



URBAN PROJECT SANTA APOLÓNIA - XABREGAS

THE INTEGRAÇÃO OF RESIDENTIAL USE IN
URBAN REQUALIFICATION PROCESS

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Dissertação para obter um Grau de Mestre em

ARQUITECTURA

Extended Abstract

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INTRODUCTION

The purpose of this report is to present the Final Project essay which has been made throughout the academic year 2013/2014. This is an exercise of research and development of urban strategies to be applied to the area between Santa Apolónia and Xabregas, over the port of Lisbon's platform.

With the industrialization arrival in the “0th century, this area was radically transformed in a short period of time. This territory which was mainly occupied by palaces and convents, became a place where were built new factories and worker's villages, that were built right next to this palaces.

There was such absence of urban planning and conscientiousness that were brought countless problems that still today persist, like the isolation of this part of the city and its urban segmentation that was created because of it.

The analysis done to the territory in the first phase of the Final Project subject permitted to know the zone's main problems that established the start point for the development of a global strategy of territory intervention.

AS principal problems were identified the urban discontinuity, the nucleus segregation the deficient structure of public spaces and the disqualification in general.

Based on the analysis of the several physical and chronological stratum that are present in this area, the proposed strategy tries to solve problems we have detected there, creating mechanisms that are able to regenerate this area and reintegrate it back into the city of Lisbon.

The interest of this work is mainly related to the urgency of an efficient response to this territory, which is currently under study and analysis surrounded by new projects like the new Cruise Terminal and the Santo António Valley project. This scene of opportunities is a subject of common interest to the users of the city, which is addressed in this work through a study that is focused as a reflection concerning the key issues of the territory, allowing to develop a potential solution, among several viable ones.

ANALYSIS

In the first chapter, was intended to collect the information needed to evaluate blockages, dysfunctions and local capabilities.

The main topics analyzed were location, historical evolution, biophysics, mobility analysis, public spaces, uses and PDM and conditionings.

The urban discontinuity of public spaces and walking ways prevails in this territory; it's a problem that comes from the existence of the railways, industry and the inappropriate road system, although it has a reduced use comparing with the historical periods. These aspects are a reality of the territory's constitution. This area offers a lot of possibilities and, at the same time, difficulties; stands and opportunity to strengthen the connection with the river.

The railways, the road system and the industrial port by the river are considered obstructions between the city and the river.

The proposal's definition went through the identification of the place's needs and the search of a solution that guarantees the continuity of the ecological system, having as the main target the public, structural element of urban draw.

Problems found:

It becomes important to the revitalization of the project to identify the main problems that exist and then, to establish priorities to solve them.

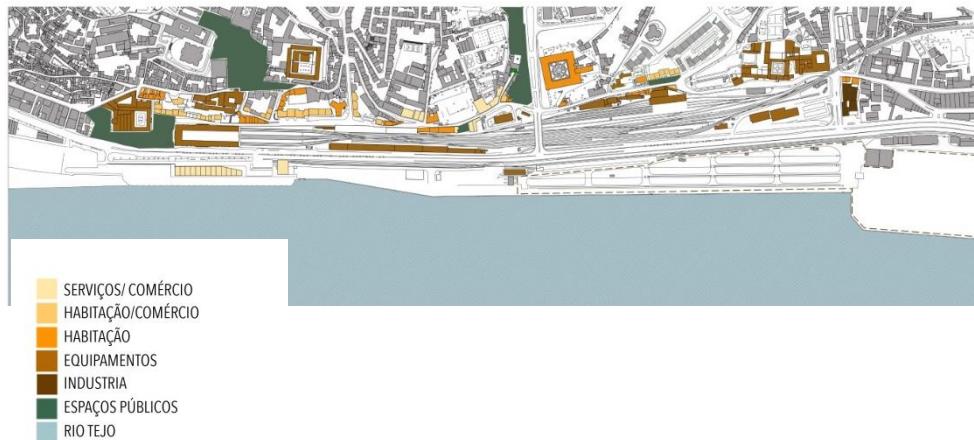
The main problems found are a consequence of the infrastructure's implementation problem that consists of the following points:

- *Disconnection of the city to the River.* This is a fragmented territory, in which the successive layers that appeared like railway, Infante D. Henrique Avenue and the industrial port are really heavy infrastructures that don't connect; and create a space between the city and the river.
- *Disqualification of the public space.* The public space is absent. All the infrastructures create residual spaces that are not used neither planned.
- *Inadequate Road structure.* The Infante D. Henrique Avenue has an absolutely inappropriate proportion. The three lane, in each way, give it an almost highway character that mischaracterizes and disqualifies Lisbon's river front.
- *Needing of a walk path.* This area presents a poor walk path, because it isn't good enough and causes difficulties about the way the people interact with the public spaces in the city.
- *Meeting and important meeting spaces.* There are no public spaces that can promote the collective activities.



The implantation of the port and railway trails in the territory, once occupied by the Tagus River, was definitely the moment in which the relationship between city and river has grown apart. Moreover, the subsequent process of urbanization of the territory upstreamed the infrastructures and has proven itself incapable of constituting a coherent urban structure in favor of public and green spaces articulation.

- *Lack of programs.* The intervention needs buildings or programs that could make the space dynamic.



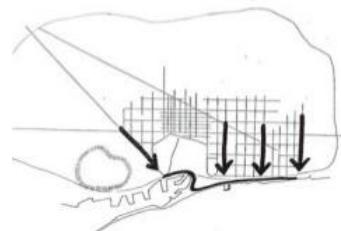
CASE STUDY

This study deals with several port cities so that could be a base for comparison with the city of Lisbon.

BARCELONA – La Villa Olímpica e o Port Vell



As Lisbon, Barcelona also suffered an industrialization process which caused a strong segregation between the urban center and its seafront. Were built, as well as in Lisbon, industrial ports, warehouses and a railway station. One of the goals of this project was that the city recovers the value of use for citizens. With this idea, public space has become the main protagonist of the action.



O PORTO – Passeio Atlântico



The requalification Maritime City Front, a project running under urban intervention associated with Porto 2001 European Capital of Culture, represented the opportunity of providing "portuenses" a new urban space of excellence, establishing a closer link between the Atlantic and the City's park.

AMSTERDÃO – Van den Broek e As ilhas

Amsterdam is a city - example of how the land conquered the sea. The port area continues to be a key point in the development of the city in all urban and socio-cultural aspects.



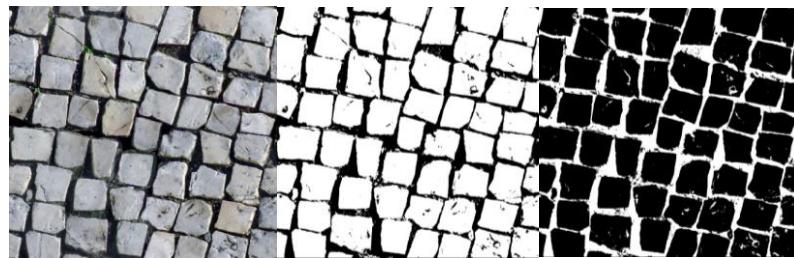
Chosen JAVA E KSNM, Borneo – Sporenburg, SILODAM MVRDV islands as case study in Amsterdam.

URBAN PROJECT

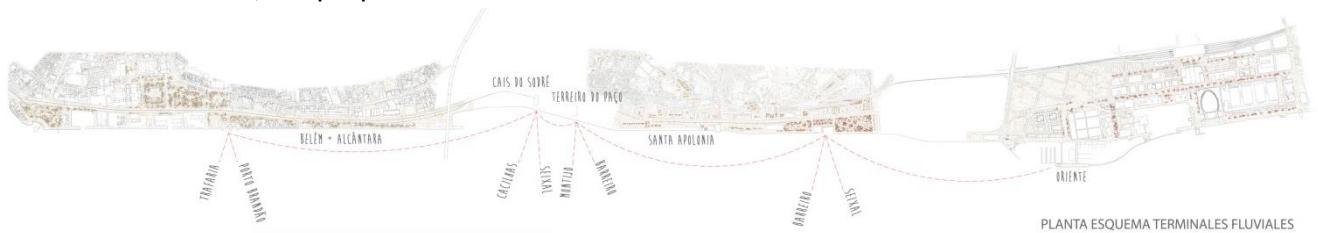
The goal is to develop a strategy in order to boost the integration and the dialogue between this area and its surroundings in order to allow the revitalization and urban continuity by creating a frame-work of public spaces, green spaces and equipment that serve as the backbone of an intervention.

Initial and general ideas:

1. The initial idea comes out of the very nature of Alfama: a sequence of public spaces. The typical pavement of Lisbon shows this idea of succession of spaces since the disorder. Thus, the idea is create different types of public spaces by the project organized according to an urban itinerary.

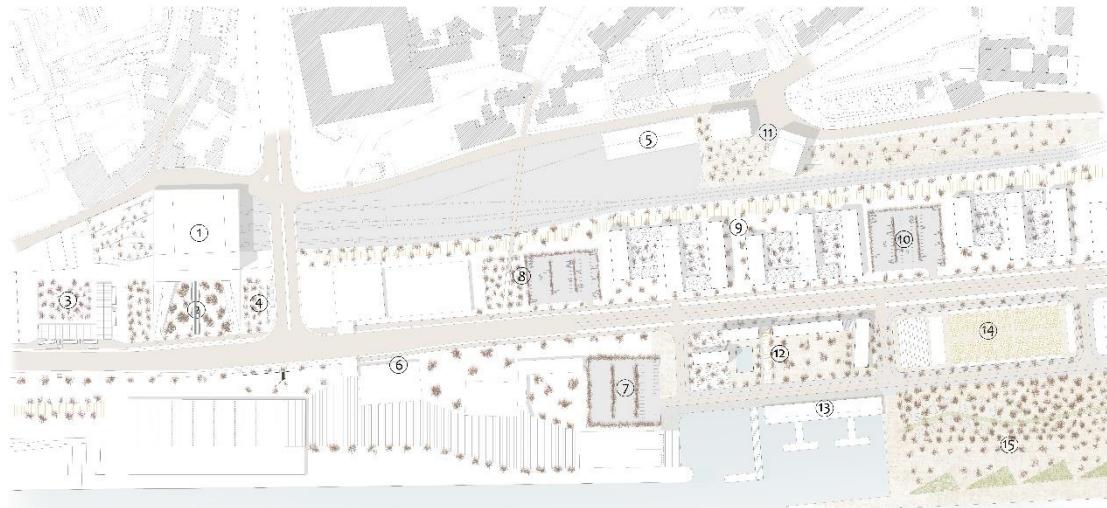


2. Idea of an alternative transport by river. With the goal of achieving the maximum relationship between the city of Lisbon and its river and leveraging existing river terminals, it is proposed a new river terminal.



3. Idea of transverse links. Due to existing longitudinal barriers, we need to sew across the land to bring the city to the river.

Project's program:



1. New Railway and metro Station
2. Square to support endowed
3. Bus Station
4. Taxi Station
5. Edifício manutenção de comboios
6. Sports Center
7. Parking
8. Viewpoint with public parking
9. New commercial and residential area
10. Parking
11. Residencial towers
12. Business area
13. New river terminal dock
14. Area of urban vegetable gardens with municipal market
15. Urban park

CONCLUSIONS

INICIAL PROBLEMS	SOLUTIONS – Resources
Abrupt changes in quotas	Uso de sistemas de rampas.
	Railway Station with double access
	Bridge over the railways to let people cross them
The problem of urban ruptures	New urban area articulated by the public space
Urban mesh not much articulated	New urban mesh that connects the city with the river
Lack of social , economic and housing experiences	Reactivation of the area with a new project programme
Public insecurity	Activation of the project area during the day and at night as well
The problem of the port 's presence	Displacement of shipping containers port to Trafaria
Impact of the big infrastructure	Cross-sectional links
Accessibility and mobility automobile disarticulated	Road restructuration
Lacks and conflicts in the parking	New underground and/or outdoor parking areas
Conflicts between peon - automobile	Pedestrian paths independent from roads
Indirect and confusing pedestrian paths	Paths design planned for peons
Lack of qualified ecological structure	Route design of qualified public space with different nature
Scanty and disqualified existence of public space	Redesign of all public space areas

This project focuses on an urban space of the city - the riverfront - in which seeks to intervene and in which this transformation has significant implications for social, economic and political level.

This report, then, came to be an instrument big importance to the presentation of the project, allowing strengthen their main intentions with theoretical underpinnings and raise more questions or to point to situations that were still unresolved.

However, this report permitted the development of critical reflection of the proposed project more conscientious and reasoned, in which he concludes that the proposal submitted successfully responds to the objectives it has set itself, solving the main problems and gaps in the territory where intervened.

This project aims to influence and create an impact in all its surroundings - Alfama, Santa Apolonia, Xabregas, Vale de Santo António and the entire riverfront in general.

Finally, it is hoped that this urban project can make a contribution, no matter how small, for a better future for this little piece of Lisbon, reintegrating them into the global urban experience. This place, after all, still has much to offer and still have great opportunities to contribute to a better development of the city of Lisbon in the near future