



**TÉCNICO**  
LISBOA



## **Redesign of the Riverside of Santa Apolónia**

(Reconversão da Frente Ribeirinha de Santa Apolónia)

### **Enclosing Lisbon to Tagus**

(Acercar Lisboa ao Tejo)

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Extended Abstract

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The present report attend the achievement of the Master degree in Architecture by the Instituto Superior Técnico of the Universidade Técnica de Lisboa. Making the following of the work done in the first semester of the discipline of Project V, in partnership with Isabel Silvério Julião, nº 71137, about the reform of the riverside between Santa Apolónia and the Xabregas Valley, nowadays occupied by REFER (Nacional Railway Net) and Porto Lisboa (Lisbon Port). The last one, will have this year the rescission of the local contract, passing the jurisdiction of the place for the City Hall.

Having this as a starting point, it was proposed to the students several future scenarios, which would improve this area, at the moment so disconnected with the Lisbon tissue.

Lisbon and project area.  
Google Maps  
Scale 1 / 25000





The city of Lisbon is considered to be the second oldest in Europe, with archaeological artefacts dated of 30.000 that prove human existence in this place. The first inhabitants chose this geographical region for the same reason that many others did, in the following centuries, Lisbon is a natural harbour. The Tagus river is a very important element of fertilization and also a great connection road to the inner peninsula. This area has been providing fresh water, animal food, fertile soil, safety and communication, for that, many different cultures used and improved this port, such as Phoenician, Celtic, Roman, Visigoths, Vandals, Muslims and Portuguese. During the sixteen century Lisbon exceeded Venice in importance, due to the discovery of the trade route to India by sea, became at that time the most influential city in Europe. Lisbon was always a port and the city and its society grown with the river and the ocean. Only in the twentieth century, things started to change and with the idea of a modern and bigger city, growing to the north, the river started to be neglected.



Nowadays it is of general knowledge that this two brothers, should never be apart, because the city and the river have always worked like one, losing that the city may as well lose its grandioseness. In the last few years riverside projects like Expo 98, Ribeira das Naus, Cais das Colunas, Campo das Cebolas, the new cruise terminal are a proof of the idea of regaining the river to the city or vice-versa.

Project area.  
Google Maps  
Scale 1 / 10000



This is a riverside area, naturally very flat but with great hills of consolidated city, emphasized by majestic buildings like convents and palaces filled with History.

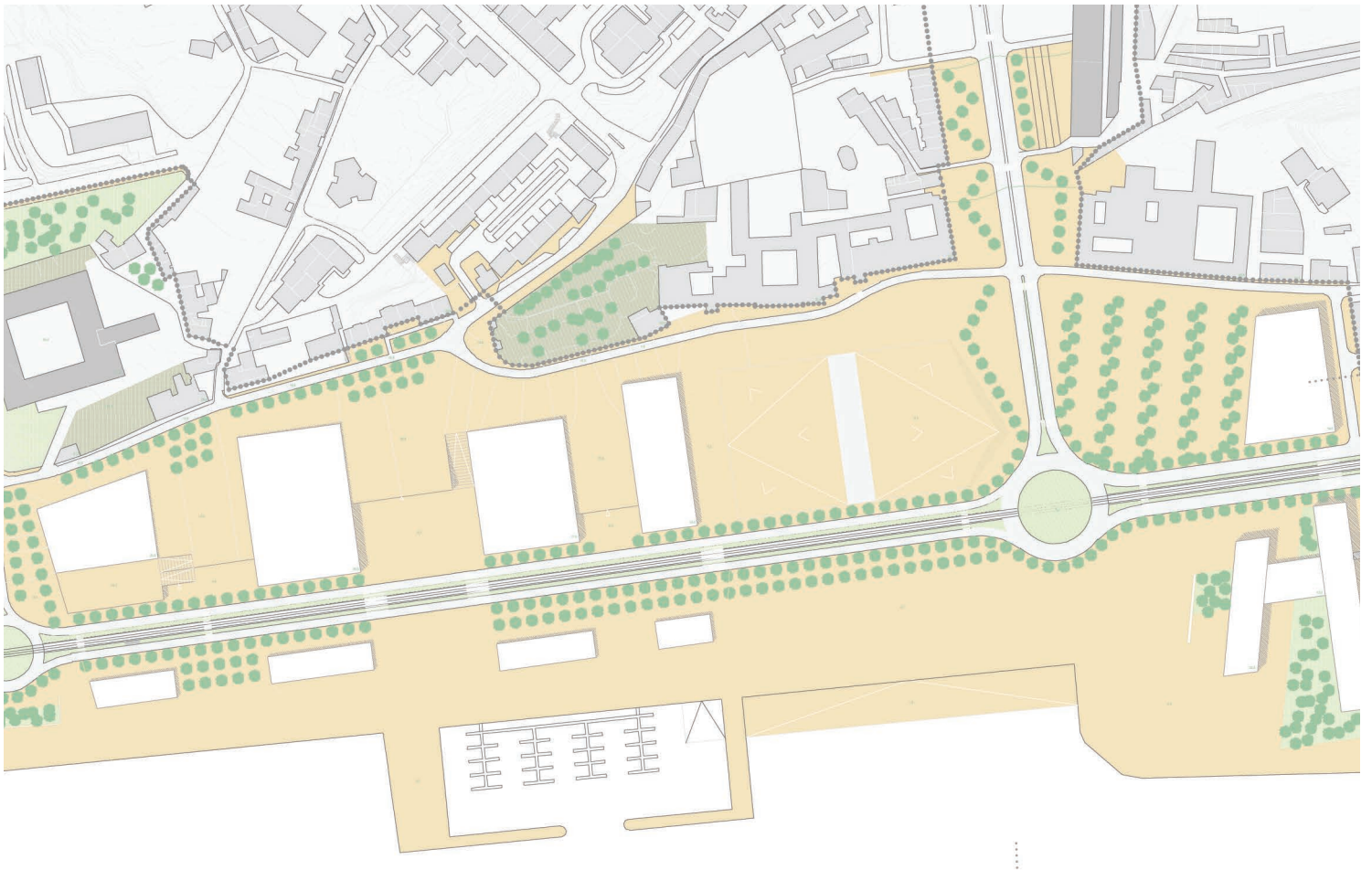
The programme had two possible scenarios to choose. The first one, more conservative which would keep the railway and the second which would remove the same, throughout an alternative plan. This plan could be executed by extending the underground from Santa Apolónia to Oriente or creating a Tram, both with the similar objective of getting this area free from the current heavy infrastructure.



We visited the area, a few times, and realised that it was completely disconnected to the river, in the main part of it, due to the railways and port area. The railway was built in the nineteenth century, considered to be the way to the future and modern world. This was the main infrastructure for delivering goods that came by sea and went to Portugal or Europe. Nowadays only people travel through there, and its own meaning is questioned. The fact that with the removal of the port, in this area, we believe that the arguments in favour in removing the railway and also the other train infrastructures, are much bigger than the ones that are against.

After a thoughtfully analyses, the second option was chosen and with it the possibility of creating a riverside parallel Tram, as a generator of connections and living. This new urban tissue was linked to the original one through different programmes, such as residential area, a congress centre, tourism spots, recreational areas and some interventions in the pre-existent buildings.

Our project have three great nucleus, the first is in Santa Apolónia Station, served by the underground, the train, the cruise terminal and and the lift, that we designed, to the Graça hill, Pantheon, Ladra fair, São Vicente de Fora Monastery. The second nucleus in the Santo António Valley, served by the intersection of the Infante Dom Henrique Avenue and the Mouzinho de Albuquerque Avenue, the congress centre and the new hotel in the old Con-



vent of Todos-os-Santos. The final nucleus is made by the intersection in the Xabregas Valley the Madre de Deus Monastery, the São Francisco de Xabregas Convent, a new car silo and hotel by the sea.

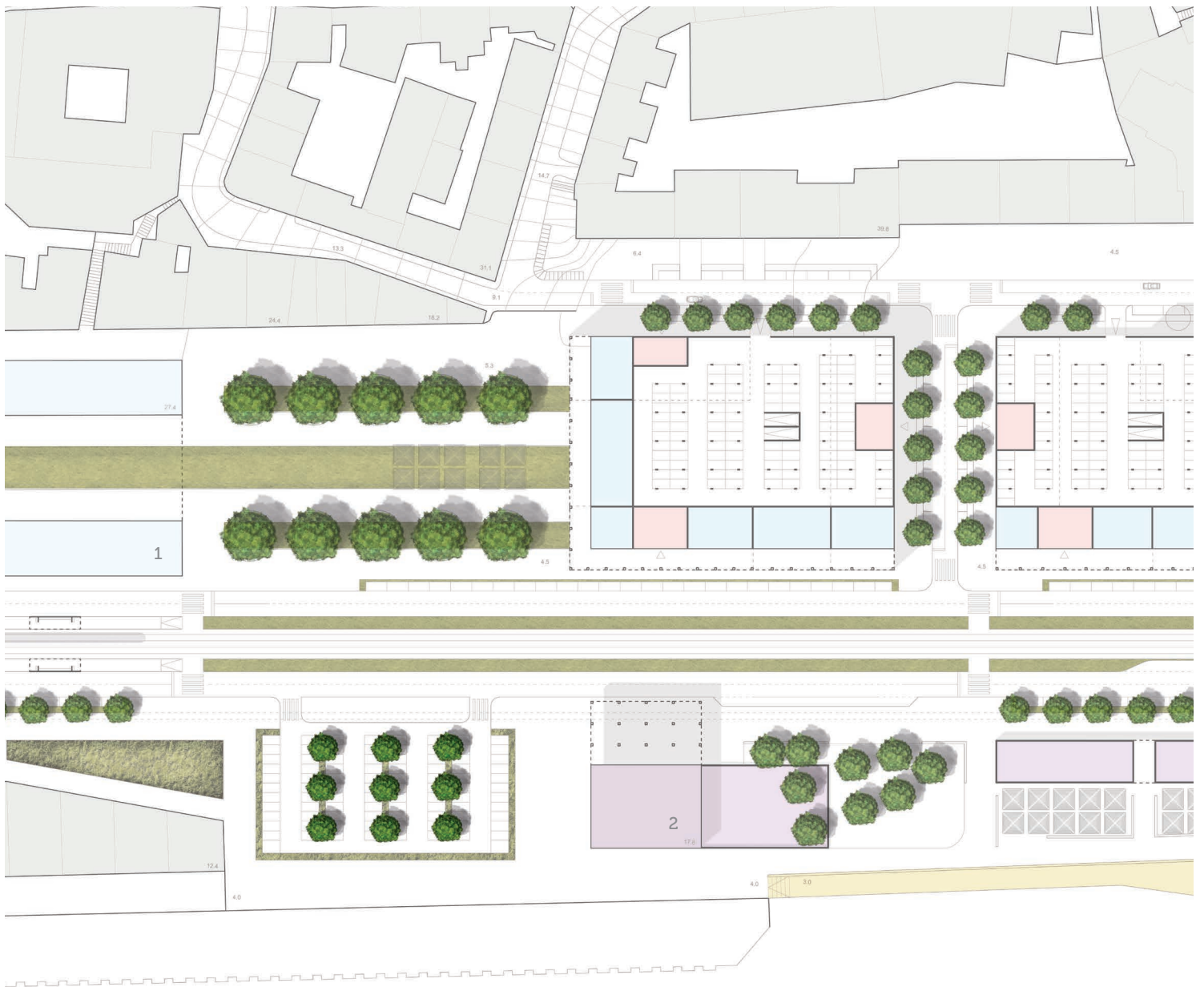
The Infante Dom Henrique Avenue is redesigned, now with the Tram in the middle with stops in the three nucleus. From Santa Apolónia to the Santo António Valley is a more dense and residential area, from the Santo António Valley to the Xabregas Valley is mainly the congress centre and a new marine that design the urban space. Connecting this areas there is in each valley a green area, in the idea of naturalizing the valleys a little.

As a second part of this project, there is a more intensive approach to one of these areas, individually done in the second semester. It was chosen the more residential area of the group plan, between Santa Apolónia and Santo António Valley, with great emphasis in public space design and balance between private needs versus global ones.

To the riverside it was done primacy to the public leisure areas, having the already existing bars and restaurants and the club Lux Frágil, designing new green areas and new pubs and snack areas in connection to the river. A low high cross walk in the margin of the riverside, gives a more intensive and censorial approach.

Plan of the group fase.  
Author draw.  
Scale 1 / 5000





In the north of the Infante Dom Henrique Avenue, is a residential area, of urban blocks, linking the old city with this new plan. Providing new and better spaces for the residents of the pre-existent buildings. Always thinking not only in the comfort and ambiance but also in its environmental and economic sustainability, designed for a future world more fair and with more quality of life. Having in mind to be a contribution to a better society.

This urban area, nowadays is not only debated by architects and other professionals but also by the society in general. Proving that this is an important matter for the inhabitants of the city, crossing several different knowledges, areas and political options.

As wealth generators, the future of the companies in front of the train station, near the river, such as the restaurants Bica do Sapato, Pizzeria Casanova, DeliDelux shop and the famous night club Lux Frágil are being debated as well. In my opinion, after completed this project and thesis, this companies





really must stay independently of the future plan for this place. Because if we are trying to achieve an economical and cultural sustainability, it is primal not only to look to History in an millenarian scale but also for what works and defines the present. And in that present, companies like these ones, achieve a reference status. Being near the new cruise terminal will even increase their importance. And for that the new plan, must take these ones, as primary elements in its genesis.

It is also worth mentioning that these riverside areas in Lisbon, were always suffering through Time, many changes. Which in fact legitimize many options to the future of this place. In the present report we confront the actual limits with the new ones by removing the train and port and extending the old city to the river in a contemporary and sustainability design, for answering the needs of the present and future. Reinforcing the idea of reuse the old great buildings that give status and individual expression to this place.

Plan of the individual project.  
 Author draw  
 Scale 1 / 1500



- Margin ○
- Equipments ○
- Services ○
- Buildings entrance ○
- Santa Apolónia Station 1
- Lux Fragil Nightclub 2