

URBAN PLAN: SANTA APOLÓNIA – XABREGAS

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EXTENDED ABSTRACT

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00 INTRODUCTION

The exercise was divided into two parts. The first phase - developed group in the first semester- was meant to read and understand the territory, proposing new ways of leveraging the relationship between the city of Lisbon and the Tejo River, valuing continuity of urban space and landscape. Given the resolution of frictions, blockages and discontinuities present there, the suppression of rail space, and consequent replacement by light rail, and disabling the port, naturally assumed as starting points to proposals development. The second phase is the critical review and further development of the work begun in the previous phase (1st semester). From the design of urban structure defined is intended to address a different scale urban design. This leap in scale, with a higher level of detail, must involve a more rigorous reassessment of the validity and feasibility of the same.

The aim of the exercise is to understand what are the structural elements of urban space, in other words, those who may represent, the main "anchors" of the project.

This report focuses mainly on the second phase of work, in which is enclosed a smaller area, designated as Project Intervention Area (AIP), which is about half the area developed in the first phase - includes the viaduct Mouzinho de Albuquerque and the riverside track to the Street Gualdim Pais. In this area the disqualification of public space and the discontinuity of the pedestrian network (common to the entire length of AIPG characteristics) prevails. The proposal builds on the qualification of public space in an attempt to establish new approaches to the river, bearing in mind the relationship with the surrounding urban areas. It also proposes the establishment of new programs, with the ability to increase the attractiveness of the territory, with urban parks, with binding quotas, with meeting and crossing points, able to energize and give new life to a Lisbon area that is long forgotten.

It was introduced a reflection chapter about the relation of public space and the city, in order to reflect about project decisions, identified along the developed project. The case studies aim to introduce new ways of looking and questioning for similar realities – Expo'98 and Barcelona's Port.

01 (RE) DRAWING THE CITY

The public space is defined as the space that belongs to the people. It is the meeting point of these is the space of interaction, socializing, is the link between the city and the individual. Such interactions are processed in the Public Urban Spaces. These constitutes as structural and organizational elements of the city that allow a balanced functioning of the urban system, and present an integrative role in allowing the territorial continuity of the city, defining themselves as well as elements of connection of urban cities. Urban public spaces take on different functions and specific uses and welcome users from different social groups (residents, visitors, tourists, and individually and / or collectively users). Like the city, the public space is possessed of a structure that defines it. As such, there are three groups of core spaces in the definition of urban identity: Runners and Structural Elements; Squares, Broad and Drives; Green Spaces of Recreation and Leisure (Francis, M., 2010). These structural elements of the Urban Public Spaces promote and strengthen social bonds, contributing to quality of life, creating landmarks of the city's identity.

Thus, the Urban Public Spaces "(...) can organize a territory capable of supporting various uses and functions (...), be a space of continuity and differentiation, originator of the neighborhood, articulating the city, structuring the urban region (...), urban reference, history and manifestations of will power, a symbol of collective identity "(BRANDÃO, P.; REMESSAR, A., 2000).

02 PROJECT AREA ANALYSIS

The Intervention Group Project (AIPG) is located on the eastern shore of Lisbon, covering the parishes of Santa Engracia and São João. The actual boundaries of the study area were defined by each student, having the possibility to extend the project to areas that are of greatest relevance to the consolidation of its surroundings. In this case, the AIPG is bounded on the north by Gualdim Pais Street, on the south by Santa Apolonia Station, on the east by the Tejo River, and west by the "Estrada Antiga de Xabregas" - is currently constituted by Rua Madre Deus, Calçada da Cruz da Pedra, Rua da Santa Apolónia, Rua da Bica do Sapato, and the Rua dos Caminhos de Ferro .

This site is characterized by the presence of roads and railways and the port platform. The rail structure is dedicated to the support of the container port, processing the flow of goods to various points of the country, also serving transportation to thousands of passengers.

The landscape of this site is heavily "contaminated" by the structures of mobility. Given these barriers that prevent the city to (re) connect to the river, the project proposed the dismantling and decommissioning of the port rail lines, while maintaining an effective mobility of the zone by light rail and / or other public transportation . The reprofiling of Av. Infante D. Henrique is also part of the proposal and attempts to slow the flow of cars and transform the character of this area into a staying area.

On the other hand there is the presence of several buildings and convents historical character that once were related to the Tejo river, to which it seeks a greater role and integration into the city through drawing on public space level.

In order to stimulate and promote the pre-existing buildings, infrastructure and accessibilities to the area, the whole concept of intervention, restoration, rehabilitation and improvement of urban public space should be rethought and consequently result in a project proposal more conscious and more conniving with the real problems of the Intervention Area.

03 URBAN PROPOSAL

This phase consists in a critical review and furthering the work begun in the previous phase, and is made an approach to a smaller area of AIPG. Thus, the Intervention Project Area (AIP), the main subject of this report, is located between the Mouzinho Albuquerque Viaduct and the axis of the Street Gualdim Pais, further north. This area was chosen because it was less consolidated in the previous stage, and provides an opportunity to solve new and different challenges at the urban scale, always bearing in mind the connection with the urban surroundings. It is assumed that public space, along with the proposal of a Congress Center, has the ability to stimulate this part of the territory, serving to the local community qualified new public spaces and, consequently, increasing the attractiveness of this riverside track.

This phase of the work relies on processing of some structural elements in order to have reading of the project as a whole, in a cross architectural language in which the public space is assumed as the connecting element from all points of the proposal with the consolidated city.

As such, some **generic goals** are formulated to develop the Intervention Area Project (AIP):

- **Establish continuity in the pedestrian network**, through continuous, fluid and open pathways;
- **Redesign the most significant footpaths**, so that are created new ways of the pedestrians crossing the Intervention Area
- **Transforming the character of some highways**, transforming the character of the area;
- **Connect the surrounding urban areato the AIP**, so that is created a continuous system in the city of Lisbon;
- **Respect and value the built heritage** through the design of public space;
- **Bridge the lack of parking in the AIPG.**

04 CONCLUSIONS

Because it is a territory occupied by a rail and port infrastructure, and for the consequent devaluation of the built heritage and disqualification of the structure of public space that it causes, it becomes a great challenge to intervene in the AIP. It was proved essential to make these spaces attractive to community life through the Urban Project. Therefore, this report proved to be an opportunity to reflect on the public spaces on riparian areas of Lisbon, and how to meet their potential.

The proposal is based on a strategy of requalification of public spaces, in order to visually and physically connect the city with the river. The proposal leans further in the improvement of the accessibility, in the adjusting of the mobility into the proposed plan, and in the multiplicity of proposed public spaces. The latter point has been given special attention when developing the project, in order to combat the "uncertain future" that is typically associated with such projects. It is a large area of coastal territory, and to increase the attractiveness of the site, the proposed public spaces offer a large flexibility of uses, thus increasing the use and maintenance of these spaces by local populations. In general, in the design of the project it was considered that the quality of the public spaces can leverage the degree of centrality of the area, through architectural and urban value.

The organization of this territory's main goal is to (re) connect this town to its consolidated engaging, through reference spaces, green spaces and public buildings, which contributes to a unified city reading. To achieve this Gold, new urban continuities forms were created that ensure the existence of a network of public spaces, linking the various surrounding urban fabric were created.

These strategies were developed based on the analysis and identification of malfunctions in the intervening territory. The problems and objectives have been divided into hierarchies with different degrees of importance, and only then strategies have been developed. However, because it is an academic report, this project does not take into account some issues related to the feasibility of its implementation or the involvement of other important entities.

Both the study of urban space and the development of Urban Proposal presented in this report, were very useful to understand the different levels and scales in the architecture focuses. Although the architecture is divided into different specialties, the action of "architecting" is only one. The Urbanism only adds new variables to the equation called "Architecture".