



## An urban and commercial revitalization project

**Project description for U.S. Department of Transportation TIGER GRANT Funding**

2014.04.23







# Master Plan

# Paseo Puerta de Tierra

## Project description for DOT Tiger Grant Funds

This project consists of infrastructure and environmental improvements to create an orderly subsequent development of the area known as “Puerta de Tierra” in the islet of San Juan, which leads to the historical walled city of Old San Juan, an UNESCO World Heritage Site.

The Paseo Puerta de Tierra project’s basic objective is to provide a safe route for pedestrians and cyclists for their physical exercise and recreational activities, but the main goal envelops a much more important purpose: bringing vitality to a neglected but very significant part of the city of San Juan and thus spawn similar initiatives in all neighboring areas. The Puerta de Tierra zone has always had very promising commercial, residential, recreational and touristic potentials, but they have never been fully explored nor capitalized on. Its terrain still holds traces of historical ruins and its northern strip possesses one of the most beautiful panoramic views of the Atlantic Ocean of the whole island of Puerto Rico because of the height of its natural limit. Puerta de Tierra is also linear in shape, which makes it an ideal configuration for a sequence-based entryway to Old San Juan in which different points of interest can be discovered along the route. Several design strategies have been taken into account to obtain new benefits for the local islet population, as well as for the rest of the capital city of San Juan and the country. The entirety of the project will comply with ADA standards and applicable code regulations. A more thorough project description of its components, objectives and construction phases follows:

### Project components:

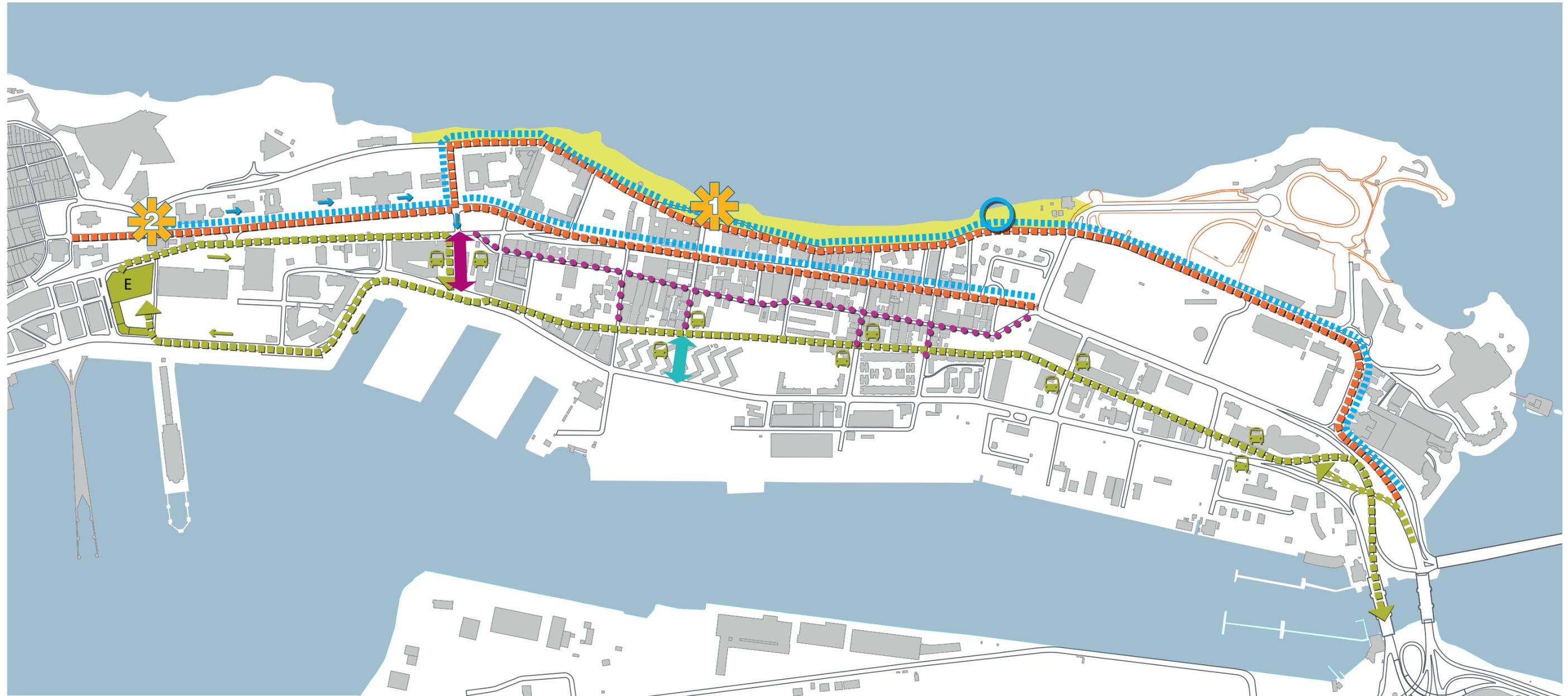
1. An expansive and interesting pedestrian route
2. Safe bicycle lanes
3. Realignment of all the Metropolitan Bus Authority routes along the same roadway for better user safety and orientation
4. Reconfiguration of existing automobile traffic lanes
5. San Agustín neighborhood infrastructure and street improvements

6. New buildings for recreation, relaxation, view appreciation, historic information and food and refreshments concessions
7. New parking spaces
8. New general landscaping
9. Improvements to infrastructure and traffic systems
10. Wayfinding

### Project objectives:

1. Strengthen, reinforce and boost the individual identity of the Puerta de Tierra district by enhancing its historic, cultural and geographic characteristics
2. Encourage the creation of safe recreational and relaxation zones using clearly marked pedestrian and cycling routes in order to separate them from vehicular traffic
3. Defining the route to the historical walled city of Old San Juan by generating anticipation
4. Awaken interest in visiting and rediscovering sectors of the zone that had remained veiled for different reasons but that contain particular kinds of merits of their own
5. Reveal the cultural validity of a stretch of land that witnessed significant scenarios of the history of the city of San Juan
6. Encourage the commercial and residential revitalization of the Puerta de Tierra district while increasing land value by using the route of the project as a primary component of the process
7. Define and organize the vehicular and pedestrian circulation patterns, including those of public transportation, by strengthening the district blocks’s demarcations and recovering and forming memorable spaces
8. Motivate the local population by acknowledging the importance of the neighborhood and helping to stimulate the social and communal coexistence of its different sectors. Bring greater degrees of safety, well being and livability enhancement to the local neighborhoods.
9. Add vegetation and landscaping elements to improve the existing urban condition by providing variety and a better sense of scale. These elements will equally emphasize the scenic potential of the coastal zone to the north.

# Master Plan





# Project Team

Description	Firm	No. of Employees	Key Personnel	Title / Position
<b>ARCHITECTURE, SPACE PLANNING, &amp; INTERIOR ARCHITECTURE</b>	 <b>SCF Architects, LLC</b> 13 Calle 2 Metro Office Park Guaynabo, Puerto Rico 00968-1712 www.scf-pr.com 787.781.9090	21	Segundo Cardona, FAIA Clemente González Eduardo Bermúdez Alberto Fernández, AIT Luis Félix, AIT Teresa Hermida, AIA Jesús Trías Reinaldo Plaza	Partner in charge of project & design Partner Project Architect Architect Architect / Permits Architect / Graphics Illustrator CAD Operator/ 3d visualizations
<b>INFRASTRUCTURE, TRANSPORTATION, CIVIL, STRUCTURAL &amp; HYDRAULIC ENGINEERING</b>	 <b>BARRETT HALE &amp; ALAMO, LLC</b> <b>Consulting Engineers</b> Calle del Parque 207, Piso 6 San Juan, PR 00912 www.bhapr.net 787.982.7050	19	Herminio Alamo, PE Carlos Clausell Patrick Laide, PE José Francisco Lazo, PE Vanessa Amado César Collazo José Coll, PE	Civil & Structural Manager Civil Design Structural Design Structural Design Traffic Utilities (AAA, Sewers & Drains, PRTC, Gas) Electrical utilities



## Historic Documentation

# Historical Background of the San Juan Islet: site of the Paseo de Puerta de Tierra

### Geographic Description

The San Juan islet is a stretch of land approximately 4.25 kilometers long and 500 meters wide with an area of 450 acres. The topography varies from 0 to 38 meters high above mean sea level. Its limits are the Atlantic Ocean to the north, the San Juan Bay and San Antonio Channel to the east and south and the rest of the mainland by way of the Condado area to the west. It has a rocky terrain to the north and originally had marshes and mangrove expansions to the south which had long been substituted by landfill to accommodate piers, vehicular and train accesses and multi-use expansion.

The Old San Juan colonial walled city founded in the XVI century is located to the west of the islet, and a collective area known as Puerta de Tierra runs from the entrance of the old city to the east. Puerta de Tierra actually consists of several small neighborhoods, the most prominent of which is called San Agustín because of its residential and commercial character.

### Historic Description

The earliest traces of the first settlers of the San Juan islet belong to the Saladoid (Salanoide) culture, a pre-Columbian indigenous culture originally from the territory of the present-day Venezuela that flourished from 500 BCE to 450 CE along the lowlands of the Orinoco River. They displaced the pre-ceramic Ortioroid people of its native lands and began migrating to the Lesser Antilles, Puerto Rico and Hispaniola between 450-280 BCE or maybe even earlier. The Saladoid were in turn displaced by the Ostionoid, pottery-making horticulturists of contemporary origin which somewhere in time broke ties with the South American continent. These cultures shared similar languages with an Arawak origin.

Contrary to popular belief then, the Taino people were not the first inhabitants of the islet. This culture spread throughout the Bahamas, Greater Antilles and the Lesser Antilles and even though its origin is still debated, it can be traced to South America (either the Orinoco

Valley or the Colombian Andes. Since their language derived from the Arawak they are classified as belonging to the same group of descendants. They eventually took hold of the island of Puerto Rico, and were the people found by Columbus when he arrived in 1493.

Both Saladoid and Ostionoid remnants have been found, as well as Spanish defense building parts, in the archeological area known as SJ-2, an area now occupied by the National Guard Headquarters parking lot along the Estéves street, between the Ponce de León (to the south) and the Muñoz Rivera (to the north) avenues. More remnants can be also found to the north of the avenue, in a small paved and green flat area overlooking the Atlantic Ocean. SJ-2 is the only pre-colonial archeological area sufficiently studied in Puerta de Tierra with a big scientific potential. The total indigenous population of the island of Puerto Rico may have reached 100,000 individuals but by the end of the XVIII century only less than 2,500 had survived the Spanish abuse and the maladies brought with them. Mixed ethnicity is still evident today.

Christopher Columbus claimed the island in 1493 but it was not until the XVII Century that the city began to develop its present shape with the construction of an extensive surrounding walled defense system after several attacks by the British and Dutch fleets took place in the beginning of the XVI century. These walls remain as the best-kept defense system of all of the Caribbean even though a significant part of it was demolished in 1897.

The first fort, La Fortaleza, was not much more than a simple tower and it was located in what is now the governor's mansion, overlooking the bay to the south. This location proved to be very inefficient because the attacking ships could enter the bay without prior resistance. The next built fort was the modest beginning of what later was to become the San Felipe del Morro fortification, placed at the west tip of the islet. As the attacks became more frequent, the Spanish Crown decided finally to protect the islet and the wall system started in 1634 from El Morro to the south, toward the Bay. The complete fortification system eventually consisted of

three lines of defense. The first one was located at the extreme east of the islet with small batteries, parapets and a powder magazine. The second one consisted of parapets and the Queen Isabel II bastion and ran the width of the islet from the northern beach to the south shore. The third and final line of defense had two fronts. The first one included parapets and ditches and also ran the width of the islet, and also an observation bastion at sea level on the northern shore called “Tajamar”, located at the middle of the islet’s length. The second front was much more complicated, with actual defense walls with merlons and cannon embrasures of different heights and the San Cristóbal Fort.

The wall system had several gates. The oldest one, La Puerta de San Juan, is still standing and can be visited at the south, in front of the Bay. This gate was for many years the main disembarking point of the city, next to La Fortaleza and in line, not far from it, with the Cathedral. The only real land gate, built between 1635 and 1641, was named La Puerta de Santiago, which gave access to the rest of the islet through hard terrain, the reason for which it was nicknamed “Puerta de Tierra (literally, Land Gate)”, the name later adopted for the part of the islet that lead to the old city.

At the beginning of the XVIII century, the land outside the city gate was distributed to former slaves from neighboring colonies and to the city’s poorest classes. The slaves were trained by the military to defend the island. By 1771 the shacks from the extramural growing population already reached the proximities of the San Cristóbal Fort’s walls. In 1810 the main circulation artery leading to the city through the islet’s length was built and named “Camino Real (Royal Path)”. This way was later to become the “Carretera Central (Central Road)” and, even later, the Ponce de León Avenue, in honor of the island’s first governor. It later became the main fostering element for the city’s expansion. Later, in 1838, a new accessway was built, named “Paseo Puerta de Tierra” as a further effort to establish some order to the urban expansion. In 1867, an earthquake demolished many houses of the city and parts of the walls fell, opening an escape route for the citizens that ran for their lives. Many of these decided to stay in the Puerta de Tierra

area, increasing the already crowded population of the zone. In 1865, a resolution for an urban plan was approved as well as the demolition of the eastern city walls, although this didn’t happen until 1897. In 1867 a royal order permitted that government owned lots to the south of the Camino Real, now improved and renamed “Carretera Central”, could be sold or rented and in 1872 a public auction was held in which the majority and best lots were acquired by the commercial sector.

New projects began emerging as the construction of the tramway was already underway in 1879 to connect San Juan with Río Piedras. To the south of the Paseo de Puerta de Tierra a new cobblestone paved boulevard named “Paseo de Nuestra Señora de Covadonga” with three small round open spaces was built in 1866, as well as a church, and a year later, a hospital. For the tramway, a new bridge was built to connect with the new Santurce area of the now expanding city and in the decade of 1880 a railroad line was begun which by 1890 was inaugurated to soon later reach the city of Ponce. The Train Company planned a terminal building which eventually was completed in 1913.

Since 1851, new piers began appearing along the San Antonio Channel, most of them private, until in 1984 the Board of Piers prepared a plan for dredging and filling the southern part of Puerta de Tierra, and new storage sheds were built and cranes installed to handle heavy loads and artillery. San Juan started to become a major regional port in the Caribbean and gave Puerta de Tierra an important role in the city’ modernization process. In 1886, the Parish of San Agustín was founded with a modest temple and since 1988, the old way that lead to the Santiago Gate was already been called “San Agustín street” which later also became the name of the borough that sprout around it.

However, the most significant event in the urban development of the Puerta de Tierra district started with the demolition of the part of the walled system that faced it from the city and its land gate. As mentioned above, this demolition took place in 1897 and, although not well judged today from a historic preservation point

of view, it made sense to the population of that age. The city was overpopulated and needed better sanitation and commercial and residential expansion. It gave the inhabitants a sense of liberation and renewal.

In that same year, large landfills were undertaken to gain more land for people coming from the rural areas, which inevitably gave rise to slums. In 1899, hurricane San Ciriaco struck the island and the little amount of what was left contributed to the extremely poor existing conditions with epidemic outbreaks, hunger, illiteracy, premature deaths, prostitution and crime. Since the best land lots still belonged to the military, the population still had to deal with marshy grounds.

In 1989 the United States of America took control of Puerto Rico and started a series of works to create a better environment for the area. However, Puerta de Tierra had its share of epidemic outbreaks such as influenza, meningitis, malaria and the bubonic plague, and also social upheavals in the form of labor strikes. During the first three decades of the past century more than once the suggestion of burning its worst areas because of health concerns was presented only to recover sooner than expected.

Nevertheless, all this didn’t stop progress. Amongst the most important urban works the Carretera Central was realigned and new institutional, religious and cultural buildings began to appear. The Muñoz Rivera Park was created in 1918 and in 1926 the new Fernández Juncos Avenue marked a geographical limit to the ports district. Puerta de Tierra continued growing without an adequately defined urban plan. Instead of using a reticular arrangement, common in the XV-XVI centuries, the dominant form was that of a linear character more in tune with the functional separation of more modern cities. This fact made its territory one of continuous transition from the mainland to the Old San Juan city without a strong and unified context even to this day.

# Puerta de Tierra: Timeline of events and buildings

<b>400-600/1000</b>	First settlers: Saladoids, a pre-Columbian indigenous culture that arrived in Puerto Rico ca. 500 BCE from the northern region of the Orinoco River valley, present-day Venezuela. These horticulturists and ceramists inhabited the Puerta de Tierra area since ca. 400 CE, where they established a village, characterized by a series of horseshoe-shaped mounded middens facing a central open space that functioned as a plaza and as a burial site.	<b>1634-1861</b>	<b>Lines of defense</b>
<b>700 -1300</b>	Second settlers: the Ostionoids. A new social, cultural and social configuration emerged, recognizable in the appearance of new ceramic styles, changes in settlement patterns, architectural and development of domestic ritual spaces.		<b>First Line:</b> San Jerónimo Fort, El Escambrón Battery, San Ramón battery, San Jerónimo powder magazine (1749), San Antonio Fort, parapets
<b>1100-1500</b>	The Taínos. By about 1100 CE, the Ostionoid series developed into what is commonly known as the Taino, or Chican Ostionoid subseries, the groups that represented the climax of development of the pre-colonial cultures of the West Indies. These were supposedly organized in a complex system of chiefdoms supported by the development of large villages. These villages were controlled by centralized political systems and supported by intensive agriculture, highly developed fishing technologies and a stratified societal system.		<b>Second Line of Defense:</b> Queen Elizabeth II Bastion, 1794, parapets
<b>1493</b>	Christopher Columbus claims the island of Puerto Rico for the Spanish Crown	<b>1714</b>	<b>Third Line of Defense:</b> Tajamar observation bastion, parapets and ditches San Cristóbal Fort and wall complex, 1634/1678/1765/1809
<b>1521/1776/1925</b>	Puente del Agua, 1925 Guillermo Estévez Bridge, 1927 expansion	<b>1797</b>	Governor Juan de Rivera cedes land from the San Cristóbal Fort to the San Antonio Bridge to slaves who had escaped from neighboring British, Dutch and Danish colonies. In exchange, they are militarily trained and form a militia corps.
<b>1568</b>	San Antonio Fort (later connected to First Line of defense)	<b>1810</b>	British attack: Sir Ralph Abercromby
<b>1595</b>	British attack: Sir Francis Drake and John Hawkins	<b>1838</b>	Camino Real (Royal road) construction to join Old San Juan to the mainland
<b>1596</b>	British attack: Sir Francis Drake	<b>1840/1961</b>	Paseo Covadonga (originally "Paseo de Puerta de Tierra")
<b>1598</b>	British attack: George Clifford/Count Cumberland	<b>1851</b>	Construction of piers along the San Antonio Channel
<b>1625</b>	Battle of San Juan, Dutch attack/ Boudewijn Hendricksz	<b>1867</b>	First Private Pier. More private and government owned piers begin construction.
		<b>1877</b>	An earthquake demolishes part of the defense walls. San Narciso Storm. Land sale to the south of the Carretera Central approved.
		<b>1880</b>	(Originally destined to be the Civil Hospital) Jail and School of Arts, in 1905 Porto Rican-American Tobacco Co., in 1910 Orphanage, 1939 Bacardí Corporation of America Headquarters, 1973 National Library and Archive belonging to the Institute of Puerto Rican Culture
		<b>1881</b>	Ubarri Tramway
			Tramway Bridge

**1886** Paseo de Nuestra Señora de Covadonga open leisure area

**1888** Construction and official naming of San Agustín street (1907 sewage system installed, 1908, electrical lighting installed)

**1889** The San Agustín parish was established

**1892** Asilo de Ancianos Desamparados building

**1894/1917/1920** Dredging and land filling San Antonio Channel

**1895** Puerta de Tierra Women Launderers Guild strike

**1897** Walls/Santiago Gate (Puerta de Tierra) demolition

**1899** San Ciriaco, category 5 hurricane, devastates the area

**1903** U. S. Navy Radio Station, now Casa Cuna-Care House for abused and abandoned children

**1907** José Julián Acosta School

**1908** Realignment of the Carretera Central (central Road)

**1910** First distributed movies shown in Puerto Rico in a "theater" ("Tres Banderas") under a tent, in front of the Casino building. New York architect Prentice Sanger proposes an ambitious urban plan for which all of Puerta de Tierra's small and insignificant buildings had to be demolished.

**1912** YMCA (in the present: Casa Olímpica, Olympic Committee Headquarters). Bubonic plague epidemic. The San Juan Central Workers Union proposes to burn and destroy the zone, but it took only 92 to control it, setting a world record by that year.

**1913** Hipódromo La Feria, Train terminal (Paseo Covadonga St.), Masonic Temple

**1914** San Agustín School and Convent building. The "Great Tobacco Workers strike" joined by the Puerta de Tierra Women Launderers Guild

**1915** San Agustín Church

**1916** St. Paul Lutheran Church, Carnegie Library building. Infant paralysis epidemic.

**1917** Casino de Puerto Rico building (in the present, Reception Center of the Government of Puerto Rico). Tobacco, pier and transportation workers strike demanding better salaries

**1918** Luis Muñoz Rivera Park. Influenza epidemic.

**1919** Baptist Church building, Ponce de León Avenue

**1920** Malaria and Meningitis epidemic. San Antonio Channel and the San Juan Bay dredged. 150,000 cubic yards of mud used to fill mangroves to the south.

**1921** Puerta de Tierra big fire, 800 houses burned down. Father Charles Hoff convinces the government to build a clinic for children, brought sewing machines from the USA and organized women labor

**1923** Ateneo Puertorriqueño building

**1925** New San Antonio Bridge. Streets of Puerta de Tierra repaired and paved with asphalt by the Union Administration of San Juan

**1926** Tropical Medicine School (in the present, Capitol Superintendency). Construction of what was to become known as the Fernández Juncos Avenue.

**1928** San Felipe category 5 hurricane

**1929** State Capitol building

**1930** Weather Bureau building (in the present, National Guard Museum)

**1932** Escambrón Beach Club building, Train Bridge

**1933** Series of strikes by Sugar and Pier workers, which lasted until 1938, the year in which it provoked a stop in the commercial sector activities. Violence amongst moderate and radical workers and the police spread.

**1934** Club Náutico building

**1935** El templo del Maestro, Sixto Escobar Baseball Stadium,

Casa de España social club, Canódromo (Dog Race Track),

**1936** Capital City Jail building

**1937** El Falansterio, National Guard Headquarters, Lara (Sylvia Rexach) Theater

**1938** Methodist Church, Muñoz Rivera Avenue

**1940** San Agustín and San Antonio public housing projects.

**1942** Normandie Hotel, US Corps of Engineers building. First Police Academy start training behind the General Headquarters in Puerta de Tierra.

**1949** Caribe Hilton Hotel building

**1950** Pier workers strike because of the Sea Land cargo system (Puerto Rico was the first destination away from USA shores)

**1954** WKAQ Radio and TV Station, WAPA TV Station. First TV transmission by WKAQ in January 28, first regular TV programming in March 28.

**1955** First residential condominium built in Puerto Rico: "San Luis", in Puerta de Tierra.

**1956** Supreme Court building built

**1966** El Escambrón Olympic Pool building built

**1968** Oil tanker "Ocean Eagle" splits and spills 9 million liters of oil into the San Juan Bay

**1969** Department of the Treasury building built

**1994** Morris J. Berman oil ship hits reef and spills 798,000 gallons of oil into the San Juan Bay.

Reference: [www.Puerta de Tierra.info](http://www.Puerta de Tierra.info)

The following pages depict the zone's development since the 1700's via **maps, photographs and aerial views.**

## Puerta de Tierra: Maps and images



1772. Plaza of San Juan Plan.

Manuscript by Tomás O'Daly. Servicio Histórico, núm.5748, Madrid.ASR from: ([CON] textos El Parque Muñoz Rivera y el Tribunal Supremo de Puerto Rico, Andrés Mignucci)



1792. Fortressed city of San Juan.

Manuscript by Juan Francisco Mestre. Servicio Histórico Militar, núm.5795, Madrid.ASR. From: ([CON] textos El Parque Muñoz Rivera y el Tribunal Supremo de Puerto Rico, Andrés Mignucci)

### Sources:

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Escámez, Manuel & Monteagudo, Manuel. *Album de Oro de Puerto Rico*. (Impreso por Artes Gráficas SA. La Habana, Cuba, 1939)

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Rigau, Jorge. *Puerto Rico Entonces y ahora* (Salamander Books, London, 2009)

Vivoni, Enrique, *San Juan siempre nuevo: arquitectura y modernización en el siglo XX* (San Juan: Universidad de Puerto Rico, 2000)

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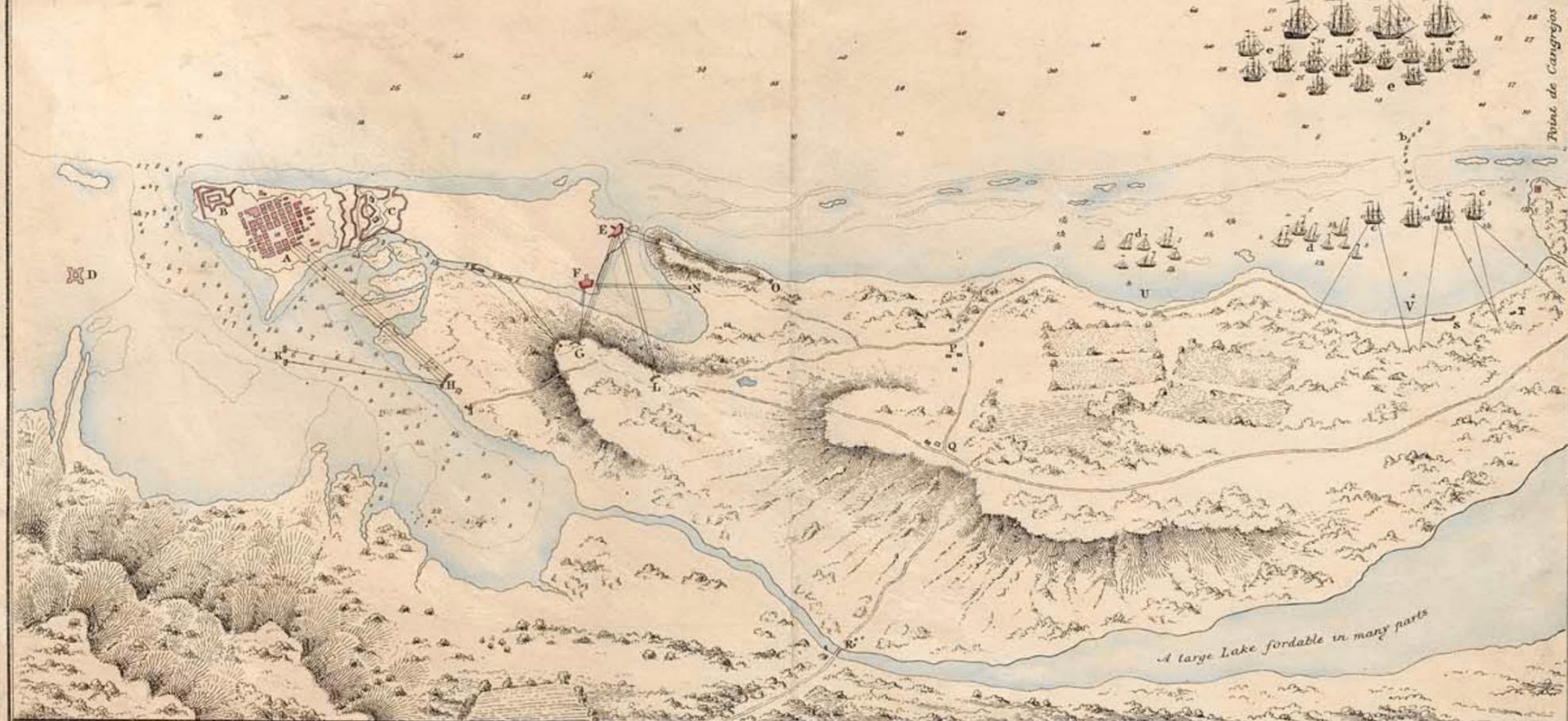
<http://www.tramz.com/pr/sjs.html>

<http://www.flickr.com/photos/fredandrebecca/page71/>

<http://redescubriendopuertorico.blogspot.com/2012/07/segunda-linea-defensa-san-juan.html>

<http://www.nps.gov/nr/twhp/wwwlps/lessons/60sjspanish/60images/60map2bh.jpg>

*PLAN of the HARBOUR, TOWN, and ISLAND, of ST. JUAN DE PORTO-RICO, with a sketch of the Coast as far as the Point de Cangrejos, shewing the disposition of the works thrown up against the place by the English Forces, under St. Ralph Abercromby, and the situation of the Ships of War, Transports &c. at the disembarkation, in April 1797.*



R E F E R E N C E S

A. The Town. B. The Moro. C. The Lines of St. Christopher's. D. Fort commanding the entrance of the harbor. E. The White Redoubt. F. The Tete de Pont. G. Battery of 3 24P. 1 long 6P. & 2 Royals. H. Battery of 4 heavy 32 How. & 2 12P. I. Magazine, & Guard house. K. Gun boats. L. Battery of 2 8in Mortars. M. Depot for Materials. N. Battery of 2 18P. & 2 Royals. O. Battery of 2 10in Mortars. P. General Hospital, & Park of Artillery. Q. Head Quarters. R. Bridge leading to the Country. S. Spaulment thrown up to cover the reembarkation. T. Watering place. V. A good landing place where the greater part of the stores were landed. X. Place of disembarkation, and reembarkation. W. Ships of war, viz. Prince of Wales, Rover, Adam Barry, Bellona, Vengeance, & Albatross. Y. Entrance to get within the reef, about 20/4 mile. Z. Fury, Beaver, & Requin, anchored within the reef to cover the landing. a. Brigs, Schooners, & Sloops, with stores for the Siege. b. Transports.

*It is to be observed, that the representation of the lines of St. Christopher's is not correct, but only intended to show a remarkable strong front.*

Scale of Miles

Sign: Charles Skidley, Major, & Comd Royal Eng<sup>s</sup> His Majesty's Island of Martinique, May 25<sup>th</sup> 1797

L.D. W.O. N°1338

Hydrographed at the Ordnance Survey Office, Southampton, 1855.

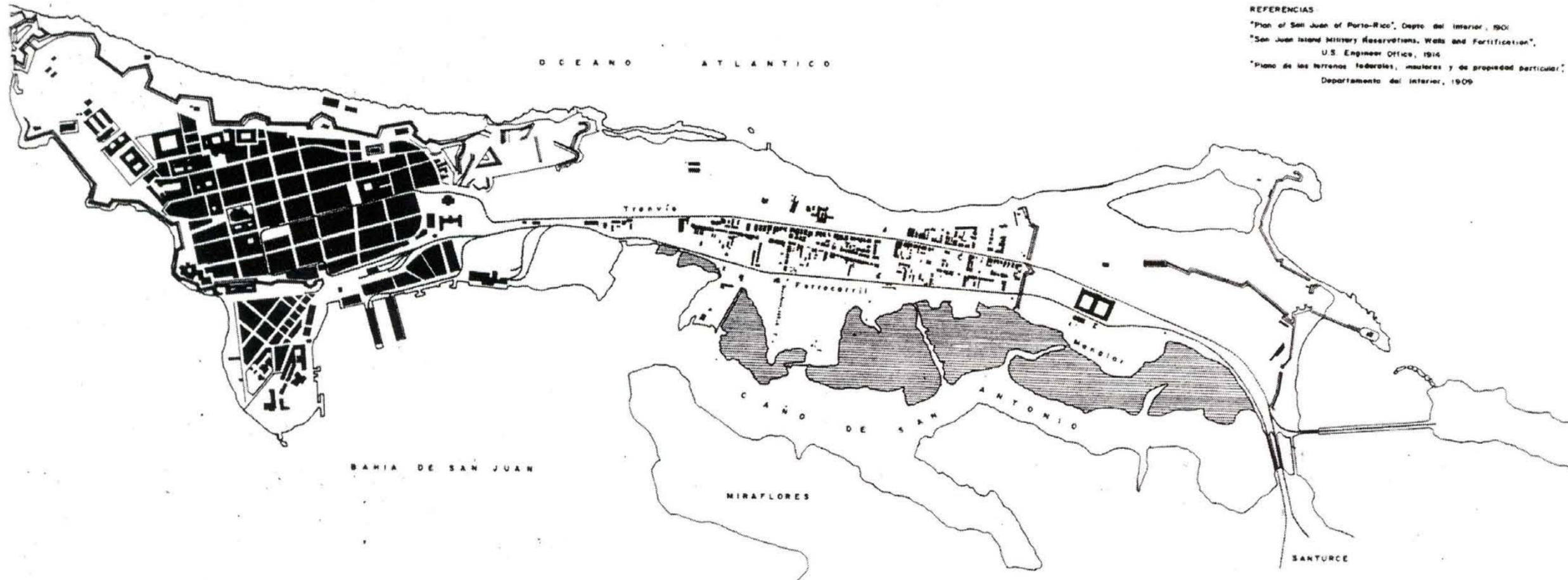
1797. Map of the Islet of San Juan

# PLANO DE LA ISLETA DE SAN JUAN 1914



## REFERENCIAS

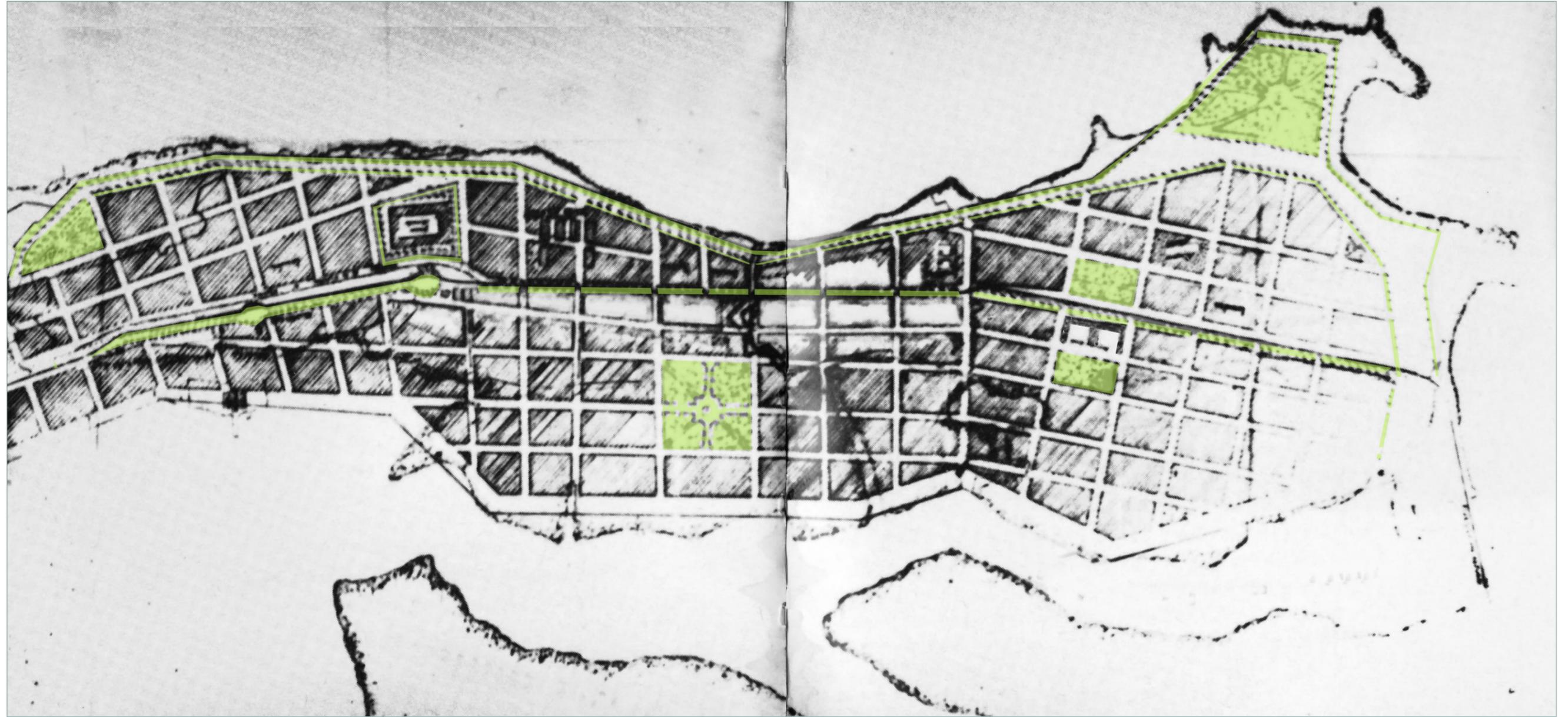
- "Plan of San Juan of Porto-Rico", Depto. del Interior, 1901
- "San Juan Island Military Reservations, Walls and Fortification", U.S. Engineer Office, 1914
- "Plano de los terrenos federales, inalteros y de propiedad particular", Departamento del Interior, 1909



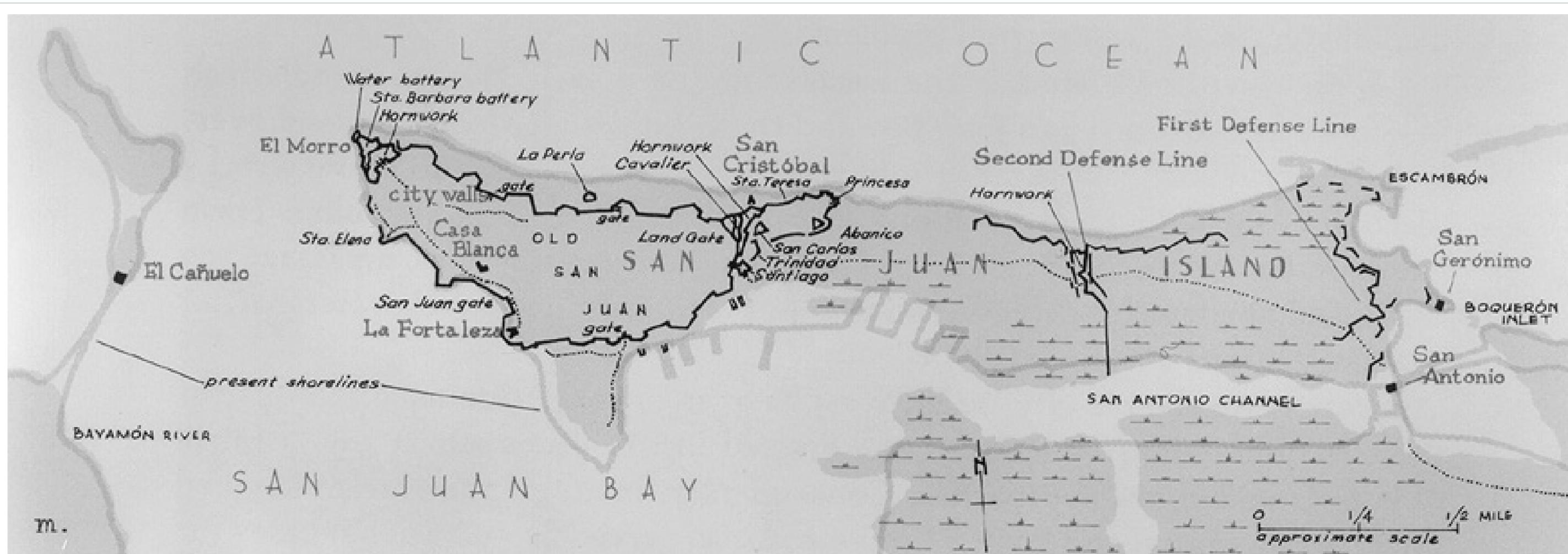
Escala 1:5000 metros  
Dibujado por Jerry Torres Santiago, Arquitecto  
1992

Plan of the San Juan Islet, 1914. Plan showing the fortified city and in its outskirts, the slums in the banks of the San Antonio Canal.

AACUPR. ((CON) textos El Parque Muñoz Rivera y el Tribunal Supremo de Puerto Rico, Andrés Mignucci)



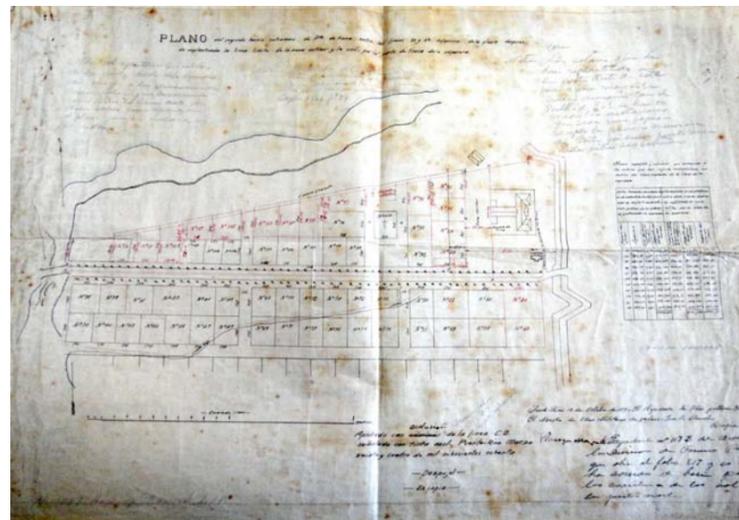
1881. Expansion plan for the City of San Juan. Highlighted areas show the plan's designated public spaces.  
Manuscript by Pedro Cordero. Archivo Histórico Nacional, Ultramar Fomento. From: ((CON) textos El Parque Muñoz Rivera y el Tribunal Supremo de Puerto Rico, Andrés Mignucci)



Map of the Islet of San Juan depicting the three lines of defense.

<http://www.nps.gov/nr/twhp/wwwlps/lessons/60sjspanish/60locate2.htm>

## Fortifications and lines of defense



Plan showing Second Line of Defense and bordering lots



Santiago Entryway



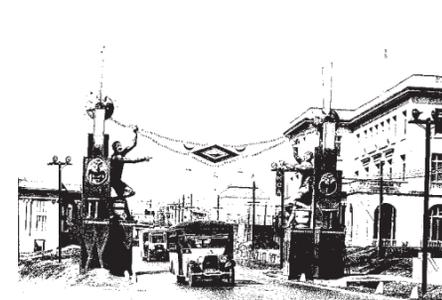
Revellín del Príncipe



Tajamar Ruins (1954)



Santiago Entrance



Santiago Entrance



San Gerónimo Fort (1909)



Vista desde San Cristóbal (1899)



Fuerte de San Cristóbal



Bastión Isabel II (1950)



1901 Plan of the First Line of Defense.  
From: "Defenses of San Juan San Cristóbal & Outworks". National  
Park Service San Juan. ASR/JC ([CON]textos Andrés Mignucci)



Second line of defense



Second line of defense

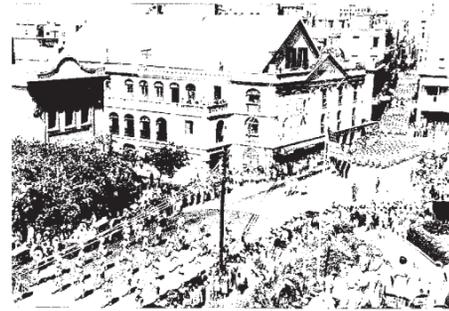
# Ponce de León Avenue and Muñoz Rivera Avenue Views



Puerta de Tierra and San Juan (1824)  
Library of Congress, Washington D.C. ASR. ((CON))textos Andrés Mignucci



YMCA (1914-1920)



View of Tapia Theatre



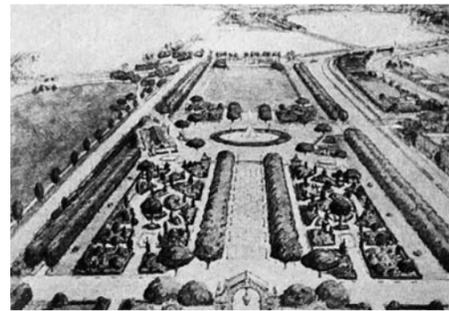
Club Náutico (1940)



Carnegie Library



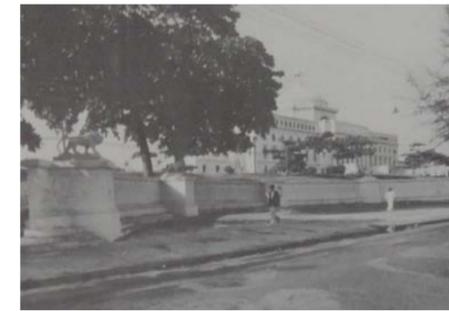
Tapia Theater during repairs (1900)



LMR Park, view West (1925)  
Bennett, Parsons, Frost, Arquitectos. AACUPR. ((CON))textos Andrés Mignucci



Capitolio Building (1929)



Capitolio from Ponce de León Ave.



Ponce de León Avenue (1930)



San Agustín School and Parish (1910)



LMR Park under construction (1929)  
Revista de Obras Públicas. AGPR. ((CON))textos Andrés Mignucci



Casa España (1940)



Red Cross



Ponce de León Avenue (1937)



Casino de Puerto Rico (1920)



LMR Park, view West (1930)  
Revista de Obras Públicas. AGPR. ((CON))textos Andrés Mignucci



Tropical School of Medicine (1940)



Weather Bureau (1944)



Caribe Hilton Hotel (1951)



San Antonio Bridge



Colón Plaza (c.1950)



View from San Cristóbal Fort



San Cristóbal Fort (c.1950)



Panoramic view of the Bay of San Juan from the San Cristóbal Fort



Panoramic View of the Escambrón Beach Club

# Puerta de Tierra Views



Puerta de Tierra (1910)



Puerta de Tierra (1925)  
AGPR. ((CON)textos Andrés Mignucci)



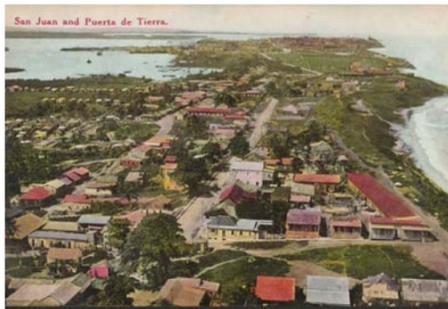
Slums in Puerta de Tierra



Slums in Puerta de Tierra



Puerta de Tierra, aerial view post card



Puerta de Tierra Post Card (1912)  
Waldrop Photographic Co. AGPR. ((CON)textos Andrés Mignucci)



Puerta de Tierra (1925)  
AGPR. ((CON)textos Andrés Mignucci)



Muñoz Rivera Park (1965)



Sixto Escobar Sports Park (1955)



Escambrón Olympic Pool (1970)



Falansterio Construction (1937)



Falansterio Construction (1937)



Falansterio Public Housing Project



San Antonio Canal Slums (1950)  
Photo by Luke Birky. Thomas Lehman Collection AGPR.

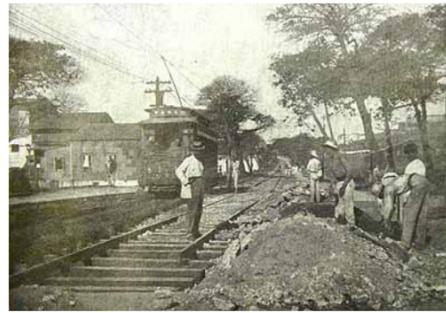


Puerta de Tierra, Miranda Slum (c.1920)  
View of Miranda Slum, in the banks of the San Antonio Canal AGPR. ((CON)textos Andrés Mignucci)



Escambrón Beach Club (c.1950)

# Railway track Views



Trolley tracks



Trolley tracks in Ponce de León Ave.



Covadonga Train Station (1952)



Train cars



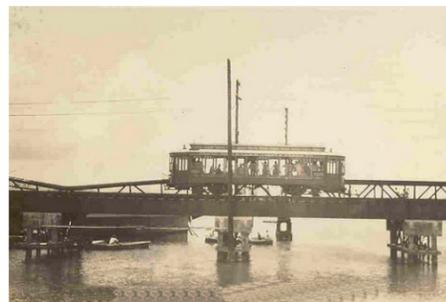
Train tracks (1917)



Puerta de Tierra Trolley (1910)



Bridge for train(1925)



Trolley Bridge (c1910)



Ponce de León Ave. and Trolley Tracks

# Puerta de Tierra Satellite imagery

## 1931



Train Station

Puerta de Tierra Slums

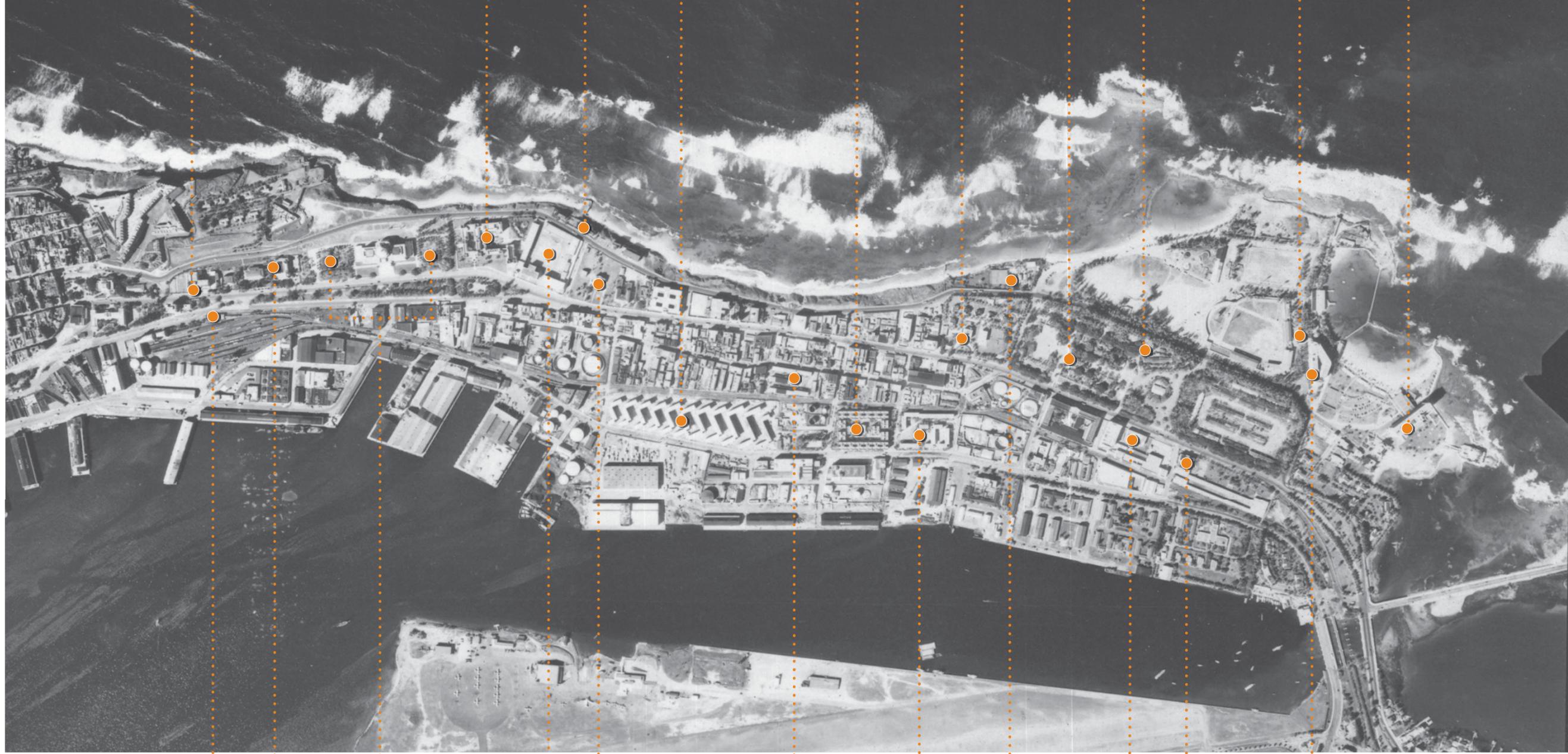
Shell Company  
Gas storage tanks

1932  
Natural History Museum  
(previously: "El Polvorin"  
gun powder storage)

1924  
Luis Muñoz Rivera Park  
First Phase of  
Construction

1931  
Train bridge at  
San Antonio Canal

# 1951



1935

Red Cross

1935

Casa España  
(social club)

Creation of  
Green Spaces

US National Guard

1946

US Weather Bureau

1940

San Agustín Public  
Housing

1940

San Antonio Public  
Housing

U.S. Naval

Reserve Center

Atrium Office Center

1935

“Templo del  
maestro”

1942

Normandie Hotel

1941-50

Escuela Libre de Música,  
and first headquarters of the  
Institute of Puerto Rican Culture  
(ICP)

1945

Tropical School of Medicine  
Expansion

Residences

1931

Puerta de Tierra Public Housing

1937

El Falansterio Housing Project

US Navy Radio Station and  
Reserve Residences

1942

Second Phase of  
Luis Muñoz Rivera Park

1939

Administration Building  
Luis Muñoz Rivera Park

1943

Sixto Escobar Sports Park

1949

Caribe Hilton Hotel

# 1962



1958  
Ernesto Ramos  
Antonini Building  
House of Representatives  
of Puerto Rico

Shell Company  
Gas storage tanks

1966  
Supreme Court Building

1958  
Edificio Rafael  
Martínez Nadal  
(Senate)

1961  
Salvation Army

# 1971



1969  
Treasury  
Department

1972  
Department of Natural  
Resources

Elimination of  
Reservoirs

Demolition of residences

1971  
Change of name to  
Our Lady of Providence  
and Annex Construction

Torre de la Reina  
Condominium

1966  
Olympic Pool for  
Central American  
Games

1981



Expansion of  
Coast Guard Facilities

Public Housing Midrise

1979  
Acquatic Park at El Escambrón

# 1991



1990  
AMA Bus Terminal  
(former Train Station  
site)

1991  
Rehabilitation of the "Antiguo  
Casino de Puerto Rico"  
as a Government  
Reception Hall

Monument to  
Saint John The Baptist

Observation Point  
Elderly Housing Expansion  
of Facilities

1986  
Sylvia Rexach Theatre closes

1988  
Peace Pavilion at  
Luis Muñoz Rivera Park

1990  
Renovation works  
to Luis Muñoz Rivera  
Park by Arch. Otto  
Reyes

1985  
Supreme Court Library  
Building

# 2003



2002  
US National Guard  
Museum

Public Housing Project  
Demolition

2003  
Luis Muñoz Rivera  
Park Restoration  
works by Arch.  
Andrés Mignucci

1992  
Remodeling of the "Mirador"

2003  
Millenium Condominium built

1997  
Olympic Natatorium  
Facilities  
demolished

2000  
Third Millenium Park  
(Parque del Tercer Milenio)  
in Escambrón area

# 2009



2009  
Monument to US Presidents (Paseo de los Presidentes)

2006  
Renovation works to School of Tropical Medicine Building

War Memorial Monument

Demolition of three buildings  
Puerta de Tierra  
Public Housing Project

2007  
Casa Cuna Project  
Municipal Temporary Shelter for abused children

Abandono del U.S. Naval Reserve Center

2007  
Pedestrian connector (steps) in between Luis Muñoz Rivera and Third Millennium Parks

2011  
New Library Building, Supreme Court of Puerto Rico

2007  
Paseo Caribe Condominium built

2008  
Normandy Hotel closed

# Paseo Puerta de Tierra · Master Plan: Development Phases I through VII



## Phase I: Realignment of bus lines along the old train way/Calle del Tren

### Objective

The first step for defining a route for the pedestrians and cyclists to traverse the zone of Puerta de Tierra consists of reprogramming the Metropolitan Bus Authority lines in such a way that all of those that run across the district do so along the same roadway. This reconfiguration allows the use of the dedicated bus lanes of the avenues to be used as part of the new automobile and bicycle lanes by allocating more space for this new use.

In the present, several bus routes run along the old train way, converted years ago to a dedicated road for such use, and now called “Calle del Tren” (Street of the Train). By realigning the routes, a better sense of orientation is achieved (since the only means of mass transportation available in the islet is located in the same place), the heightened intensity of use and bringing all the bus lines closer to the neighborhood ensures better safety for the users (not having to walk to reach other bus lines), the traffic patterns of the district achieve a clearer organization and helps in the revitalization of the San Agustín’s sector.

### Strategic components

1. Bus routes realignment
2. Dedicated bus roadway (Calle del Tren) improvements to lighting, signing and signal systems, traffic lights, camera surveying and road and sidewalk surfaces
3. New bus stop shelters placed in new and fewer locations in corners for better visibility and safety

*(Construction procedures of this phase have already begun)*



## Phase II: From the Dos Hermanos bridge to the Third Millenium Park vehicular entrance

### Objective

Beginning of the pedestrian and cycling routes in a westward direction from the Dos Hermanos Bridge, which connects the El Condado area to the San Juan islet, to the southeast corner of the Luis Muñoz Rivera Park and to the vehicular entrance of the Third Millenium Park.

### Strategic components

1. Start of the pedestrian and cycling route along the Paseo Caribe project
2. Realignment of traffic lanes along the Muñoz Rivera Avenue with new semaphore. New medians configurations
3. Pedestrian crossing from Paseo Caribe to the southeast corner of Luis Muñoz Marín Park. Future bicycle connection to Ponce de León avenue
4. Improvements to road and sidewalk surfaces, lighting an other infrastructure



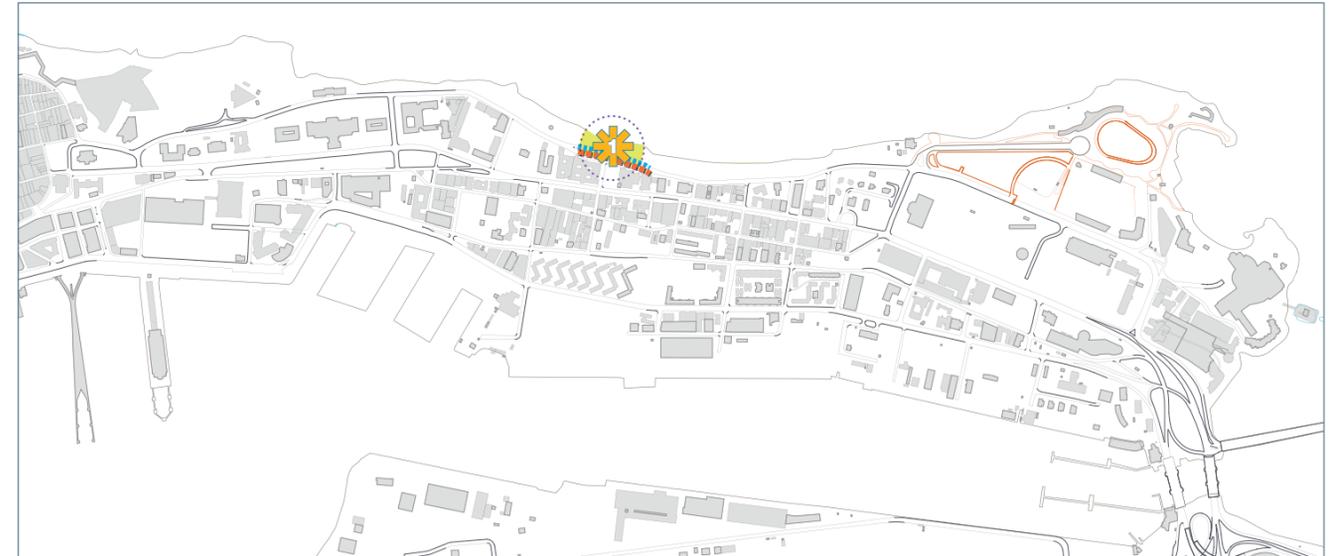
## Phase III: Muñoz Rivera Avenue from the vehicular entrance to the Third Millenium Park to the Reverendo Dávila Street between the State Capitol and the Old School of Tropical Medicine, going west

### Objective

Continuation of the pedestrian and cycling routes along the Muñoz Rivera Avenue, to the north of the district, providing a better view of the Atlantic Ocean's shore and horizon.

### Strategic components

1. Continuation of the pedestrian and cycling route along the Paseo Caribe project
2. Realignment of traffic lanes along the Muñoz Rivera Avenue
3. New relaxation contemplation areas towards the Atlantic Ocean, with landscaping, seating surfaces, observation balconies and variations in pedestrian and cycling route configurations to add variety and interest to the route's sequence



## Phase IV: Terraza al Mar building

### Objective

Creation of a built milestone in the route's sequence in the location of an existing short marginal road used originally as an observation space but rarely visited today

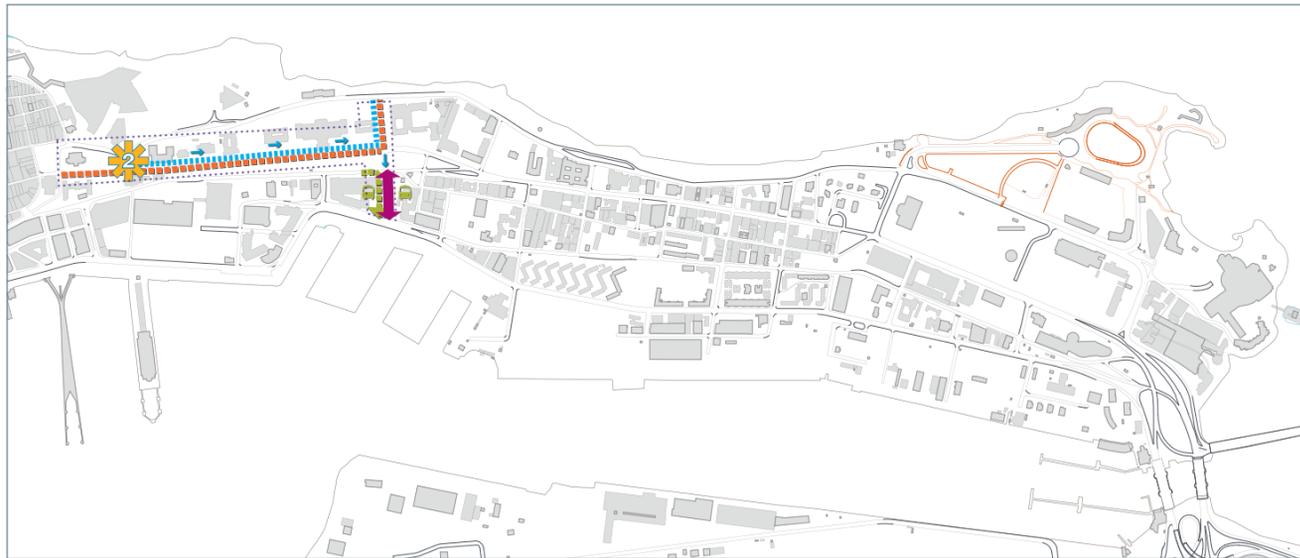
### Strategic components

The third line of defense of the wall system of the islet of San Juan was composed of parapets and trenches that ran in a north-south direction in the middle of the islet with an observation bastion at sea level called "Tajamar" and farther to the west a complex of walls of different heights and widths with merlons and cannon embrasures which were annexed to the San Cristóbal Fort still standing. The fort's walls eventually joined the walls that surrounded and defined the original old San Juan city limits.

This phase consists of a new two-story building for contemplation, relaxation and food and beverages concession. The building rests on what might have been part of the historic third line of defense parapets, still to be confirmed by the archeology studies underway, following a similar geometry as shown in historic drawings. So as not to disrupt the possible remnants of the historic parapets, the building's lower level does not alter the existing elevations. The construction around the building provides open areas and the pedestrian and bicycle ways.



# Paseo Puerta de Tierra · Master Plan: Development phases I-VII



## Phase V:

**Rev. Dávila St. and Muñoz Rivera Ave. from the Capitol to Plaza Colón, Puerta de Santiago building, and improvements to Constitution Ave.**

### *From the Capitol to Plaza Colón*

#### **Objective and Strategic Components**

Improvements to the Reverendo Gerardo Dávila street (between the State Capitol and the Old School of Tropical Medicine (now the Capitol's superintendency headquarters) including a new extension to connect Paseo Covadonga street to Fernández Juncos avenue to the south of the islet to facilitate new traffic patterns. The Old San Juan bus terminal is located at the corner of Paseo Covadonga St. and Harding St., the latter of which connects Paseo Gilberto Concepción de Gracia St. (the street in front of the islet's tourist piers) with Paseo Covadonga St. The new extension will make possible a loop for the bus routes from the Calle Paseo Covadonga St. to the Fernández Juncos Avenue at the intersection where the Calle del tren St. ends and merges with Fernández Juncos Avenue. This connection is crucial to implement the realigning of the bus lines so that they will no longer run along the Ponce de León Avenue.

Also, the improvements of the Reverendo Dávila street and its intersection with the Muñoz Rivera Avenue to the north will include the new pedestrian and cycling routes in order to connect with the Ponce de León Avenue on its way to the old city limits in the Plaza Colón.

An additional benefit of these actions will ease the traffic congestion of the Ponce de León Avenue away from Old San Juan by adding the option of exiting the islet through the Fernández Juncos Avenue in an eastward direction.

### ***Puerta de Santiago building***

#### **Objective**

Creation of a built milestone in the route's sequence in the location of an existing short street ("La Borinqueña") with very few transit

### **Strategic Components**

The wall complex that surrounded the city, referred to in the Phase IV description above, had several gates. One of them, the Puerta de Santiago (Gate of James – the apostle), led to the rest of the islet's land expanse and because of that it was nicknamed "Puerta de Tierra" (Land Gate). Part of these walls were demolished in 1897 to open the city for sanitary, commercial and expansion purposes, and with this action the Puerta de Santiago was also torn down. The place where the gate was located is today under the Old Casino building (now the Reception Center of the Government of Puerto Rico), built in 1917.

As an act of remembrance, the building which comprises this phase attempts to awaken the lost memory of the gate and the demolished city walls. Since the original location is occupied, the new building will be located to the east of this location, but hinting at it through a similar orientation (see renderings elsewhere in this document). The two-story building proposed

makes use of the proportions of the historic gate and abstract them to create a façade for a new portal, which will be its main component. Other parts of the building will include an exhibition wall in an open space at the upper level (Muñoz Rivera Avenue) and a food and beverage concession in the lower level (Ponce de León Avenue). The general character of the building is sober and contemporary since an attempt to figuratively reproduce the gate could look cartoonish.

Another feature related to the lost city walls to be added will consist of different pavement textures on sidewalks and the surrounding avenues, used as markings of the original walls locations. This effect will not only be visibly distinguishable, but also felt by drivers through their car's suspension systems as a metaphorical sign of entering the city's original limits.

## Improvements to Constitution Avenue

### Objective and Strategic Components

The portion of the Ponce de León Avenue before (going east) and in front of the Capitol building was not long ago renamed “Constitution Avenue”. As part of the project and the general infrastructure improvements, this stretch of roadway will undergo similar changes as the rest of them: dedicated two-way bicycle lane, better and distinct pedestrian surfaces, better road markings and surface, medians with vegetation (royal palms in front of the Capitol building to match the existing ones in the same area), improved drainage and lighting.

This stretch of road also contains the most emblematic buildings of the zone, between the Plaza Colón and the Capitol and Capitol’s Superintendency’s buildings. These buildings have played a very important role in the cultural and social history of the city of San Juan and the rest of the country. They are the Antiguo Casino (Government of Puerto Rico’s Reception Center), the Casa Olímpica (Puerto Rico’s Olympic Committee’s headquarters), the Ateneo de Puerto Rico (cultural-historic institution), Carnegie Library and the Casa de España (cultural and social institution). To the south, along the parallel Paseo Covadonga street, there also exist the bus terminal and parking building and the Treasury Department headquarters.



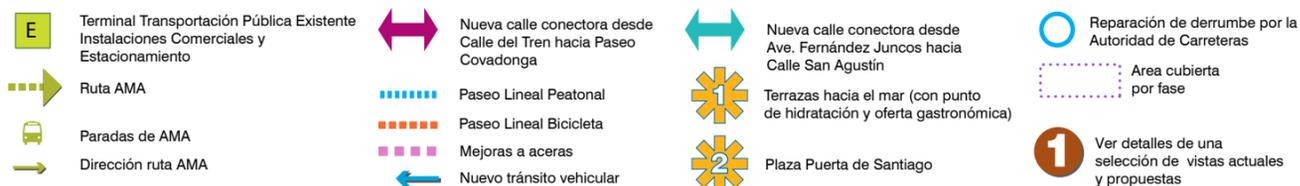
## Phase VI: Improvements to Constitution (former Ponce de León) Avenue from the Old School of Tropical Medicine-Capitol Superintendency Santiago building, and improvements to Constitution Ave.

### Objective

Ponce de León Avenue was used originally to enter the historic Old San Juan site (see the historical background section of the document and its addenda). It now only runs from west to east along all of the Puerta de Tierra area, connecting Old San Juan to the rest of the mainland in this direction. It has parking spaces set in a 45° angle to the south, and contains important institutional buildings and a variety of retail businesses. The institutional and emblematic buildings include the San Agustín church, the underprivileged senior citizens nun care convent, the National Guard headquarters and museum, the Casa Cuna (care home for abandoned and abused children, schools, a theater which will be remodeled by the City’s administration, the southern front of the Luis Muñoz Marín’s park, the ruins of the historic Spanish second line of defense’s Isabel II bastion and the National Archives.

### Strategic Component

This phase will contain similar general infrastructure improvements to the mentioned above with some variants. The traffic pattern of the avenue will be divided into two directions to exit (as it exclusively exists now) and enter Old San Juan and the two-way bicycle lane will be divided into two (one for each direction) to run along parallel parking spaces north and south, benefiting both sides and encouraging new retail establishments to the north.





## Phase VII: Improvements to San Agustín and perpendicular streets and neighborhood. Tropical Medicine, Capitol Superintendency, Santiago building, and improvements to Constitution Ave.

### Objective

The San Agustín borough is a mixed-use area of residences and commercial shops. The heart of the area is the San Agustín street, which in turn, defines it. To the south runs the Calle del Tren (see Phase I). Because of traffic limitations, isolation urban condition and social factors, abandoned buildings and general deterioration abound, making it a favorable area for illicit activities. Improvements can be made to aid in rescuing the well being of the community and raising its quality of life.

### Strategic Components

The Calle del Tren inhibits the borough of San Agustín's potential by making most of its perpendicular streets (the same streets that cross San Agustín street) effective cul-de-sacs because of its use as a dedicated bus roadway. Also, most of these streets do not reach Fernández Juncos Avenue to the south of the islet, which is now underused as an alternate entry and exist route to and from Old San Juan. As a result, further development and the livability enhancement of the community is hindered.

San Agustín and its perpendicular streets are also very narrow and improvised parking is a common problem. The sidewalks are also tight and infrastructure elements such as electricity, lighting and telephone posts proliferate in a disorderly manner, in some cases obstructing the passage of pedestrians and the handicapped. Aerial cables are plentiful and some are seemingly non-functional anymore. Because of the Calle del Tren's exclusive traffic condition, not all of the borough streets' traffic can't turn to it and residents have put barriers on some of them. Two of the central ones do not connect with Fernández Juncos Avenue and therefore are not efficient enough to be used as routes to divert and lighten traffic in the islet. The project proposes to extend these streets not only to aid in said condition, but also to help bring visitors to the area and therefore make the area safer and more economically viable.

The San Agustín borough can also be made more welcoming if its main artery's environment is improved. There is not enough space to make big gestures, but sometimes a handful of them

can add up and, in conjunction with the rest of the project, work together to meet the goals to achieve a livability enhancement for the community. Cleaning and ordering the electrical, sewer and drainage infrastructure, demolishing abandoned buildings and occupying empty lots for allocating parking spaces and suggesting some uniformity to the streetscapes can go a long way. The accessibility factor is also a big stimulator for economic growth.

San Agustín street meets the Ponce de León Avenue besides a triangular lot that contains the ruins of the bastion of Queen Isabel II. These remnants stood in more or less good enough shape until the early second half of the past century, but are now covered with vegetation and hardly recognizable. The project proposes the closing of this junction and divert traffic through Fernández Street (see maps and diagrams) to join the lot with another piece of land and build a square with the restored ruins and other amenities so that the community and the visitors can use it for leisure and coming-together activities.





## Key Areas

## Key areas, according to particular conditions in each sector

### Calle del Tren

- **ct01** del Tren Street and transversal connector: Matías Ledesma Street
- **ct02** del Tren Street and transversal connector/extension: Pelayo Street

### Luis Muñoz Rivera Avenue

- **mr01** Muñoz Rivera Avenue: Intersection with Ponce de León Avenue
- **mr02** Muñoz Rivera Avenue: Entrance to Escambrón
- **mr04** Muñoz Rivera Avenue: between San Juan Bautista and Lugo Viñas Streets
- **mr05** Muñoz Rivera Avenue: Matías Ledesma Street intersection vicinity
- **mr06** Muñoz Rivera Avenue: Terraza al mar building / Pelayo Street intersection vicinity
- **mr07** Muñoz Rivera Avenue: Tajamar Fort and Estévez Street intersection vicinity
- **mr08** Muñoz Rivera Avenue: School of Tropical Medicine vicinity

### Juan Ponce de León Avenue

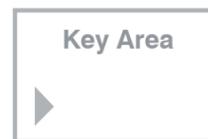
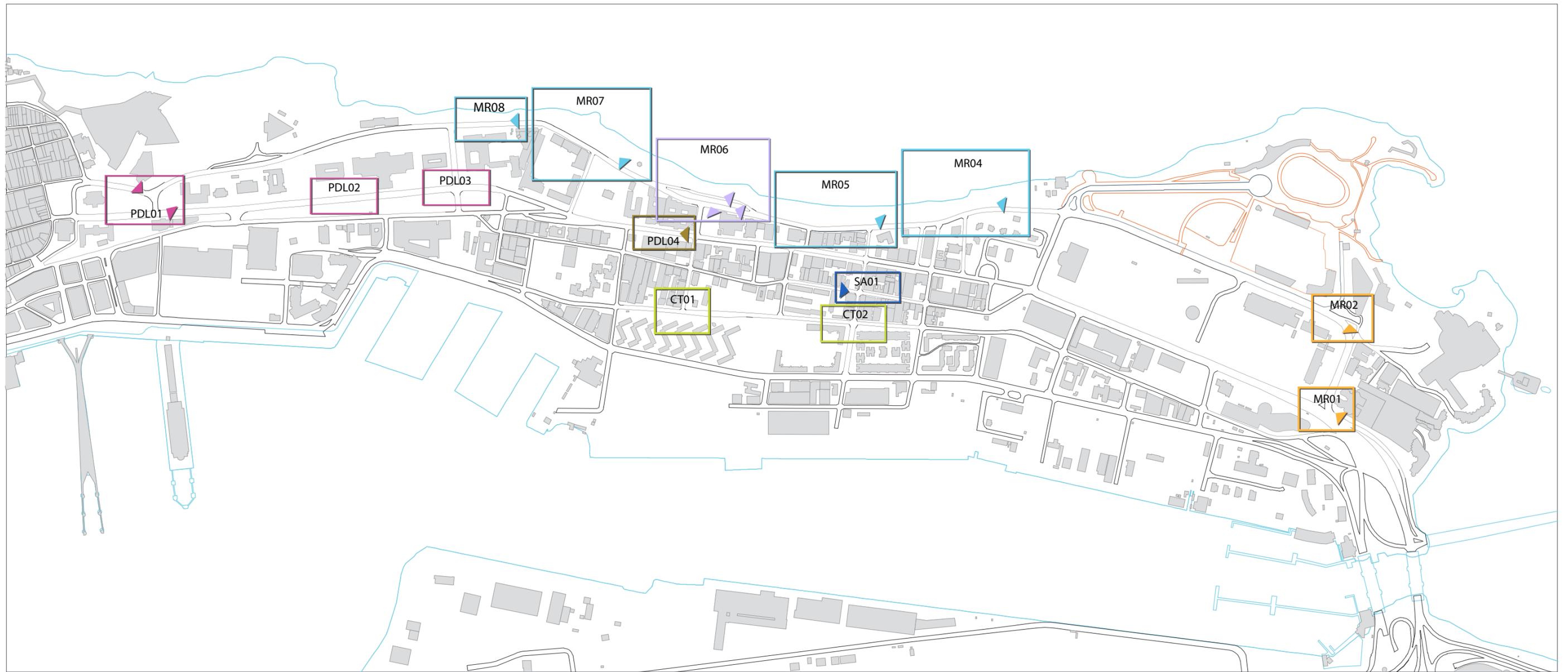
- **pdl01** Ponce de León Avenue: Puerta de Santiago New Plaza
- **pdl02** Ponce de León Avenue: Capitolio South
- **pdl03** Ponce de León Avenue: Reverendo Gerardo Dávila Street intersection
- **pdl04** Ponce de León Avenue: mixed-use sector (San Agustín Church vicinity)

### San Agustín Street

- **sa01** San Agustín Street: typical segment

■ Phase I ■ Phase II ■ Phase III ■ Phase IV ■ Phase V ■ Phase VI ■ Phase VII

# Diagram of Key Areas



The color frames mark the key area depicted further in this book in plan and section. Each color corresponds to a phase in the development of the project. The small triangle within each frame indicates the direction of the perspective view for that specific area.

- Phase I
- Phase II
- Phase III
- Phase IV
- Phase V
- Phase VI
- Phase VII



key area  
ct01

del Tren Street  
and transversal connector  
Matías Ledesma



Proposed perspective view for *del Tren* Street intersections



Proposed plan

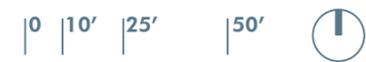
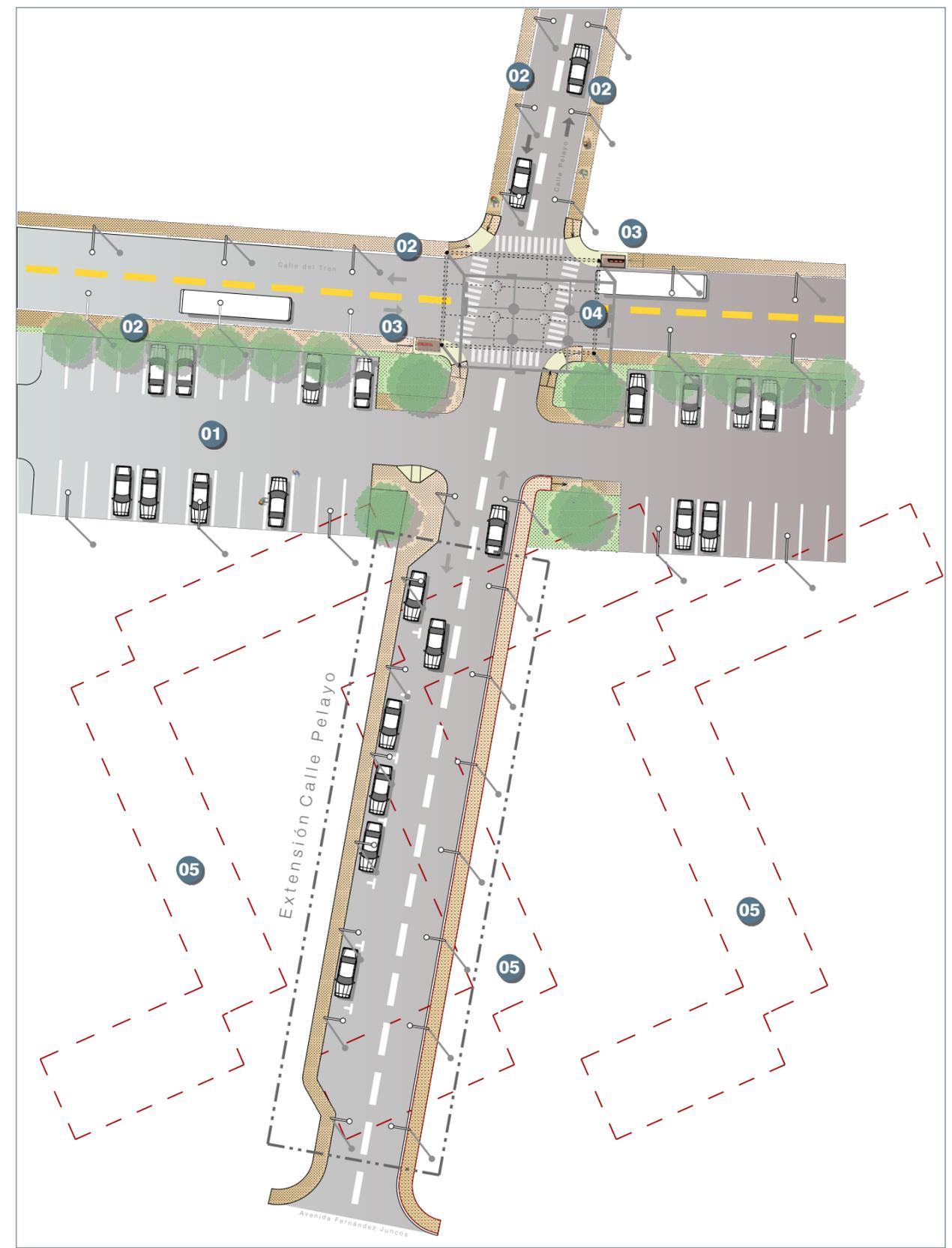
- 01 parking
- 02 pedestrian walkway
- 03 bus stop
- 04 signage system / digital screens / bus stop lighting system
- 05 green areas
- 06 pedestrian crossing
- 07 existing building

key area  
ct02

# del Tren Street and transversal connector Pelayo Street extension

## Site plan

- 01 parking
- 02 sidewalks
- 03 bus stop
- 04 signage system / digital screens / bus stop lighting system
- 05 unoccupied buildings to be demolished



key area  
mr01

# Muñoz Rivera Avenue

intersection with  
Ponce de León Ave.



Proposed perspective view for the new intersection



Proposed plan

- 01 bicycle way (both ways)
- 02 pedestrian walkway
- 03 car lane
- 04 green areas
- 05 pedestrian crossing
- 06 existing building

key area  
mr02

# Entrance to Escambrón

from  
Muñoz Rivera Avenue



Proposed perspective view for the renovated access



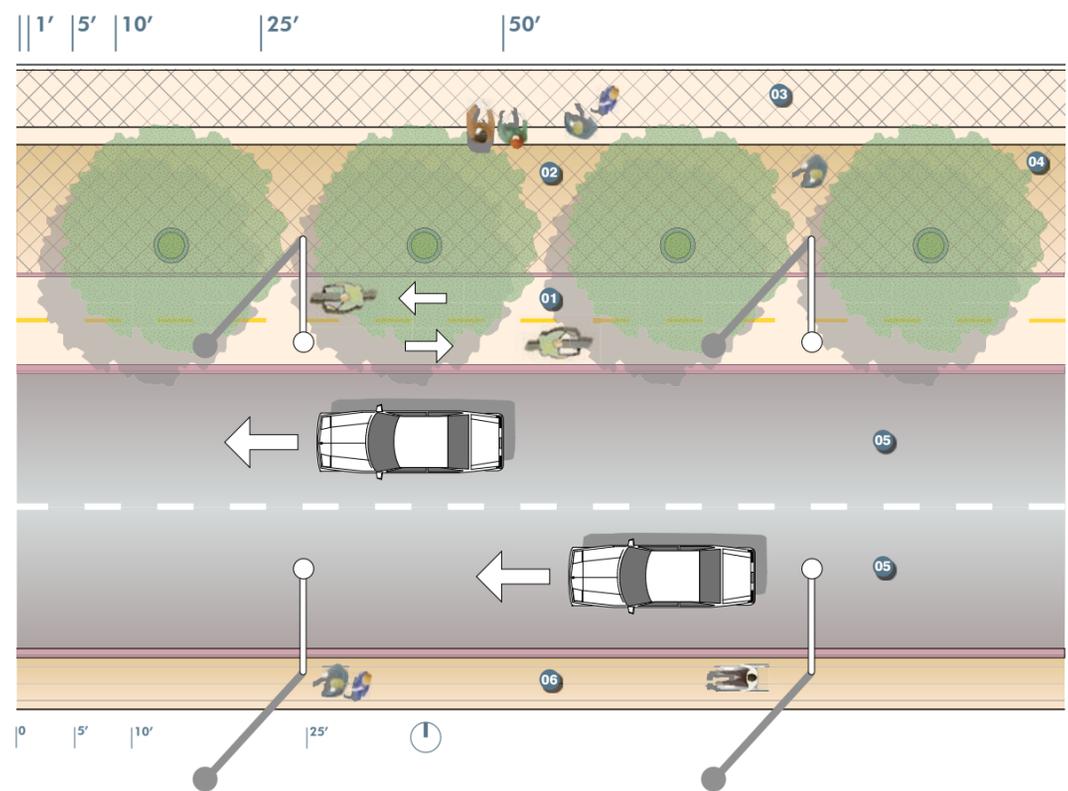
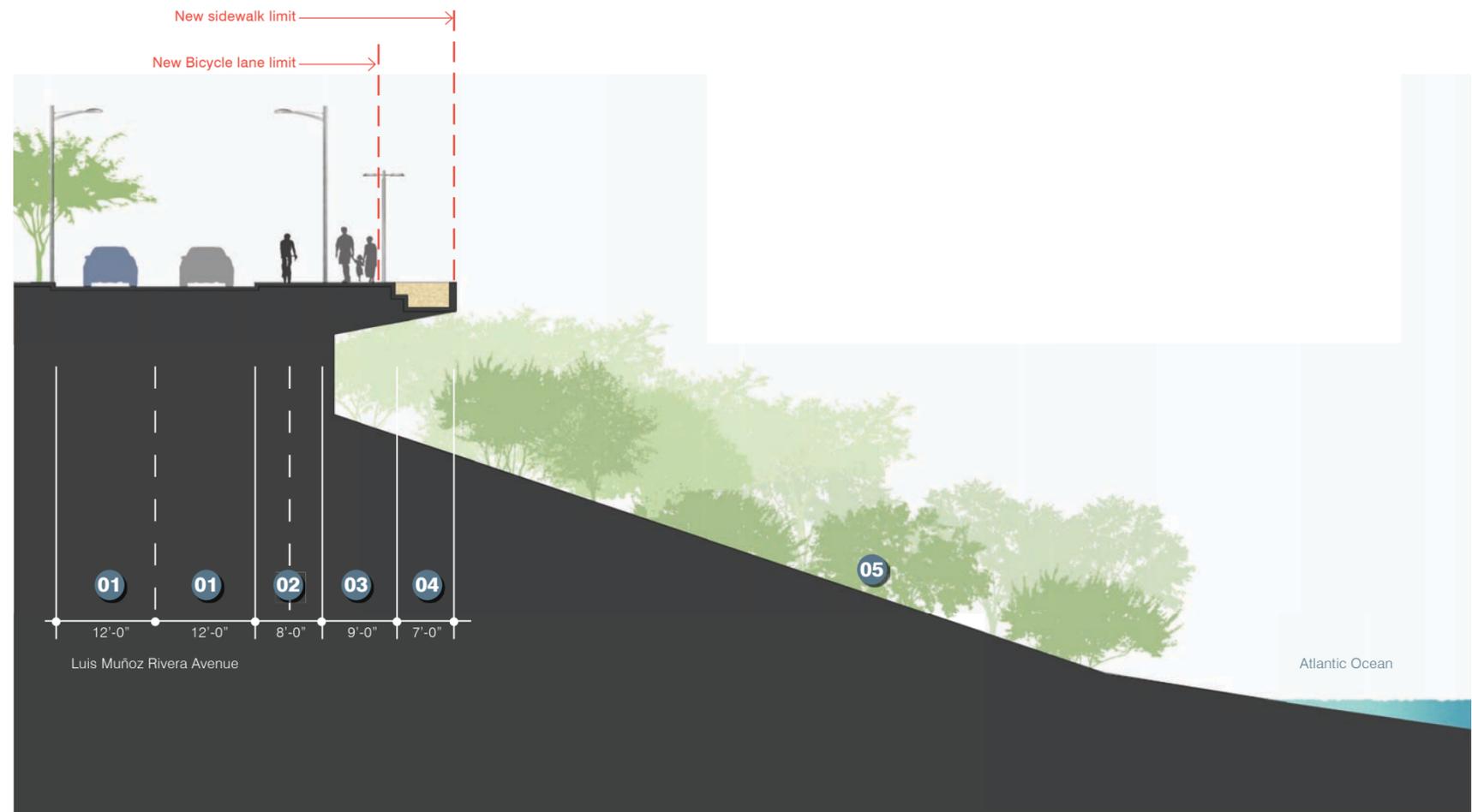
## Proposed plan

- 01 bicycle way  
(both ways)
- 02 pedestrian walkway
- 03 car lane
- 04 green areas
- 05 pedestrian crossing
- 06 existing building  
(Normandie)
- 07 existing plaza

key area  
mr04

# Muñoz Rivera Avenue

between San Juan Bautista & Lugo Viñas Streets



### Proposed Typical Plan

- 01 bicycle way (both ways)
- 02 pedestrian walkway
- 03 observation area
- 04 trees
- 05 car lane
- 06 sidewalk

### Proposed Section B

- 01 car lanes (towards Old San Juan)
- 02 bicycle way (both ways)
- 03 pedestrian walkway
- 04 steps / observation area
- 05 existing vegetation

key area  
mr05

# Muñoz Rivera Avenue

Matías Ledesma Street  
intersection vicinity



Proposed perspective view



Proposed plan

- 01 bicycle way  
(both ways)
- 02 pedestrian walkway
- 03 car lane
- 04 green areas
- 05 steps and green terraces
- 06 existing building
- 07 beach
- 08 existing vegetation

key area  
mr06

# Terraza al Mar

Pelayo Street  
intersection vicinity



Terraza al Mar / street level proposed view, with bicycle lane



street level proposed view from Muñoz Rivera Avenue



restaurant level proposed view

key area  
mr07

# Muñoz Rivera Avenue

Tajamar Fort and Estévez Street intersection vicinity



Proposed perspective view



Proposed plan

- 01 bicycle way (both ways)
- 02 pedestrian walkway
- 03 car lane (one direction)
- 04 green areas
- 05 green terraces
- 06 steps
- 07 Tajamar Fort
- 08 existing vegetation

key area  
mr08

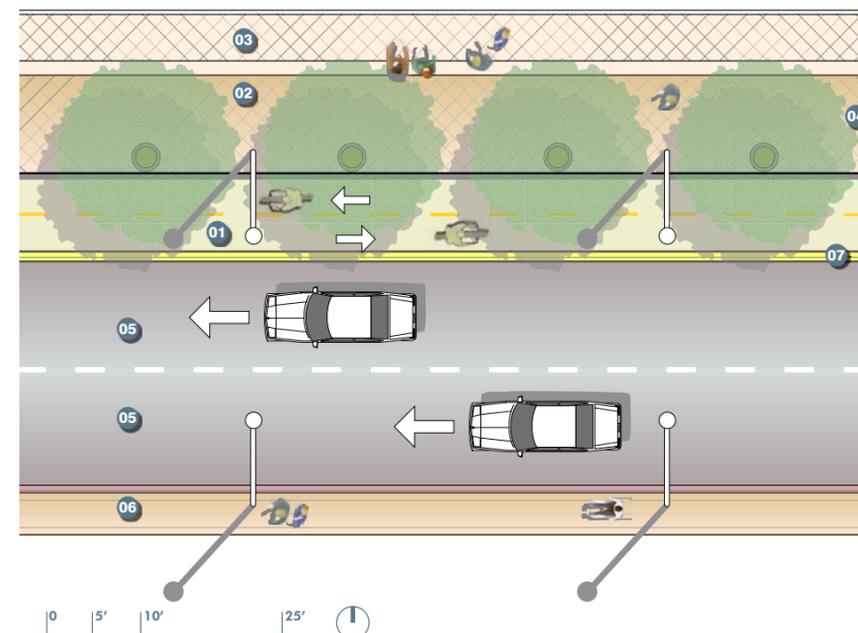
# Muñoz Rivera Avenue

segmento frente a la antigua  
Escuela de Medicina Tropical

key area  
pd103

# Avenida Ponce de León

Intersección con calle  
Reverendo Gerardo Dávila

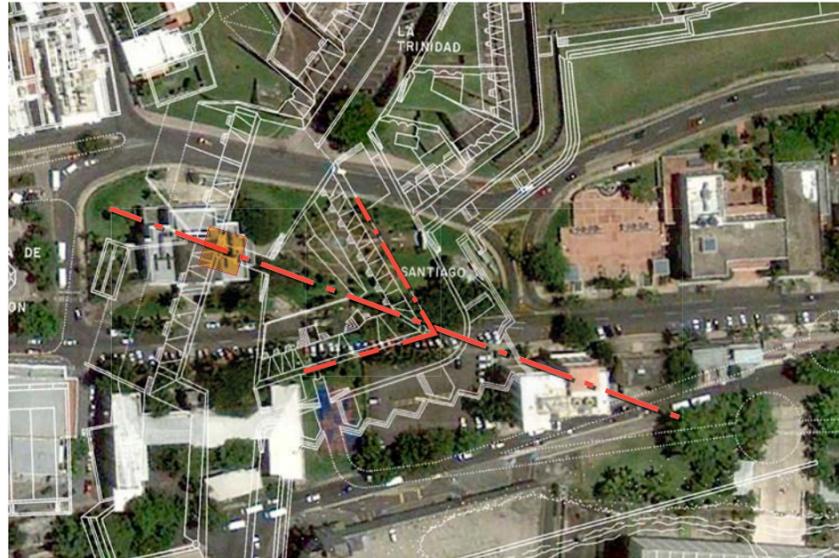


- 01 bicycle way  
(both ways)
- 02 pedestrian walkway
- 03 observation area
- 04 trees
- 05 car lane (one direction)
- 06 sidewalk
- 07 cycle lane segregator

key area  
pdl01

# New Puerta de Santiago Plaza

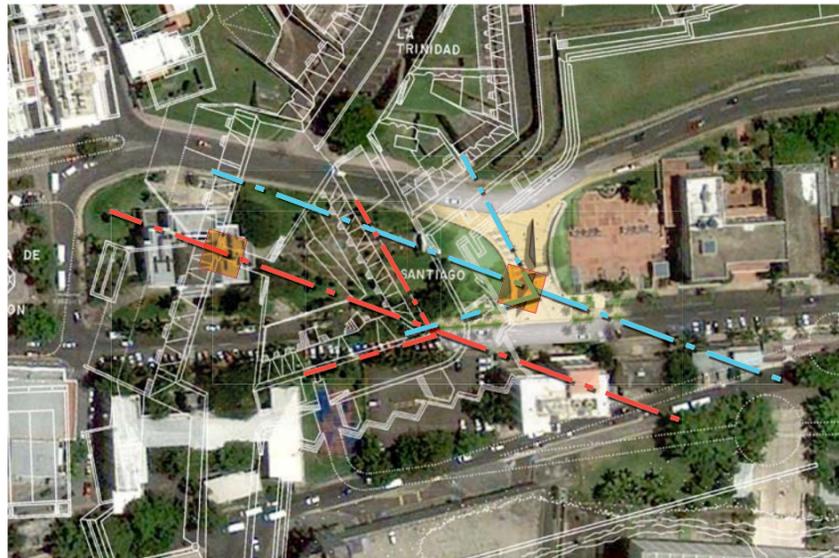
between Muñoz Rivera & Ponce de León Avenues



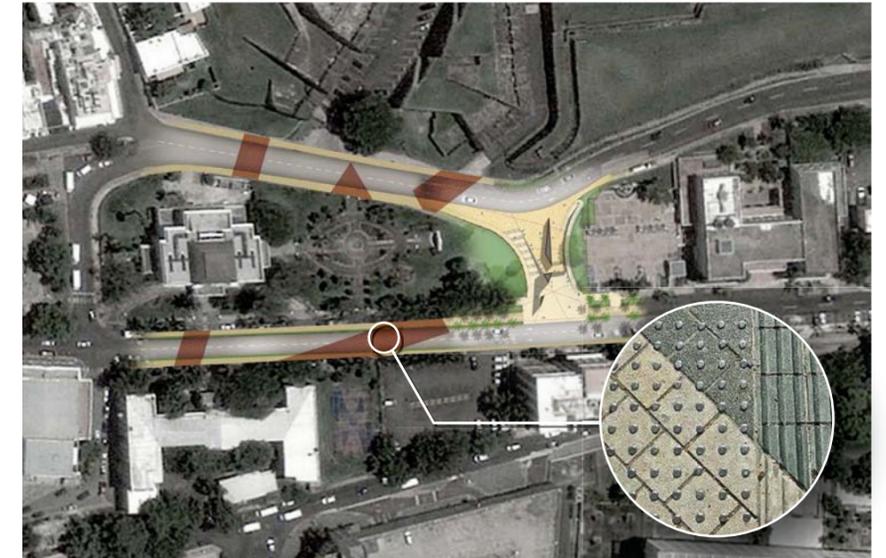
**01** Diagram showing location of demolished fortress walls on a recent satellite photograph. Marked in red: *Puerta de Santiago's* original axis and bastion's exterior marker. Marked in yellow: original location of the *Puerta de Santiago*.



**03** Tracing of the location of the old fortress walls (demolished c.1897) highlighted when it overlaps existing streets and sidewalks.



**02** Displacement of the axis and of the bastion's exterior wall, in order to locate the new plaza outside the perimeter of the *Antiguo Casino de Puerto Rico*.



**04** Proposed markers as a memory device for the demolished walls. Blow-up detail shows how the pavement surface can be marked to show the trace of the walls.



Proposed plaza / perspective view from Ponce de León Avenue



Proposed plaza / perspective view from Muñoz Rivera Avenue

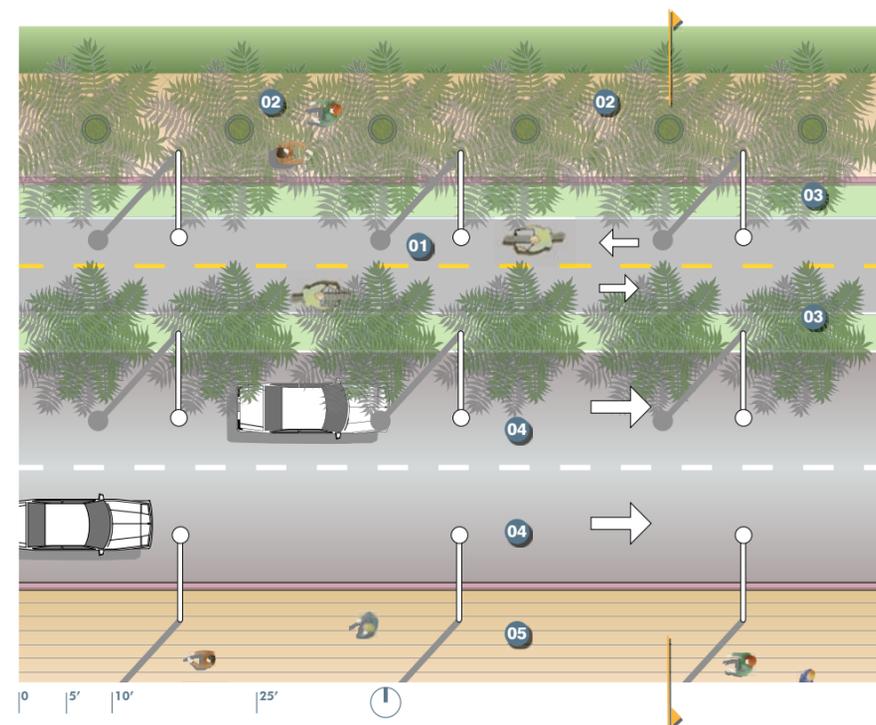
key area  
pdl02

# Capitolio Sur

segmento de la  
Avenida Ponce de León



Proposed perspective view of the Capitolio vicinity, Ponce de León Avenue.



### Proposed plan

- 01 bicycle way (both ways)
- 02 pedestrian walkway
- 03 green area
- 04 car lane
- 05 Paseo de Covadonga

key area  
pdl03

# Ponce de León Avenue

Reverendo Gerardo Dávila Street intersection

key area  
mr08

# Avenida Muñoz Rivera

School of Tropical Medicine vicinity



## Proposed Plan

- 01 parking
- 02 pedestrian walkway
- 03 car lanes
- 04 pedestrian crossing
- 05 bicycle way (both ways)
- 06 two car lanes (see Key Area PDL.02)



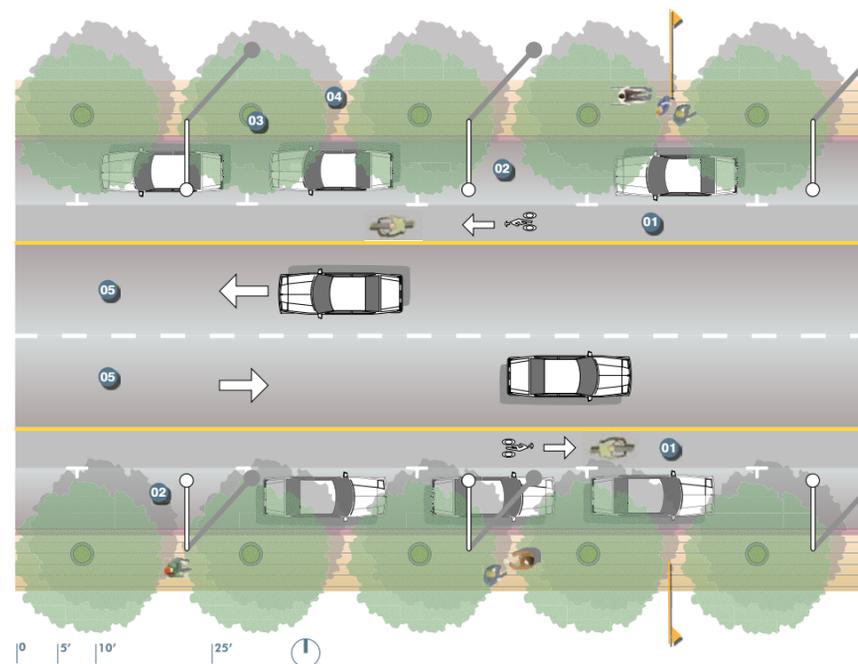
key area  
pdl04

# Ponce de León Avenue

mixed-use sector /  
San Agustín Church vicinity



Proposed perspective, Ponce de León Avenue



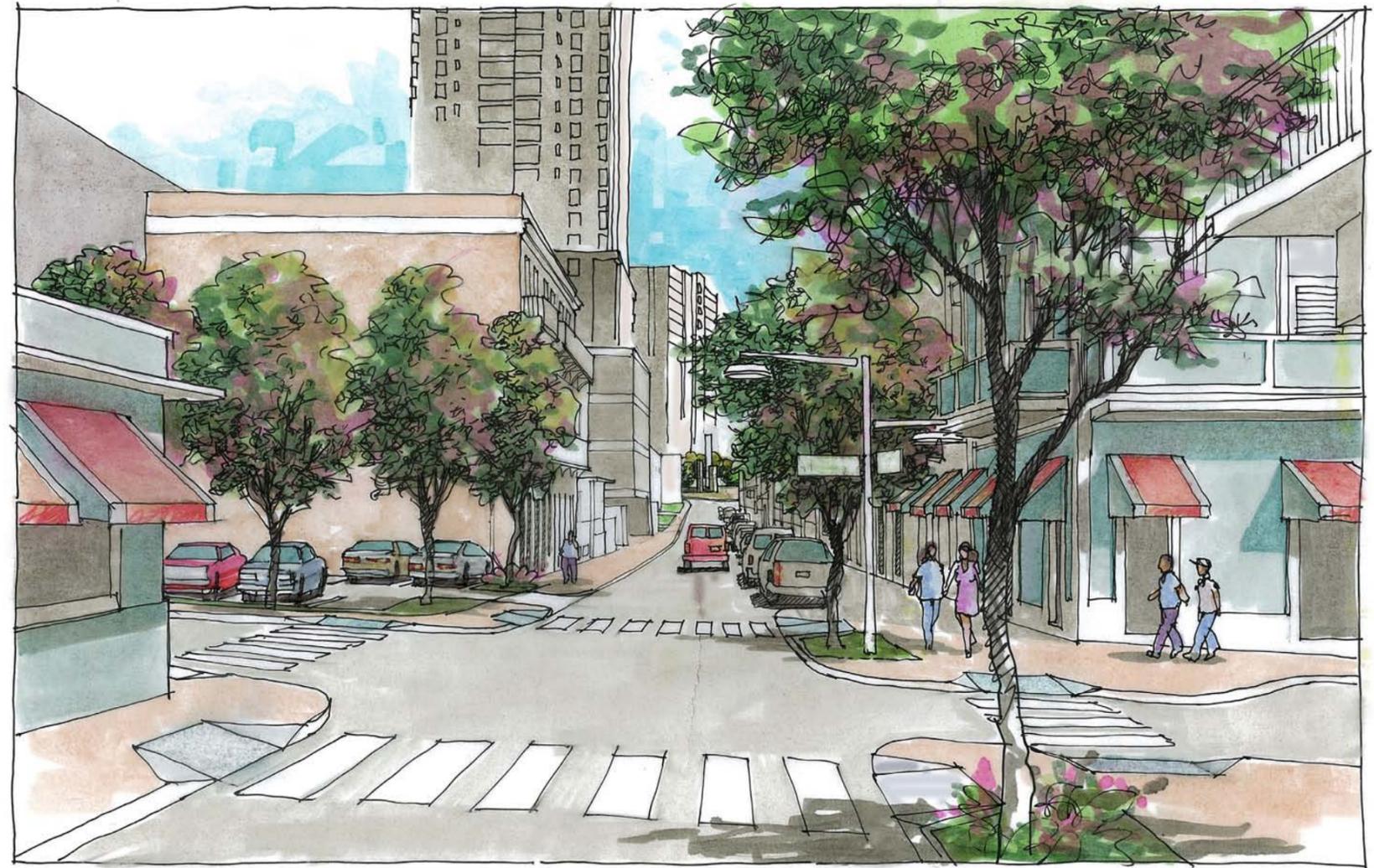
Proposed plan

- 01 bicycle way  
(both ways)
- 02 parallel parking
- 03 trees
- 04 car lane
- 05 Paseo de Covadonga

key area  
sa01

# San Agustín Street

San Agustín Neighborhood  
typical segment



Proposed perspective view



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