



## **URBAN PLAN: Santa Apolónia - Xabregas**

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Extended Abstract

**Architecture**

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## **0. INTRODUCTION**

The present report served mainly as a means to describe and explain the process, strategies and conclusions that arose from the work carried out under the 1<sup>st</sup> and 2<sup>nd</sup> semester of the Projecto Final II subject, included in the Master in Architecture (MIA) of the Instituto Superior Técnico.

The exercise was developed in two phases coinciding, respectively, with the 1<sup>st</sup> and 2<sup>nd</sup> semesters. The report now presented primarily focuses on the latter stage.

The proposed exercise aimed the elaboration of an Urban Project located in Lisbon, on a particular strip of the eastern area between Santa Apolónia and Xabregas.

From the extensive analysis performed during an initial group phase, resulted a compilation of a set of problems and objectives. This stage was followed by a second phase of development of an Urban Project that sought to objectify the interpretation of the results, while also seeking to embrace the vision for the city of Lisbon expressed in the review of the Lisbon Municipal Master Plan (PDML) which came into effect in 2012.

## 1. ANALYSIS

The Project Intervention Area (AIP) is a relatively peripheral location of the city, historically a by-product of the lack of planning. A territory viewed for a long time as a sort of "backyard" of Lisbon.

It is also a space where various stakeholders co-exist, namely REFER, the Port of Lisbon and the unavoidable presence of Av. Infante Dom Henrique. The relationship between these elements is mainly a conflictuous one, one of frontiers and antagonism.

The waterfront where the AIP is embedded, is jammed between the consolidated Downtown downstream and the modern metropolis of Parque das Nações upstream, which makes it a particular area to intervene. It is by definition a pivotal location between different urban typologies, densities and flow velocities. These aspects deepen the interest in the study of this area.

The territory in question is served by outdated infrastructure and equipment that do not fit the needs of the contemporary city.

The zone itself and the surrounding areas have been the subject of many studies and urban plans, more so in the last three decades. However, many of the detailed plans and urbanization plans have not yet reached their implementation stages.

## **2. URBAN PROPOSAL**

After the analysis phase, we sought to implement the intentions stemming from the conclusions drawn into an integral urban proposal.

The main intentions that derived from them resulted in the definition of structural routes, including the axis of Av. Infante D. Henrique as the main conductor, while also Av. Gualdim Pais and Av. Mouzinho de Albuquerque serving as fundamental access vectors.

Of equal importance was the decision of taking the continuity of the riverfront as of the utmost importance. This objective derived from the intentions stated in the PDML, as well as the connection of the various bike lanes that cross the AIP.

The consolidation of the surrounding areas, namely: the station of Santa Apolónia, the Xabregas neighborhood and the valley of Santo António, as well as the purpose of ensuring good access throughout the above mentioned was also a fundamental intent of the project.

Finally, the proposal of a large Urban Park, new housing areas and the continuity of the Metropolitan line - and consequently the new metro station "Xabregas/Museu do Azulejo" - were considered as main intentions.

### **3. CONCLUSIONS**

The piece of land considered in the study area is an urban grid of evident complexity, largely because of its character of “unplanned area”, not drawn from inception, but the result of an evolution over an extended period of time, which in many cases was the possible evolution, not the desired one.

The history of attempts to design and plan this city strip is testament to the growing complexity of organization of the various objectives and strategies that were/are intended for this zone.

For the present proposal, it became essential to establish priorities, and even these arose as result of a hierarchy which in many cases may be compromised, depending on the scale of planning.

We sought to balance the various elements that make up the urban fabric. However, it became clear that this balance tends to be precarious, especially because of the sheer number of actors and consolidation of the existing and adjacent urban grid.

We conclude that the residual areas of a city are not limited to small scales, and that by a sufficient succession of interventions, there may be residual areas that loom and occupy surprisingly extent areas.

We also believe that the inclusion of large infrastructures in the urban fabric should be taken as definer of space over a very long period of time. This can only be achieved, with the desired quality, integrated in a global strategy on a metropolitan scale.