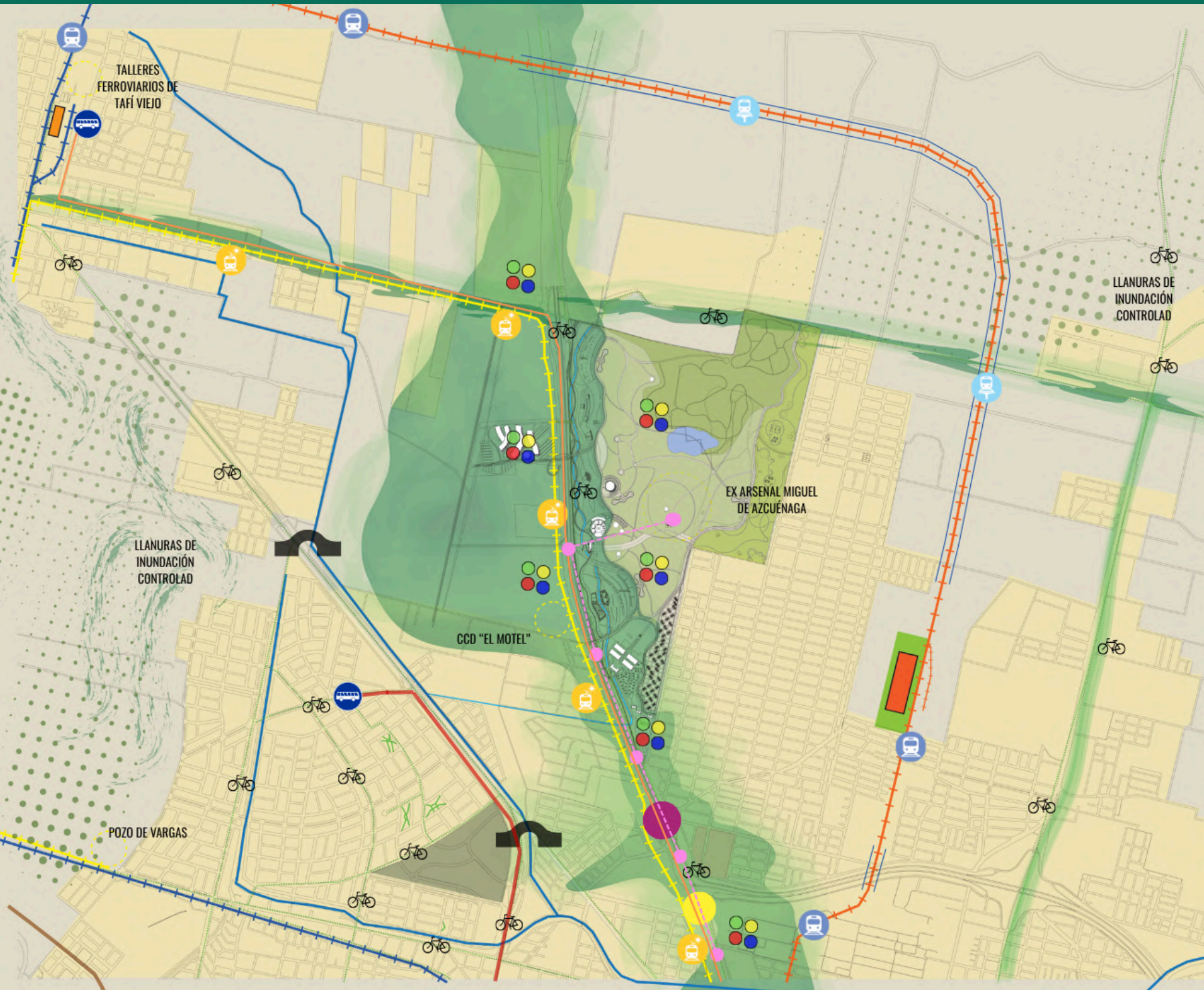
1.3 SECTOR SCALE

At a local scale, the Ex-Arsenal site operates as a large urban void and a historical scar.

















The project transforms the area through the "Arsenal Memorial Park", structuring the space through landscape interventions, transport infrastructure and commemorative architecture



1.3. SECTOR SCALE



















REFERENCE

-  SURFACE TRAIN
-  ELEVATED TRAIN
-  SOLAR TRAIN
-  TROLLEYBUS NETWORK
-  STATIONS
-  LINEAR PARK
-  GREEN CORRIDOR + BLUE AXIS
-  AGROECOLOGICAL CORRIDOR + FLOOD CONTROL PONDS
-  EXISTING CYCLE LANES 
-  PROPOSED CYCLE PATHS 
-  MAIN STATIONS
-  SECONDARY STATIONS
-  NEW CENTRALITIES
-  URBAN BRIDGE



REFERENCE

-  SURFACE TRAIN
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REACTIVATION AND EXPANSION OF THE RAILWAY NETWORK: Transport Network



ACCESSIBLE CYCLE PATHS AND TRAILS



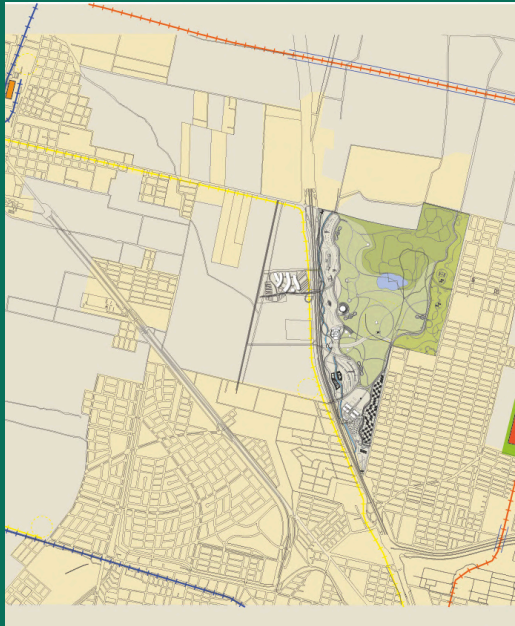
ECOMMEMORATIVE STATIONS: SPACE / TIME New Centralities



LANDSCAPE INTERVENTIONS: Blue Axis

1.3. SECTOR SCALE

The project proposes to reconnect the periphery through the reuse of disused tracks and an intermodal sustainable transport system.



Reactivation and expansion of the railway network

Transport Network

Metropolitan connection: Railway link between Taff Viejo, Las Talitas, and San Miguel de Tucumán.

Territorial articulation: Integration of urban centralities, facilities, and public spaces through a multimodal railway network.

Sustainable and low-impact mobility: Incorporation of a solar train integrated into the green corridor to link spaces of memory, recreation, and tourism in a sustainable way.

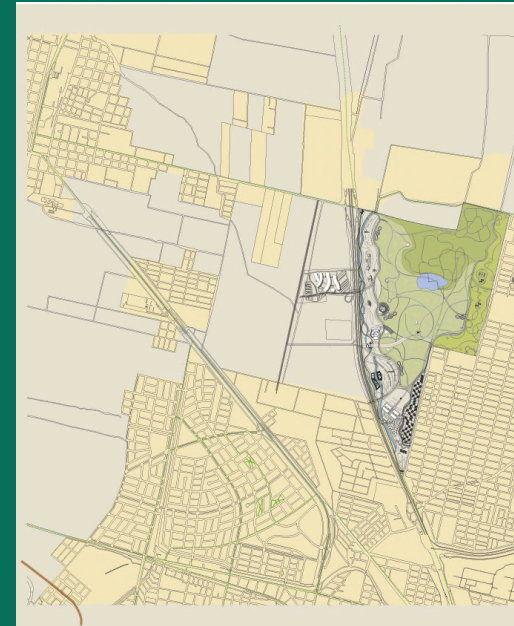


Commemorative stations: space/time

New Centralities

We use the length of the former Arsenal as a constant measure to project places for interventions in the territory, for meeting points, stitching, crossings, services, and facilities.

A route intended for secondary / complementary stations, which symbolise the distance and the time travelled between the lives of those disappeared in the former Arsenals.



Accessible cycle lanes and paths:

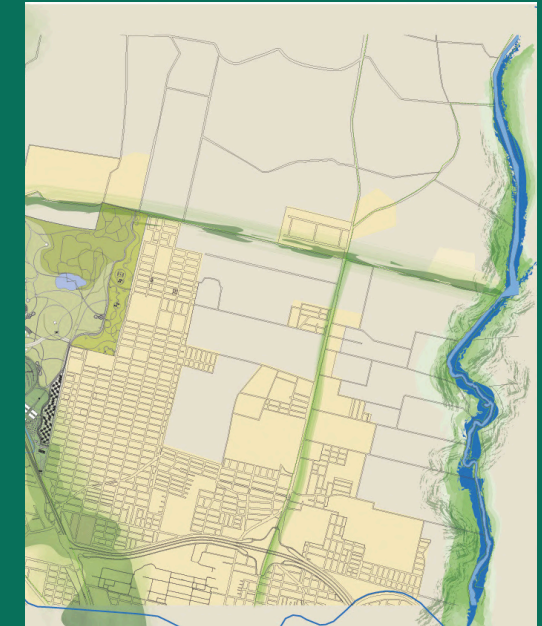
New modes of transport

Greater road safety: Reduces conflicts with vehicular traffic.

Urban connectivity: Links neighbourhoods, facilities, and public spaces.

Active mobility: Encourages travel on foot and by bicycle.

Universal accessibility: Facilitates circulation for all people.



Landscape interventions along the blue axis

Blue Axis: Environmental Corridor

Visual remediation: Elimination of illegal dumpsites and environmental liabilities through the cleaning and stabilisation of riverbanks.

Riparian restoration: Consolidation of slopes with marsh and native vegetation to mitigate water erosion.

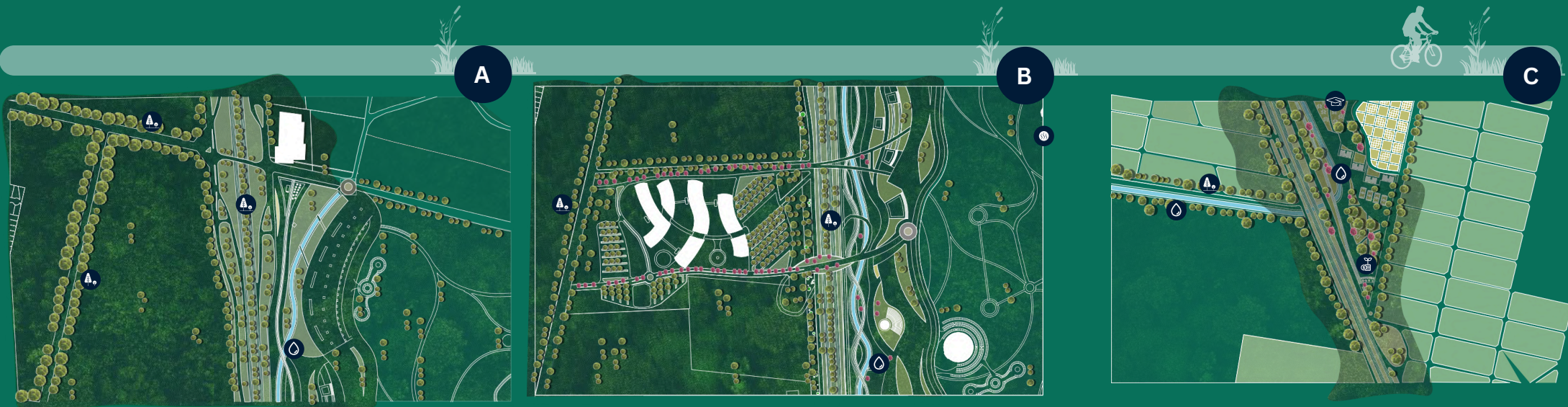
Public accessibility: Design of promenades, boardwalks, and viewpoints that reconnect citizens with the watercourses.






1.3 SECTOR SCALE



- | | | | | |
|----------------------|---|---|---|----------------------------------|
| Green corridors | <p>Native species on the edges of highways.</p> | Sponge city model | <p>Network of floodable parks, green roofs and wetlands.</p> | Environmental education centers. |
| Water edges recovery | <p>Natural and artificial watercourses as axes of social and biological movement.</p> | Environmental education and citizen science | <p>Research and development of bioconstruction materials in the former barracks area.</p> | |

1.3 SECTOR SCALE



-  Green corridors: Native species on the edges of highways.
-  Water edges recovery: Natural and artificial watercourses as axes of social and biological movement.
-  Sponge city model: Network of floodable parks, green roofs and wetlands.
-  Environmental education and citizen science: Research and development of bioconstruction materials in the former barracks area.
-  Environmental education centers.



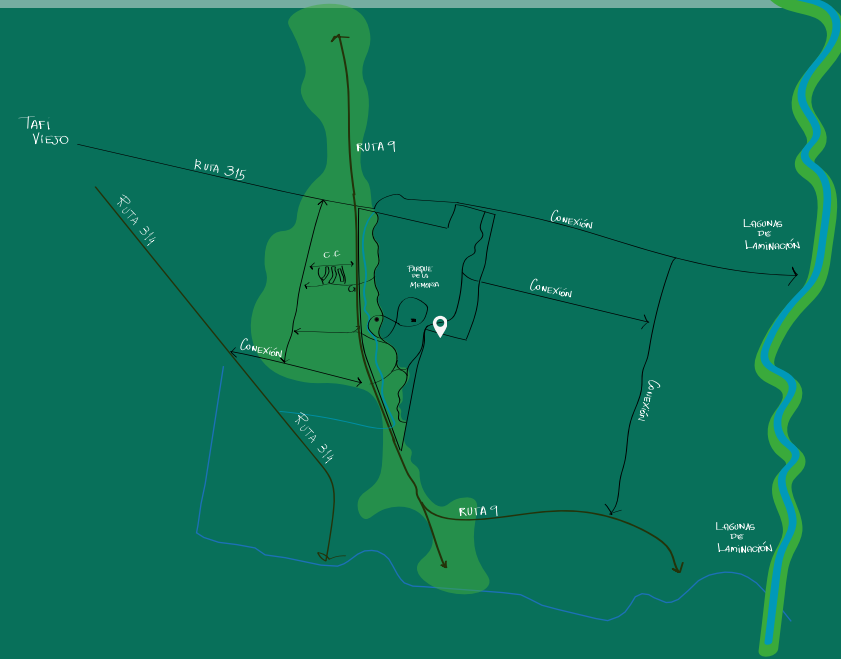
1.3 SECTOR SCALE



Residential area

Urban barrier

Street No. 2



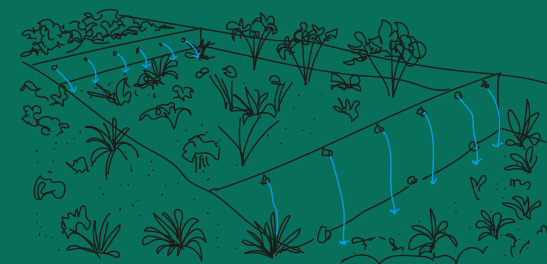
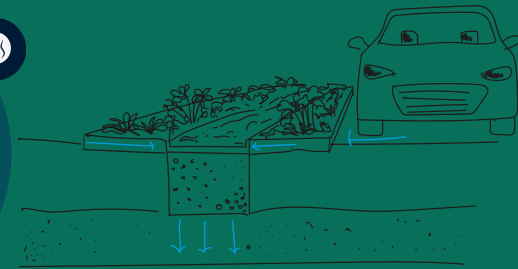
Residential area

Parque de la Memoria

Green corridor Street No. 2

Rain gardens are used to improve the filtration of rainwater runoff.

Sensory gardens: Aromatic plants



2.1 CONCEPTUAL DESIGN STATEMENT

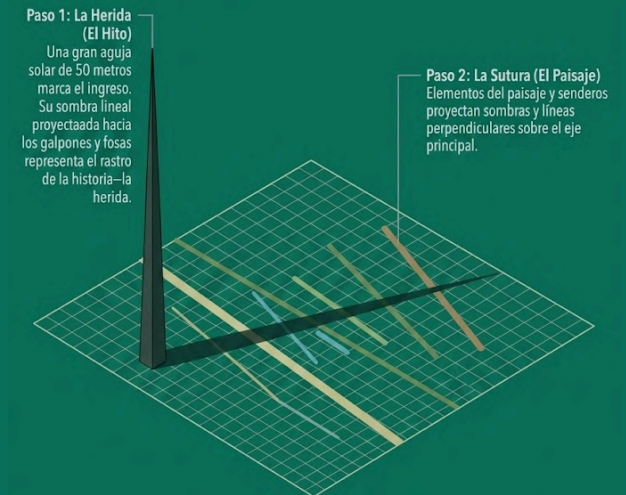
URBAN LANDMARK

EL RELOJ DE LA VEREDA

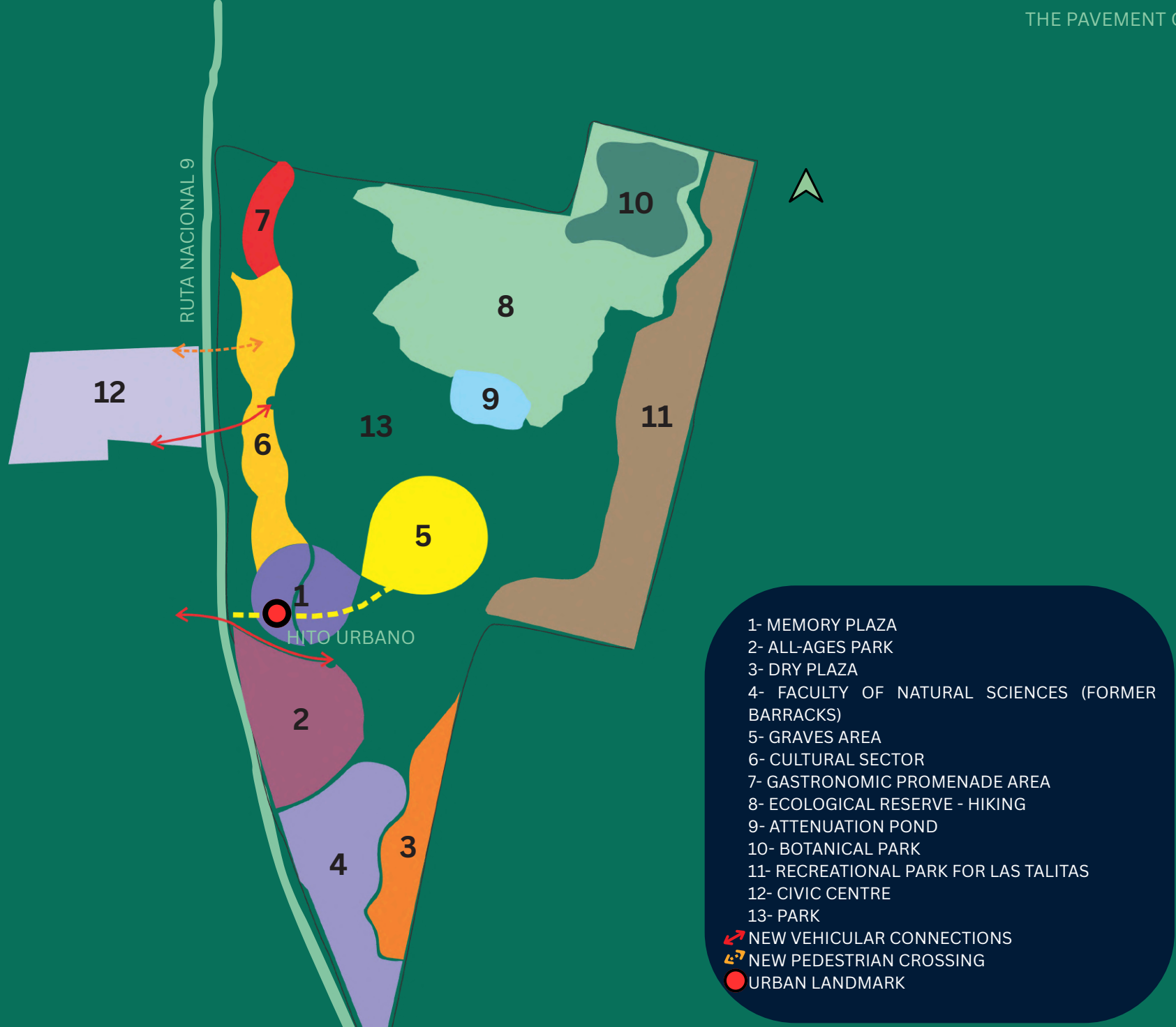
How do we inhabit time? The proposal takes this question as a starting point, combining the qualities of the hourglass, the analogue clock, the sundial, and the digital clock. Through routes, meeting spaces, and activities, each sector proposes a different way of experiencing the passage of time.

As a centrepiece, a landmark inspired by the sundial casts its shadow over the former access used during the last military dictatorship for the entry of abducted people into the premises. Its presence seeks to resignify that route and contribute to the symbolic reparation of a historical wound.

The proposal also incorporates a Tucumán identity, reflected in the landscape, activities, and coexistence spaces, building a park where memory, community, and future meet.



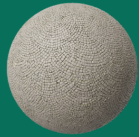
2.1. ZONINIG



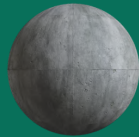
2.2. PLANIMETRY

- 1- PLAZA 1
- 2- PLAZA 2
- 3- PLAZA 3
- 4- LINEAR PARK
- 5- EXPLORATORY PATHS
- 6- BOTANICAL GARDEN
- 7- PHYTOZOOLOGICAL PARK
- 8- PUBLIC TRANSPORT
- 9- INTERPRETATION CENTRE
- 10- CONCERT AND RECITAL HALL
- 11- GASTRONOMY AND CRAFT POINTS
- 12- EPHEMERAL SPACES
- 13- PONDS
- 14- CIVIC CENTRE
- 15- SOLAR TRAIN

PDOLomite STONE:
EVOKES TRADITIONAL SPACES AND
PROVIDES PERMANENCE.



DARK GREY FLAGSTONE:
RESISTANT, NON-SLIP, AND LOW
MAINTENANCE.
INTERLOCKING PAVERS" N

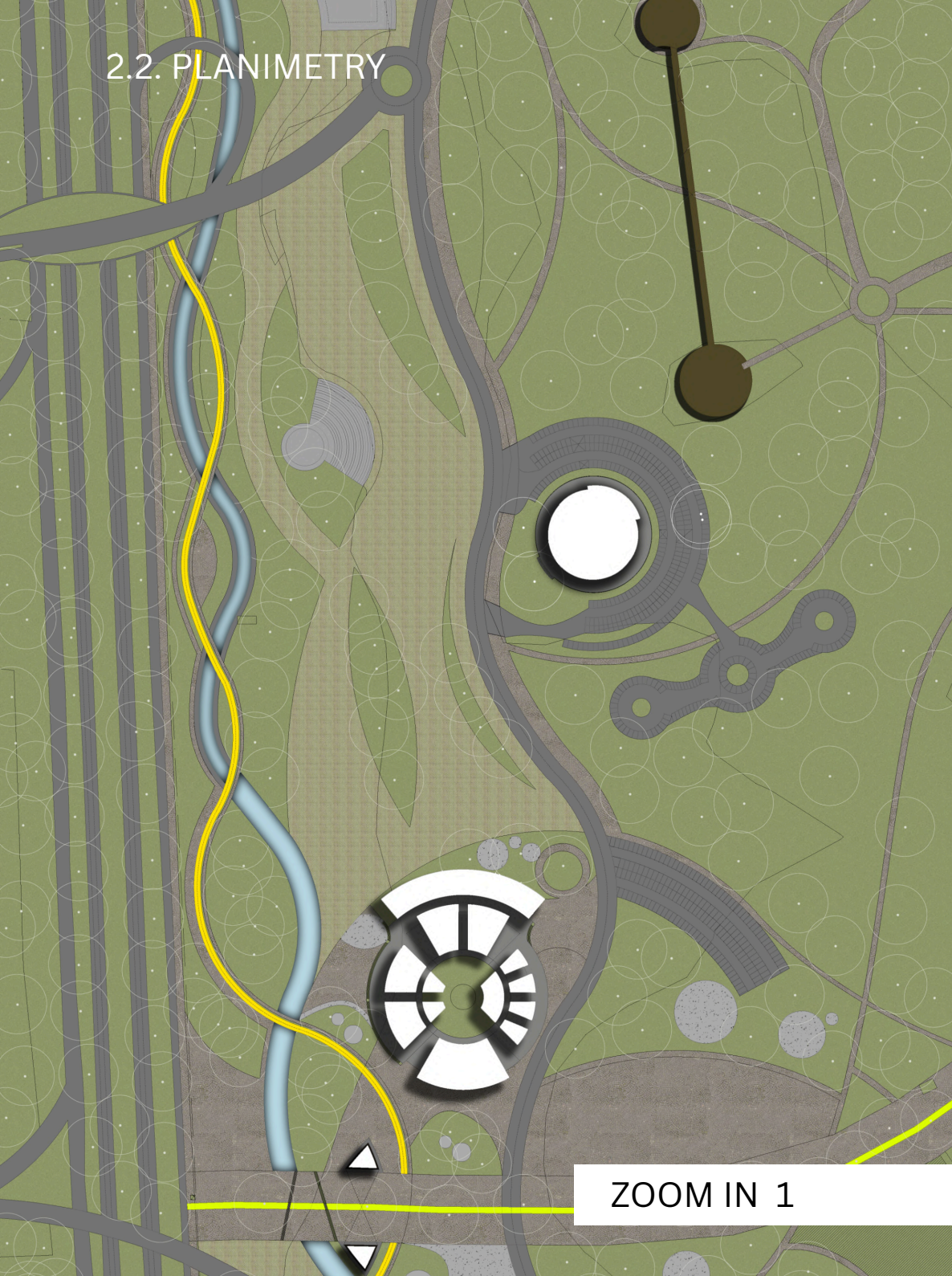


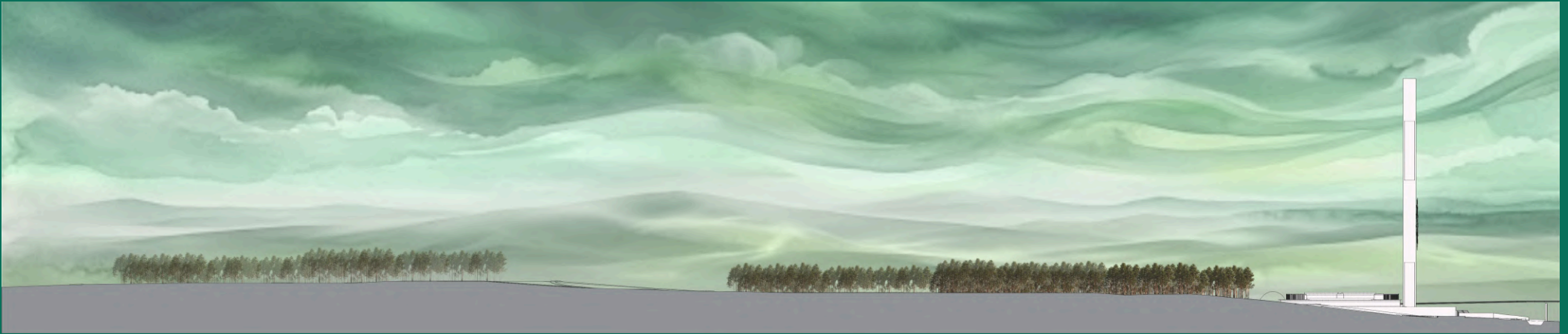
JGREEN JOINTS:
PROMOTE DRAINAGE AND
PROVIDE A NATURAL TEXTURE.



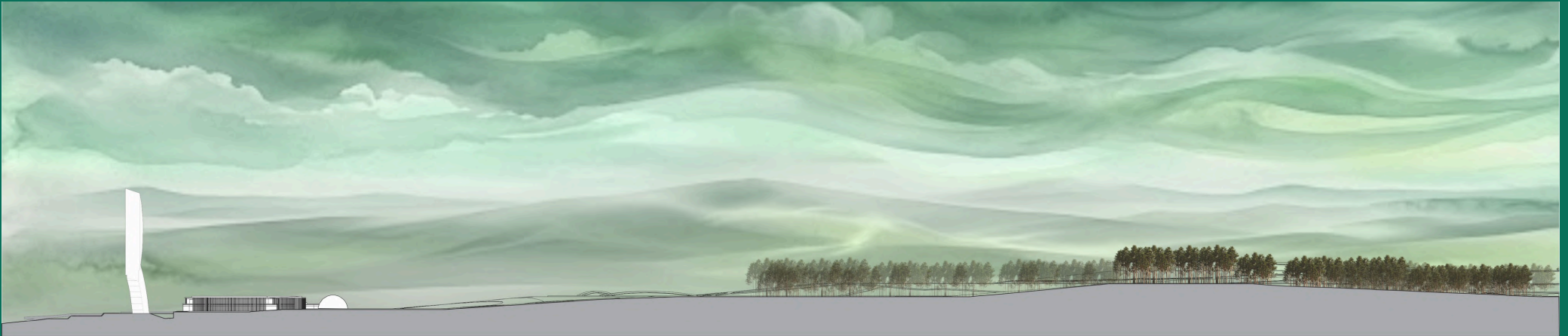
2.2. PLANIMETRY

THE PAVEMENT CLOCK

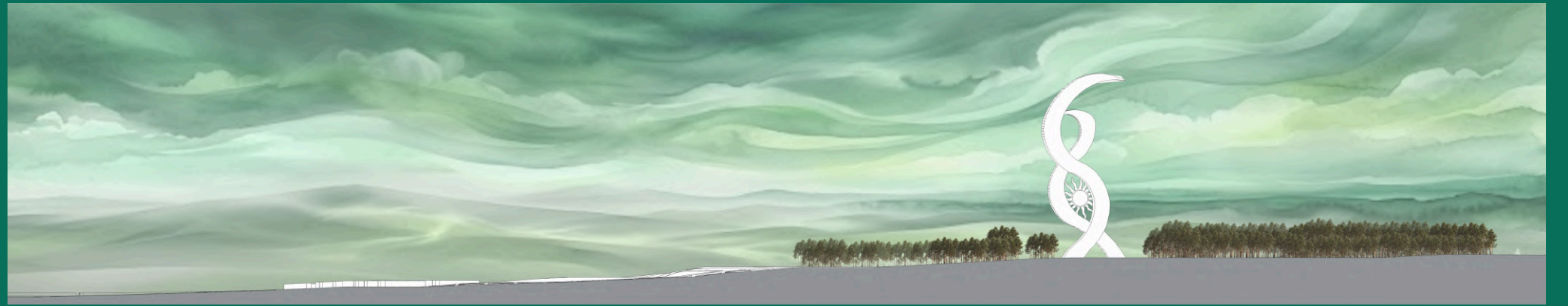




SECTION A-A



SECTION B-B



SECTION C-C





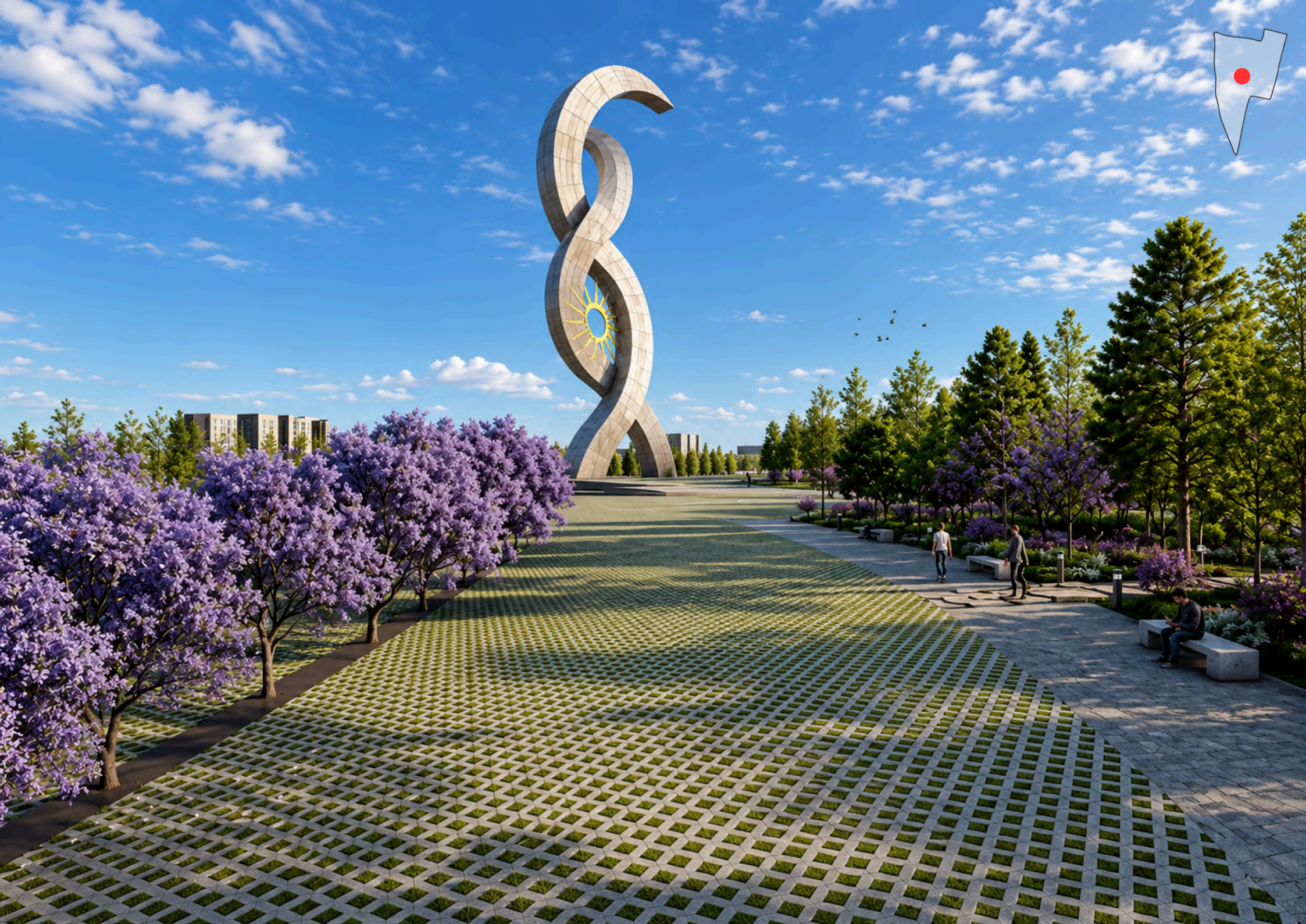


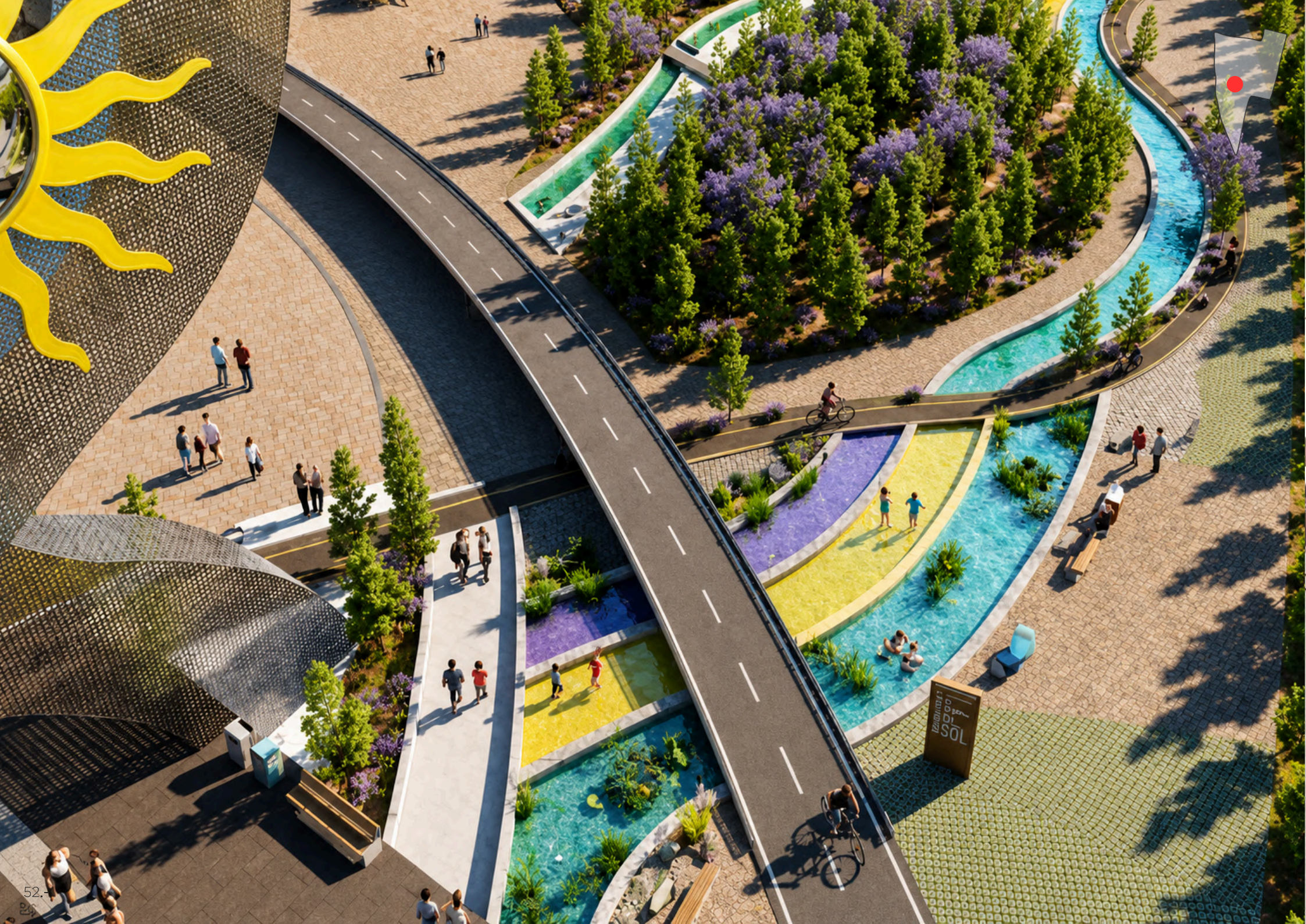


















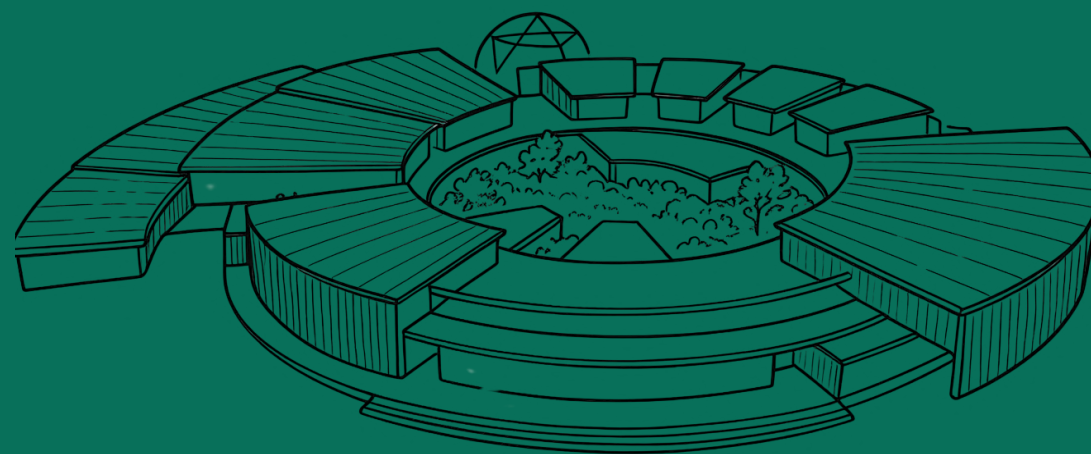


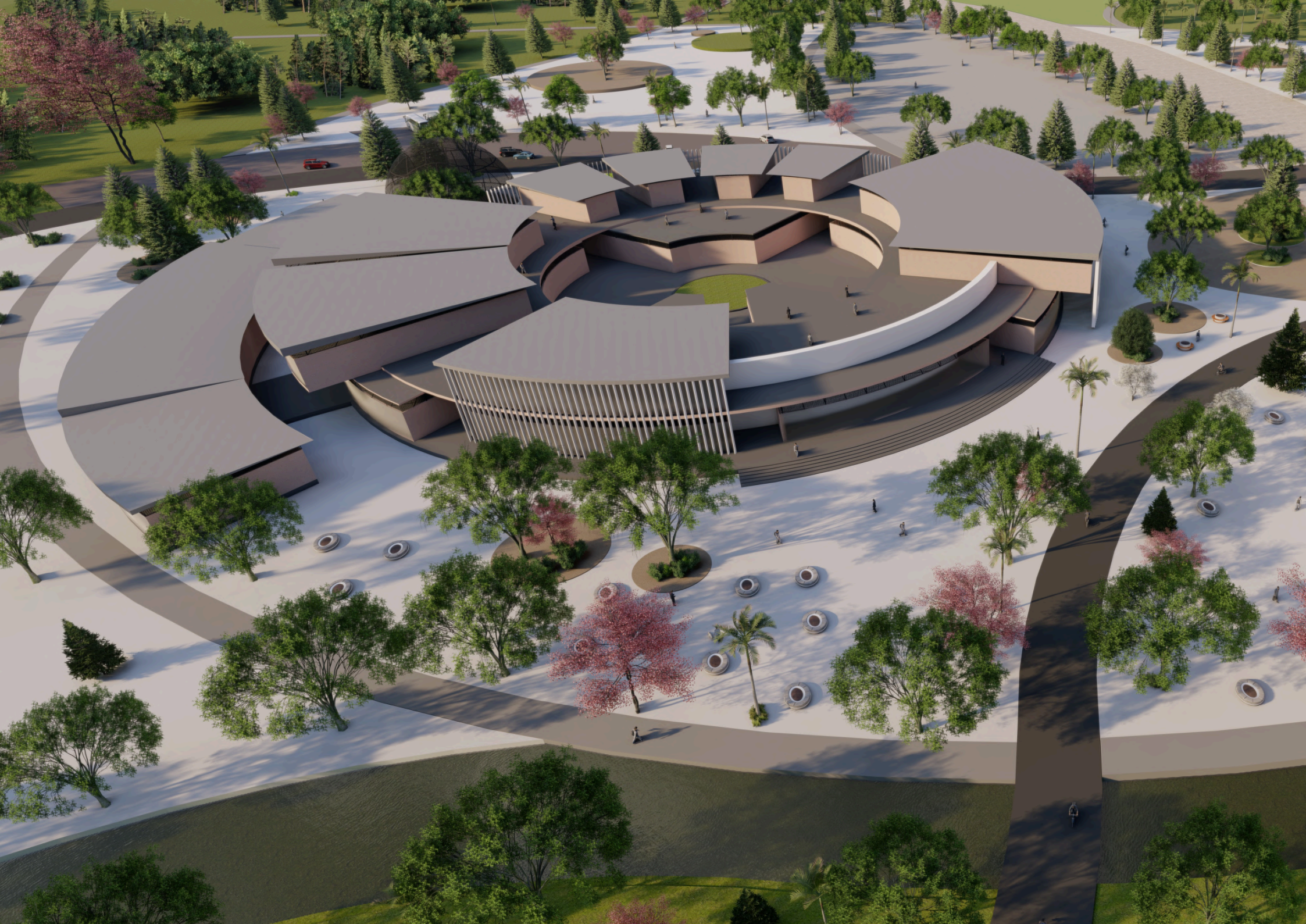
03. CONCEPTUAL DESIGN STATEMENT

EL RELOJ DE LA VEREDA

The Architectural proposal becomes a monumental clock on this grand pavement, measuring the time of Never Again. Faced with the concealment of the tragic past of the Miguel de Azcuénaga Arsenal, it transforms the silence into a sounding board that multiplies voices, where art, debate, and encounter expose a historical truth.

The cultural centre functions as a social bridge. It honours the lives lost through a space of active memory, and simultaneously heals the wounds of the territory, consolidating an open and transparent environment that calls for the indissoluble union of its community.









CONCEPTUAL MODEL





Tucumán, Argentina

Tutores:

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Taller UmbrHal



INSPIRELI
AWARDS

FAU
FACULTAD DE
ARQUITECTURA
Y URBANISMO
UNIVERSIDAD NACIONAL DE TUCUMÁN



UNIVERSIDAD
NACIONAL
DE TUCUMÁN



**Bruno Joaquin,
Santillan Arias**



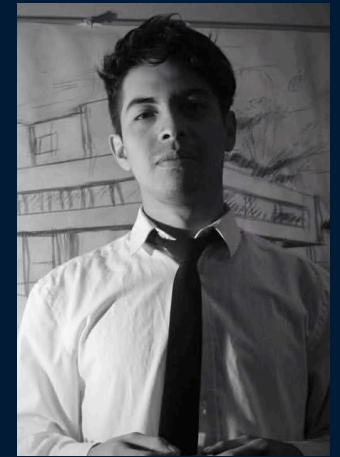
**Carlos Santiago,
Diaz**



**Elisa Soledad,
Nieva**



**Florencia Cintya,
Burgos**



**Guillermo Agustin,
Garnica Mendoza**





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