

Lusofona Campus Extension Final Report

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Chapter 1: Urban Design Objectives

Vision Statement:

The Lusofona campus extension will be a new inviting space for students, faculty, staff, and visitors to enjoy. One of the crucial elements of this project is to integrate the new campus with the old campus. It is incredibly important to the longevity and vitality of the overall campus to create a clear integration of the new and old. The extension will offer increased accessibility, proper connectivity, and improved sense of campus identity, through cohesive design and revitalization of the present urban fabric.

Beyond creating an integration with the old campus, the Lusofona extension will create a more friendly and interconnected campus environment. Specific design elements will be chosen that promote the health and wellbeing of the campus community, while simultaneously providing an interesting pedestrian experience. Additionally, action will be taken to promote the resiliency of the campus to stand the test of time and grow with the future.

Promote a campus design that is easy to navigate, has clear connections, and legible sources of wayfinding:

- Improved wayfinding system to help students, faculty, and visitors find their way around campus. Campuses can be intimidating and difficult to navigate. Making it easier for someone to find their way around campus promotes a more friendly and inviting environment.
- Connect campus through a series of nodes that promote student activity, social interaction, recreation, and learning. These spaces will promote improved health and wellbeing for students.
- Create a series of paths for pedestrians and cyclists that connect to and through campus nodes. Provide passageways and linkages centered on a sense of safety, improving campus connections, and providing visual complexity.



People first design with human scale that supports a vibrant campus life and improved campus identity:

- Design a development with human-scale form and function which allows for complex spaces and interesting building design, thus creating opportunities for exploration, sense of wonder, and presence in the area. Activate the street level with commercial uses and activities that support the university population.
- Create distinct gateways into the campus that defines it as a clear district and increase entranceways for improved accessibility.
- Create a strong sense of identity in the site that connects and enhances the overall campus while providing the site its own unique character. Introduce art, landscaping, and urban furniture in the campus to create a sense of place.

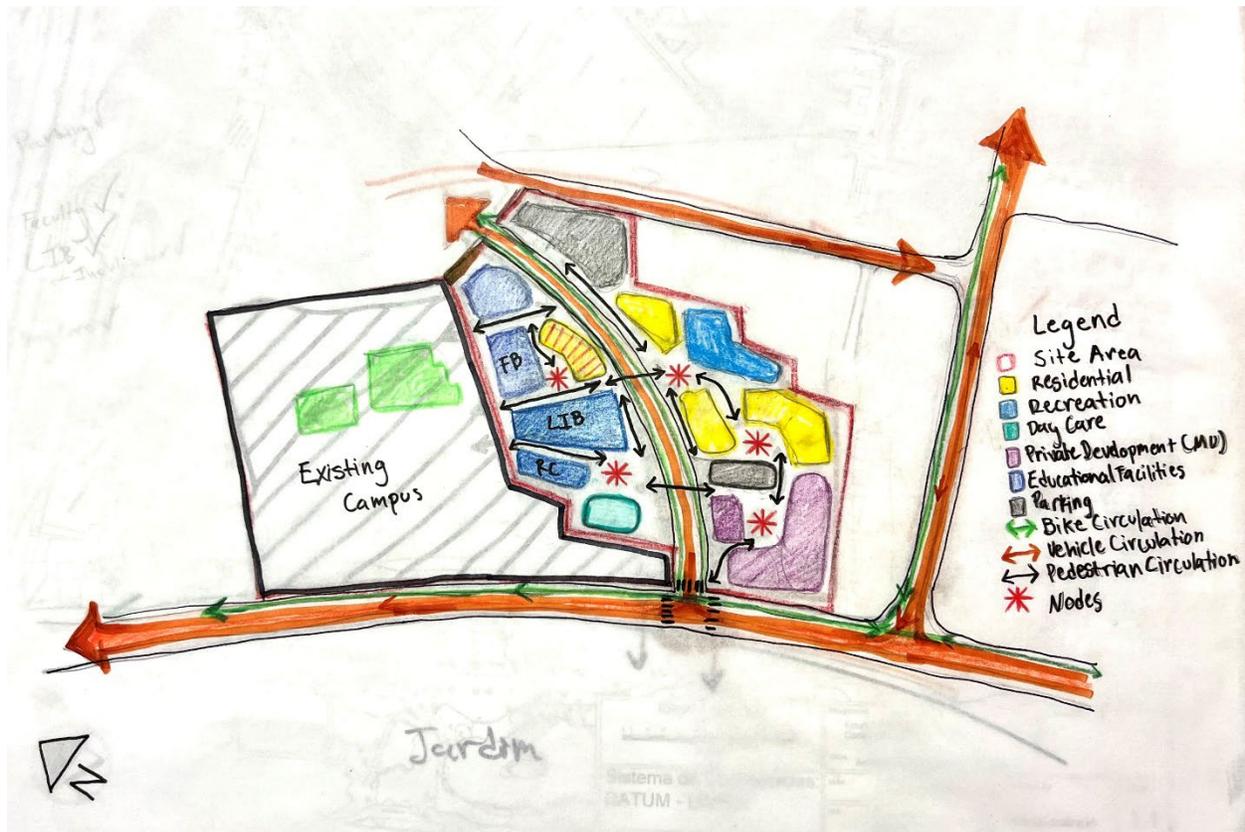


Promote a resilient campus design that can survive and adapt to the changes of time:

- Rehabilitate or adaptively reuse underutilized spaces and buildings in the area.
- Provide a contextually sensitive site design that will create cohesiveness and offer improvements to the area without being imposing to the surroundings. New uses on the site should be complimentary to the existing campus as well as foster long-term vitality.
- Use sustainable design, construction, and systems that can be preserved and maintained well into the future. Plan for the future not just the present day.



Chapter 2: Concept Diagram



General Description:

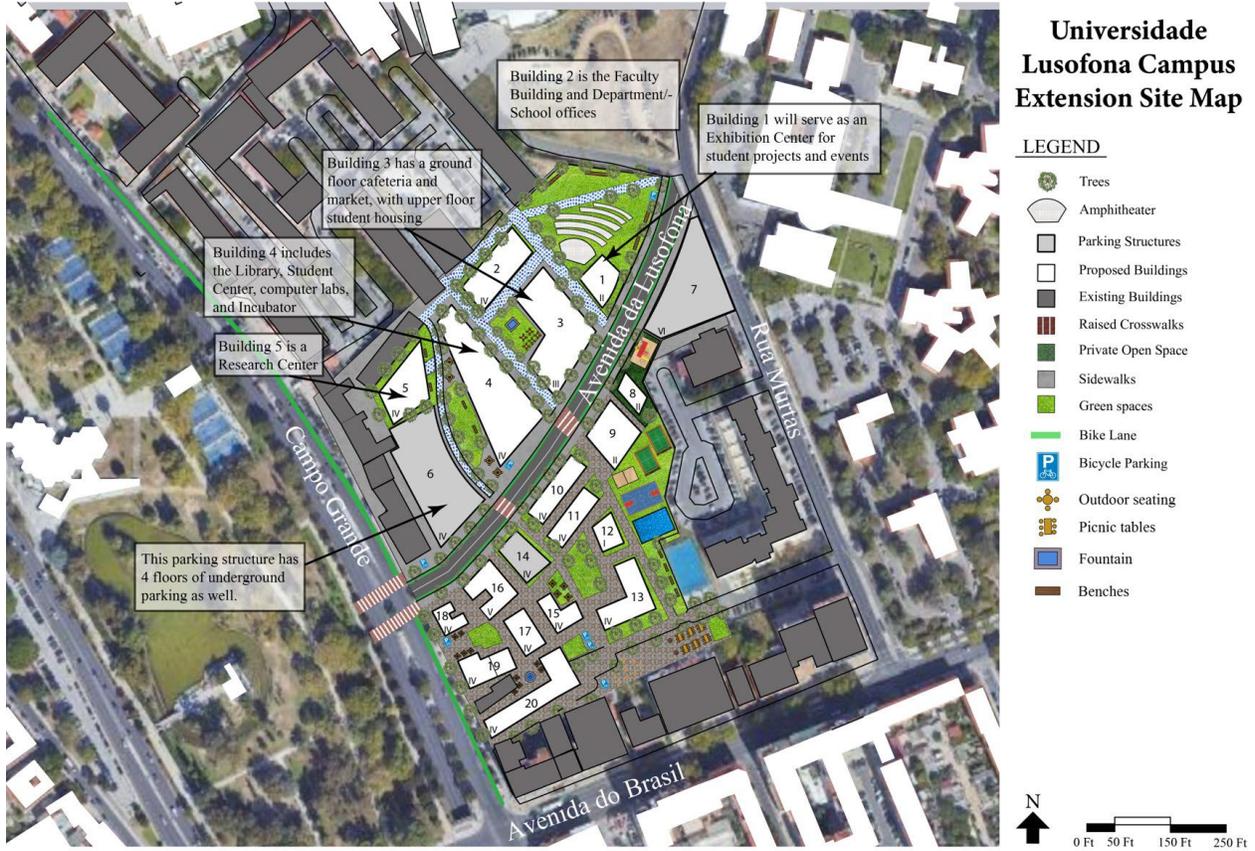
The Lusofona Campus Expansion is a massive undertaking for the University. The expansion will double the size of the current campus, providing students and faculty with new facilities and residences. As such a large project it is important that every aspect and decision made for the project is done with great care and respect to those that will use the space.

This project will adhere to the design objectives and ideas listed above. The objectives were greatly influenced by the positive urban qualities that were observed in the City of Lisbon. The most visible of these design ideas is the connection of the campus through a series of paths and nodes. The design of the campus aims to create easy and legible connections through the campus through these paths and nodes. Students and faculty will be able to easily recognize where they are on campus through these nodes. Each node will serve as an area for students to gather and use for recreation, studying and events. This idea of paths and nodes was influenced by the pedestrian experience of the older neighborhoods of Lisbon. In these neighborhoods it is common to have an experience where one stumbles from plaza to plaza while exploring, and it was one of the project goals to transplant that experience to Lusofona.

Another notable aspect of this project is the Avenida da Lusofona that will travel from Campo Grande through the campus, connect to the second circular and pass it. This new road design is meant to serve as an alternative to the designs proposed by the city. The road is a one-way through the campus that will have bike lanes on either side. Additionally, this road will serve as the natural break between the two distinguished areas of the campus extension. The side closest to the original campus will contain most of the educational and faculty buildings such as the library, offices, and research center. On the side closer to Avenida da Brazil will have the majority of the student and faculty housing, recreation facilities, and private residential and commercial development.

Chapter 3: Site Plan, Model, Sections and Perspectives

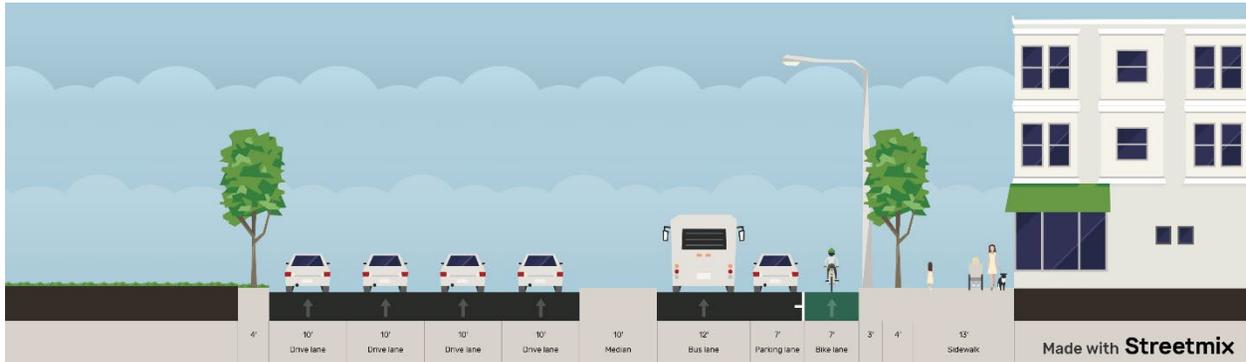
Illustrative Site Plan:



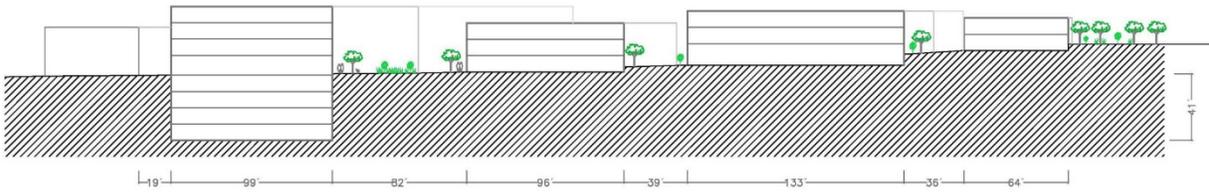
Development Table:

Building Number	Use	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	Floor 6	Floor 7	Floor 8	Total Area	Educational	Residential	Commercial	Parking
1	Exhibition Hall	3,695	3,695	-	-	-	-	-	-	7,390	7,390	-	-	-
2	Faculty/Department Building	7,993	7,993	7,993	7,993	-	-	-	-	31,972	31,972	-	-	-
3	Student Housing/Cafeteria	16,165	16,165	16,165	-	-	-	-	-	48,495	-	32,330	16,165	-
4	Library/Incubator	20,455	20,455	20,455	20,455	-	-	-	-	81,820	-	-	-	-
5	Research Facility	10,445	10,445	10,445	10,445	-	-	-	-	41,780	41,780	-	-	-
6	Parking Structure	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	164,000	-	-	-	164,000
7	Parking Structure	17,305	17,305	17,305	17,305	17,305	17,305	17,305	-	121,135	-	-	-	121,135
8	Day Care	1,900	1,900	-	-	-	-	-	-	3,800	3,800	-	-	-
9	Student Housing	6,265	6,265	-	-	-	-	-	-	12,530	-	12,530	-	-
10	Faculty Housing	4,550	4,550	4,550	4,550	-	-	-	-	18,200	-	18,200	-	-
11	Faculty Housing	3,850	3,850	3,850	3,850	-	-	-	-	15,400	-	15,400	-	-
12	Recreation Facility	2,265	-	-	-	-	-	-	-	2,265	-	-	-	-
13	Student Housing	6,400	6,400	6,400	6,400	-	-	-	-	25,600	-	25,600	-	-
14	Parking Structure	4,235	4,235	4,235	4,235	-	-	-	-	16,940	-	-	-	16,940
15	Student Housing	2,845	2,845	2,845	2,845	-	-	-	-	11,380	-	11,380	-	-
16	Private Development (MU)	4,860	4,860	4,860	4,860	4,860	-	-	-	24,300	-	19,440	4,860	-
17	Private Development (MU)	3,250	3,250	3,250	3,250	-	-	-	-	13,000	-	9,750	3,250	-
18	Private Development (MU)	1,950	1,950	1,950	1,950	-	-	-	-	7,800	-	5,850	1,950	-
19	Private Development (MU)	2,765	2,765	2,765	2,765	-	-	-	-	11,060	-	8,295	2,765	-
20	Private Development (MU)	7,930	7,930	7,930	7,930	-	-	-	-	31,720	-	23,790	7,930	-
Total		149,623								690,587	84,942	182,565	36,920	302,075

Sections:

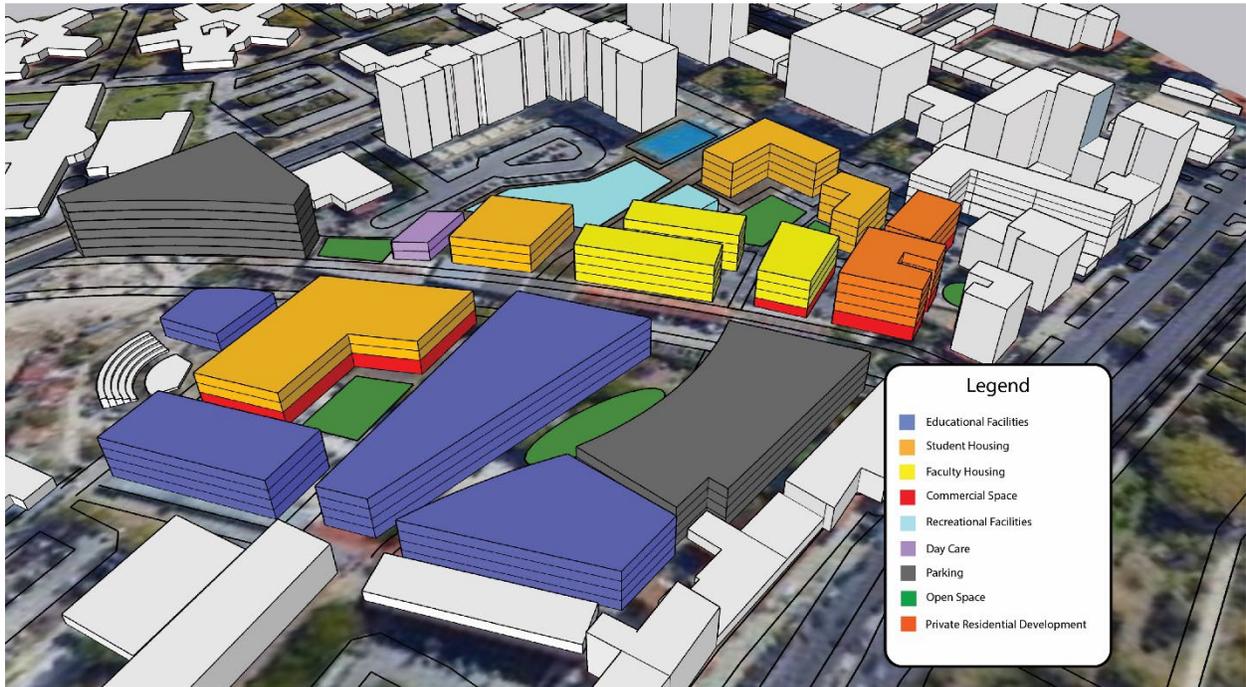


Campo Grande Redesign with improved sidewalks and bike lane



Campus Expansion Section from Campo Grande on the left to the top of campus on the right

3D Model:



Pedestrian Views:



Avenida da Lusofona



Residential Open Space

Urban Design Workshop: Plan to Walk + Walk to Plan

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Lisbon 2022

Chapter 1

Our day started by meeting under the Portuguese flag in Parque Eduardo VII. This is a large green space that sits on a hill overlooking the city of Lisboa. The top of the Parque Eduardo VII was anchored by a grandiose flag of Portugal on the top and punctuated with landmarks in a public plaza with a wide viewpoint of the city to the Rio Tejo. Such a grand view provides a look into the active lifestyle of the city. A monument of Marques de Pombal, the father of the reconstruction of Lisbon after the 1755 earthquake can be observed at the bottom of the park, thus anchoring the other end of the Parque Eduardo. This monument marks the “center” of the city and acts as a node for grand avenues that radiate from this point.



We then continued our way down Avenida da Liberdade, a grand avenue that has been influenced by the introduction of the automobile, however efforts have been made to make sure that the pedestrian experience is nice as well. This Avenida contains some historical monuments which provide the pedestrian with a piece of the historical context of Lisbon through its architecture. The mosaic-patterned floorspace offered an interesting pedestrian experience itself by inviting more movement down the Avenida and showcasing the uniqueness of Lisbon’s urban identity. The pedestrian experience is further enhanced by parklets, paths, and large trees that line the avenue. Throughout the length of the Avenida, many different land uses and activities co-exist with each other, offering a robust vehicular and pedestrian experience.

The next part of our walk consisted of ascending through the streets of Lisbon on our way to the Alfama. We observed a lot of different building facades, layouts, and streetscapes. In many places, the historical facades were preserved whereas other areas had incorporated contemporary aspects, providing interesting features for the pedestrian experience.

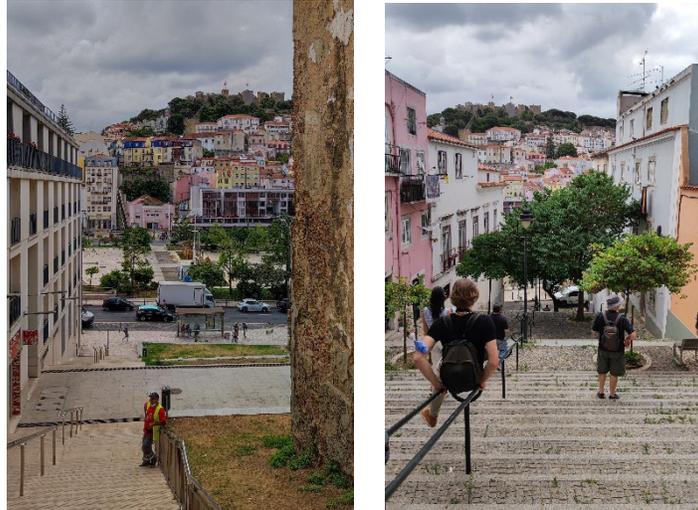


One interesting aspect of these old neighborhoods was the redesign of the street to support the car. In many cases, the sidewalks were narrowed, and the hierarchy of the use was shifted from the pedestrian to the car. This detracts from the pedestrian experience, forcing them to walk along very narrow sidewalks, or constantly stepping out of the way of the automobile. However, it's necessary for vehicles to be able to access these areas for emergency services. Our walk featured interesting alleyways and corners, school parks, and local shops/restaurants which contributed to the human scale, social interaction, and sense of curiosity. We arrived at the Miradouro do Jardim do Torel, which provided another dominating view out onto the cityscape. Surrounded by a garden, the Jardim de Torel, the vista was complemented with nice landscaping.

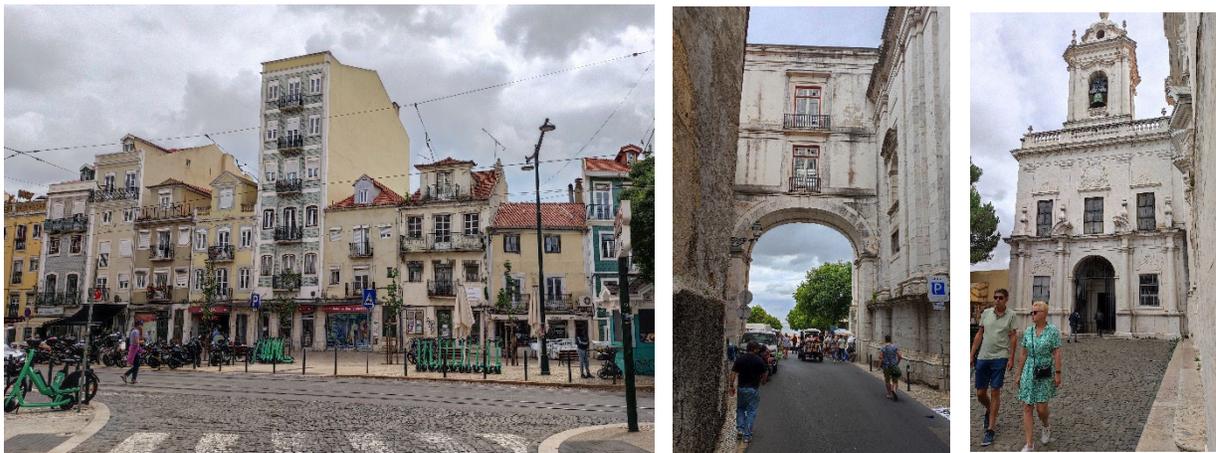


Chapter 2

We continued uphill until we reached a point where we could see across the valley and Martin Moniz. From here one can see over into Alfama. From here we can see the remnants of one of the historic city walls that used to protect Lisboa. Each neighborhood we passed through was accompanied by a public space, being either a plaza, park, or miradouro. As a pedestrian walking through the city, these nodes help to provide continuous points of interest and activity that boost the urban experience. As Dr. Borja Ruiz-Apilanez said, “people are attracted to people” and public spaces like these are destinations for activity and interaction.



In the afternoon, after walking some more, beyond the Miradouro, we made our way towards the Feira de Ladra, a local flea market held on Tuesdays and Saturdays in the Mercado de Santa Clara past the Church of Sao Vicente de Fora. This art-filled place of worship is also the burial place of the Braganza monarchs of Portugal. Its grandeur and intricate architectural design were incredibly aesthetically pleasing.



The architectural complexity of this building and many others in Lisbon provide a consistent visually attractive experience for all eyes. The Feira de Ladra then showcased the personalization of city spaces created by the people of Lisbon. The Campo de Santa Clara becomes lined with street vendors selling all sorts of local crafts, arts, clothing, and everyday items. The space is made into the people's own on the flea market days through a communal effort to come together and provide a source of growth for the local economy. Tourists and locals alike are abound participating in social and commercial activities. The restaurants in the location with their outdoor dining differentiates between the openly public experience of the market and a more semi-private experience for those enjoying meals, while overall increasing social interaction between everyone in the flea market.



Afterwards, we continued our trek towards the Castelo de St Jorges. Along our path there, we stopped at multiple miradouros, an urban element which is present in many high elevation areas of the City of Seven Hills. Our first stop before the castle was Miradouro das Portas do Sol, which provides another dominating view onto the cityscape with the addition of the Rio Tejo. The plaza also allowed you to see firsthand some step-back buildings which could be seen throughout Lisbon's cityscape. The miradouro had a large plaza overlooking a large terrace below and there was a restaurant terrace to the left above. Yet again these semi-private restaurant spaces were interacting with the public miradouro, while providing aesthetic views of the surrounding city. The Miradouro de Santa Luzia was another highly enjoyable vista point with very colorful trees and interesting tiles in the paving and seating.

As a city built upon many hills, Lisboa offers many beautiful views and vistas. Nowhere is this better demonstrated than at the Castelo de S. Jorge. From here one can see the entire city in a 360-degree view. These views are important for the city to maintain as they enhance the well-being of the community, keep the human scale of the city, and as part of the character of the city. The city has recognized the importance of these views to the city and has even put in place measures to maintain them, by not allowing the construction of tall buildings in these areas.



From the castle we made our way to the Praça do Comercio, the most beautiful plaza in the world that is activated by the Rio Tejo, the Estátua do Rei, and by lots of shopping and eating. This is a great space to hang out and is also used by the city as an event space. Lisboa is filled with many plazas like this one, that give space for activity and the gathering of the community.



Chapter 3

On the second day morning of being a pedestrian in Lisbon, we visited Chiado, Bairro Alto, and Largo do Carmo. We began our day at the Praça de Comercio under the Arco da Rua Augusta, a stone, historical building. This triumphal arch is a massive work of architectural ornamentation. The monument has six columns and is decorated with many historical figures; the observer is persuaded to take in all the details and appreciate as much of the architectural features as possible. This arch also serves as a strong landmark calling people towards it and a clear gateway from one district (the Praça do Comercio) to another, the Rua Augusta. It clearly indicates to pedestrians that your journey in one area is ending and you are now entering another fascinating pedestrian experience. Rua de Augusta is a wide pedestrian street lined with stores, cafes, and restaurants, which stimulate the pedestrian experience. There are many commercial activities to choose from, creating decision points for people. This is exactly what Professor Del Rio mentioned in his article regarding Rapport's views on what defines a creative townscape: one that attracts people with multiple behavioral options.



We then arrived at the Praça Dom Pedro IV, a large public plaza with a central statue serving as a landmark and two large fountains on both sides of the rectangular plaza. Multiple entrances into the plaza make the landmark elements visible from many locations, thus creating focal points for vehicles, cyclists, and pedestrians alike. It was an interesting place experience since the street front was also activated by more shops and commercial activities. There was a lot of bustling activity happening even in the morning. Walking along the paths of Rua de Carmo and Rua de Garrett to Baixa Chiado offered another look into how visually complex the boulevards in Lisbon are, since there were many, land uses and stimulate. Baixa Chiado then served as a gateway into a new area through the landmark, Statue of Antonio Ribeiro Chiado. It was a well-defined space as it went from an enclosed boulevard to a public, transparent corner that opens out onto the spaces and activities beyond, such as Praça Luis de Camões. This historic square serves as another clear social node with a lot of engaging activities taking place.



Next, we walked upwards from the square around the streets of Bairro Alto. This is a vital, social district in Lisbon containing steep, cobble streets. A considerable amount of vivid street art and decorations can be seen, and there are many traditional restaurants at the street level. This neighborhood during nighttime is filled with life, as many people are attracted there by the many festivities and social crowds on the streets and at the bars. The last location in the morning was the Largo do Carmo, another town square where the ruins of the Carmo Convent can be found as a boundary of the square. The urban furniture, kiosks, local music playing, and jacaranda trees create a welcoming sense of place in the square. The sense of enclosure created by the buildings surrounding the square helps a person feel protected and present. There exists a path from the square to the Santa Justa Lift, an elevator providing an interesting linkage to a distinct part of the city, apart from the incredible 360-degree views.



Chapter 4

After lunch on Wednesday, we met up with Filipa Antunes. Filipa is a phenomenal artist and gave us a quick lecture on sketching urban environments. She took us to a spot by Largo do Carmo that provided an interesting view of the surrounding buildings juxtaposed by the Castle Sao Jorge in the distance. Here we all sat down for about 45 minutes and sketched our view. It was a wonderful exercise and influential experience, as for many of us it was our first time sketching in a setting like this.



From the sketching exercise we hopped on the Subway at Rossio station and took it to the newer part of the city in Roma-Areeiro and Alvalade. These areas were a planned development compared to the organic growth of the older more historical parts of the city. These areas were initially planned and developed as social housing, however as time has gone on, they have become more affluent areas. When walking through these neighborhoods it is obvious that the government planned this area with the automobile in mind as the streets are much wider and support the movement of more vehicles. However, the sidewalks are still quite wide and enjoyable to walk.



As one walks from Roma-Areeiro to Alvalade the phases of the plan are visible through the changes in architecture and design. Moving from a style that is reminiscent of a garden city to a more modernist style. In the garden city-type developments in each neighborhood/block is accompanied by community spaces such as gardens, and sports facilities, and are connected through a series of pedestrian paths. Moving north we began to enter the more modernist areas of Lisboa. Here the scale of the buildings and streets quickly changed. The building became much larger and the streets much wider. The neighborhood was still enjoyable to walk but the human scale had been diminished compared to the older parts of the city due to the more grandiose nature of the modernist design.



One of the attractive design qualities of these neighborhoods was the connections from the main boulevards to the quieter areas of the neighborhoods. There were nice linkages created between the main streets and the side streets through arches and pass-throughs under many of the buildings. These pass-throughs are reminiscent of the arches in the historic Alfama and provide a nice permeability from the side streets to the main streets while maintaining these inner areas as more private.

As pedestrians, these neighborhoods are much less friendly to walk than the areas of Baixa, Alfama, Chiado, and other older neighborhoods. The human scale is distorted by the larger buildings and avenues, and the design of the streets is much more favorable to the car.

Chapter 5

Estação e Bairro Oriente and the Expo 98 area were the focus of our pedestrian experience on Thursday morning. Gare do Oriente is a main intermodal transportation hub in Portugal. It appears modernist with some gothic architecture influences. The multimodal station, which sits in an urban area near the Expo 98 site and Tagus River is a grand building of architectural complexity. Walking through and around the station itself is a very interesting visual experience.



From the station, we walked through the neighborhood of Santa Maria Dos Olivais. This is a neighborhood that has recently been annexed as an area for new development. Walking around this area it is obvious that planners had not thought much about the pedestrian experience. First, the train tracks to the south of the neighborhood disconnect it from the newer Expo 98 development. As a pedestrian trying to reach the other side of the train tracks one must walk around many streets to reach one of the few crossings. There are also many streets that run into dead ends that are not even in the direction of the train tracks. This Neighborhood was an Additionally, architects and planners did not properly activate the ground floor commercial spaces of many of the buildings. In some cases, pedestrians must walk up a flight of stairs to reach the businesses located on the ground floor, which is not inviting pedestrians to shop.

A walk through the site of the Expo 98, the World Fair held in Lisbon, revealed some positives and negatives of the urban qualities existing in portions of Lisbon. Walking through Parque Tejo revealed the preservation of views into the natural environment seen throughout the miradouros of Lisbon. Looking onto the Rio Tejo next to the Puente Vasco de Gama provided a nice vista onto a great expanse of the river allowing the observer to marvel in the beauty of the river.

The Expo was set in a great location, but roaming throughout its extent communicated some planning flaws and lack of care in the area. Although there was a lot of space for walkability and entertaining views throughout the site of the Expo 98, it was not the most pleasant experience. Sidewalks were non-uniform and unsafe at locations. There were many instances of unused and underutilized spaces. There was a lack of activities in some public spaces, which overall made the area appear empty. There was an abundance of public space, but now a considerable portion of it was not being used to its

fullest potential. The shopping center in the area did have a lot of vitality and activity occurring. However, the rest of the area was not as consistent in terms of robustness.



Another positive of the site was the sculptures, mini parks, and captivating art features in the area. They provided feelings of welcome and wonder, and they invited the pedestrian to fully take them in and contemplate their details. These mini-interest points punctuated the plazas and walkways, thus creating more memorable experiences.

