



# Walk to Plan + Plan to Walk II International Summer Design Workshop 2019

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*Sketch by Rui Miguel*



# Chapter 1 | Urban Design Qualities in Libson

## 01 | Complexity and Surprise

The design qualities of complexity of surprise are exemplified in Alfama, one of the oldest districts in Lisbon. Consisting of narrow, winding streets and steep hills, the walk through this village was full of discrete passages and hidden plazas. As shown in figure 1.1, many buildings integrated staircases that led to destinations not completely visible to the passerby, which in turn entices to wander toward the unknown. Many of these staircases led to public courtyards with modest landscaping to accommodate residents living in the buildings. These sudden discoveries, or “serial visions,” create a more interesting and entertaining environment for pedestrians to explore.



Figure 1.1 and 1.2 Stairs leading to a residential courtyard in Alfama

## 02 | Vitality and Robustness

Jardim de Sao Pedro de Alcantara, a park located in the neighborhood of Bairro Alto, hosts a variety of activities for people of all ages to enjoy. In addition to food, drinks, and music, residents and tourists alike are able to take in the beautiful views of the city. As we walked throughout the park, we noticed the colorful decorations and quirky signage that fostered a strong sense of place. Furthermore, the floor tile patterns of the pathways add to the area’s vitality and robustness through artistic display. The unique patterns that often represent swirls, waves, plants, or animals, complements the park’s lively energy, while breaking up the floor’s monotony.



Figure 1.3 Jardim de Sao Pedro de Alcantara outdoor seating

### 03 | Enclosure and Linkages

We discovered that there were several examples of spaces that neatly created enclosures through courtyards but some often left an empty expanse. Expo 98 is a great example of vastness that continues to go on without any end in site while walking the campus. An example of a good use of enclosure is the use of private as a courtyard in Roma with residential surrounding the edges with an interior courtyard where both private and public space meets. Even within Alfama, the scale of buildings create a sense of safety with winding streets that lead to small courtyards. The Roma district has several examples of great linkages by incorporating vehicular transit under buildings. We found that the Roma district had great linkages by utilizing busy avenue in streets on the outside while linking to quieter streets and parking inside the blocks.



Figure 1.4 Sketch of linkages in Mouraria by Isabella

### 04 | Transparency and Vistas

A fundamental characteristic of transparency is the ability to see beyond an edge. Vistas are able to capture the eye from a distance and draw a person to that point. The Expo Park neighborhood fails to capture these characteristics in multiple ways. For one, my own personal sense of space was not apparent because the lack of a human scale built environment. I wasn't able to frame myself within the array of strange statues, postmodern apartment blocks meant to showcase architects' unique style, cobblestone grounds with no apparent use, and imposing or blank walls. There were no vistas to be drawn toward because I could mostly see every direction for miles. What I could see was not particularly interesting.

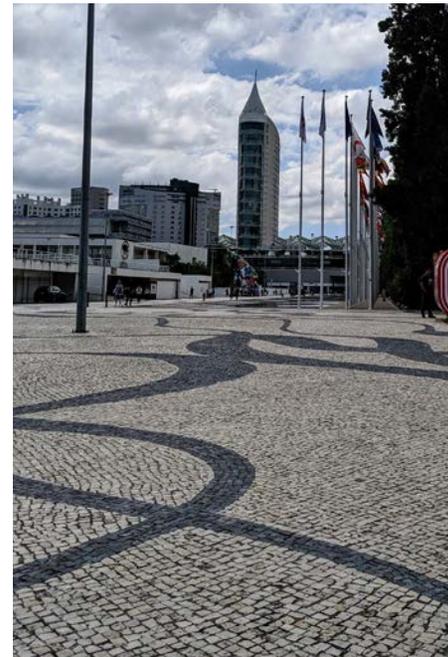


Figure 1.5 Example of poor transparency at Expo Park



Figure 1.6 Example of poor transparency in a residential neighborhood at Alvalade

## 05 | Legibility and Coherence

Baixa was redesigned after the 1755 earthquake utilizing a grid pattern creating a legible, coherent, and pleasant pedestrian promenade. As such, the area is known for its successful tourism and easy navigability. Both Rossio square and Praca do Comercio serve as important markers bordering the perimeter of Baixa establishing a mental map for pedestrians and the community within the district. I found the Baixa easy to navigate due to the grid pattern of the district and prominent architectural features. The lack of coherency at Expo center is a stark contrast to the level of legibility within the Baixa.



Figure 1.7 Example of strong legibility and coherence in Baixa

## 06 | Architectural Richness

Architectural richness can often be found in the Alfama, Chiado and Barrio Alto. Several personal architectural details are added to residential buildings as well as commercial buildings. This can often be characterized by intricate usage of tile and variety of building typology while remaining cohesive. We discovered that the personalization details added to the buildings details such as residents adding tiles depicting their favorite saints outside the door. We found that the Rossio neighborhood had some of the most intricate detail in architecture as well as Chiado with iron rod balconies and Moorish influence in the architecture.



Figure 1.8 and 1.9 Architecture styles in Chiado and Barrio Alto

## 07 | Personalization and Community Values

Alfama, with its rhizome-like splitting structures projected vertically and horizontally, creates ample opportunity for improvised use of space that serves as a foundation for personalization and community values. In one case, as I trotted down a narrow curving street, I could hear a high-pitched scraping noise. I was met with the image of a man on a bicycle powering a knife-sharpening device and chatting with neighbors. His conspicuous activity provided pretext for neighborly conversation, making the built environment his own. In the same neighborhood, I also saw people leisurely chatting, drinking, and smoking on chairs brought out from shops and homes.



Figure 1.10 Street decor representing the community's culture



# Chapter 2 | Site Analysis

# 01 | VEHICULAR & PEDESTRIAN CIRCULATION

## Opportunities

There is a high level of traffic throughout the site including both pedestrian and vehicular. This leaves a high opportunity for level of access for cars and pedestrians. Around the site there are well established sidewalks which lays the base on infrastructure for walkways. In addition there are multiple crosswalks on the site to allow pedestrians to safely access the site. In terms of vehicular traffic, there are two major roadways parallel to the site, Av. da Republica to the east and Av. das Forças Armadas to the north have the heaviest amount of traffic. Av. das Forças Armadas also features a large traffic circle. In addition, Avenida 5 de Outubro is on the westside of the site and features less vehicular. This high level of traffic tells us the importance of the area and already has established linkages.



Figure 1.2 Traffic circle northeast of site

## Constraints

Due to the high level of vehicular traffic in the area there might be a safety issue for pedestrians crossing streets. Although there are already established crosswalks there may not be enough signals alerting drivers to crosswalks. Another constraint would be the site itself is not walkable due to the large openness of the site and a lack of the built environment.

## 02 | PUBLIC TRANSPORTATION

### Opportunities

The site features several linkages to public transport common in Lisbon. On the site alone are two different bus routes and four accesses to the metro. At the edge of the site there is also a train station that goes to the outer parts of Lisbon and all the way to Sintra. The high level of access to public transportation will be a huge opportunity for the site to incentivize people to not drive to the site and also reach a larger population. Since there are so many different forms of public transit it allows people from all over Lisbon to access the area and also helps those who may live on the site in the future.



### Constraints

Overall due to the high level of public transit there are not a lot of constraints in this regard. The main constraint of public transportation in the area is the lack of connection between all the different modes. There is also a lack of signage regarding which Metro stop connects to what specific line. This high level of access can become rather confusing in regards the lack of linkage to the three especially when it comes to using several different methods to reach the final destination.

## 03 | ACCESSIBILITY & LINKAGES

### Opportunities

Many people pass through Av. da República every day. We noticed that this road is a primary connection to the site. There are a lot of benches along the sidewalk as well where people sit to relax or have a quick meal. It would be interesting to integrate this existing area to the project site to create a larger gathering space that encourages additional social interaction. Pedestrians would be able to easily navigate the site through the streets bordering the project area. We also observed that there is a poorly passage running through the center of the site. By repairing and revitalizing this passage, we would be able to create a stronger connection between Av da República and Avenida 5 de outubro.



Figure 3.1 Informal gathering space south of site



Figure 3.2 Sidewalk looking south

Another potential connection is in front of the supermarket and train station in the southern part of the site. Low cement walls can be found in this space where people utilize them as seating. Most people seen in this area, who probably work around the project site, are seen eating, drinking, or socializing with their friends. For its proportion, this sidewalk can be considered to be quite crowded. This space could also be revitalized and integrated with the site to promote a better connection between the sidewalk and the train station and market.

## 03 | ACCESSIBILITY & LINKAGES

### Constraints

The informal passage that runs through the site is ill-maintained and littered with garbage. Many pedestrians abstain from using this path due to its poor conditions. It would be ideal to clean the pathway and create a clear connection. Another constraint is the street parking along Av da República. This obstructs the visual connection between the street and the sidewalk.

The last disadvantage it is the connection between the supermarket in the southwest part of the site and its sidewalk. The access it is made by one ramp and stairs, as shown in figure 3.3 and 3.4. Both are protected by a middle-high wall that blocks the ability to see those walking on the sidewalk. This sidewalk has a lot of potential but needs to improve its transparency.



Figure 3.3 Ramp to train station

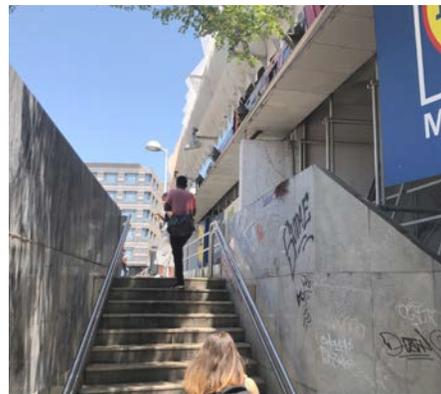


Figure 3.4 Stairs to train station



Figure 3.5 Existing pathway running through the center of the sit

# 04 | LAND USES

## Opportunities

The lot on site is currently undeveloped open space-not much will need demolition to make space for new development which is a big opportunity and the best case scenario. Neighboring the site are land uses such as residential, commercial, mixed-use, office, with most parcels utilizing 6 to 9 stories of space. Developers should utilize the parcels on site keeping in mind the high modal activity in the streets. Walking along the northwest sidewalk of the site next to the light rail, one notices that this is a popular section for young people. It is an important social node that has the opportunity to be expanded upon and improved with commercial options and landscaping amenities.



Figure 4.1 Buildings surrounding site, looking east



Figure 4.2 Buildings surrounding site, looking west

Uses on the edges of the site should reflect the land uses across the opposite street. This means mirroring the predominantly mixed-use office and commercial uses west of the site and the residential and mixed-use east of the site respectively. Private developers will be incentivized by the variety of different transportation options in the area.

## 04 | LAND USES

### Constraints

As shown in figure 4.3, the lack of development on the site can also be a constraint because the cost will be development in its entirety which includes landscaping and other public amenities besides land use. Nothing existing will require much alteration aside from the existing corner building next to the roundabout may have to be changed to allow for pedestrian access into the site.

There is very little shading within the site and land use will have to include lots of landscaping, shading, and density. The lot itself is very long and rectangular and most likely too large to develop as one city block. Indeed, a connection will be necessary to break up the site into digestible pieces. Areas of the site will need to be subsectioned to avoid large setbacks or inactive spaces.



Figure 4.3 Open space, looking southwest

# 05 | PHYSICAL & ARCHITECTURAL CONTEXT

## Opportunities

The area lacks an architectural identity. The surrounding buildings are a mixture of historical and contemporary styles. Due to the significant amount of space and liberal planning policies, there's much opportunity to define the immediate area. Defining the area could mean reimagining or reinterpreting its feira or cattle market past. This can be done through combining the cattle market's Neoclassical style with a more contemporary style. This can also be done by encouraging the use of public spaces on the site, such as the suggested public square, for impromptu or planned events such as farmer's markets and festivals. To a certain extent, this is already happening in a limited way that can be expanded upon. The northwest sidewalk of the site next to the light rail is a popular section for young people to chat and sit under shade. We will need to determine how we can ensure the continued public use of this space.



Figure 5.1 Project site historical context



Figure 5.2 Picoas station - example of customized metro entrance

One other way to define the physical identity of the site would be to customize the metro entrances, since they are so numerous. This is an opportunity to reiterate the site's identity for the thousands of riders who use it everyday. Most metro entrances in Lisbon are unadorned, but the Picoas station provides a local example of how this could be done (figure 5.2).

# 05 | PHYSICAL & ARCHITECTURAL CONTEXT

## Constraints

The opportunity to define the area could also be viewed as a constraint. Based on the surrounding area, there isn't any cohesive physical identity to define the current space. Spatially integrating the metro, heavy rail, bike lanes, emergency vehicles, passenger vehicles, and lime scooters will be quite challenging. Traffic and noise are already an issue. Designing the right space would need to proactively address these issues.



Figure 5.3 Architectural style of surrounding buildings

# 06 | VIEWS

## Opportunities

**View out of site.** A traffic circle directly northeast of the project area can be seen from the project site, and contains a monumental statue of a historical figure (figure 6.1). This provides an opportunity for the project site to be associated with an already notable landmark. Other views out of the project area include multi-story buildings with a few that exhibit historic architectural styles.

**View into site.** There are many views into the site from the eastern side of the project area. It is exposed to pedestrian, bicyclists, and vehicular traffic (figure 6.2). The site can also be seen from the platform of the train station (figure 6.3).



Figure 6.1 Existing traffic circle and monument located northeast of site



Figure 6.2 View into the site looking southeast

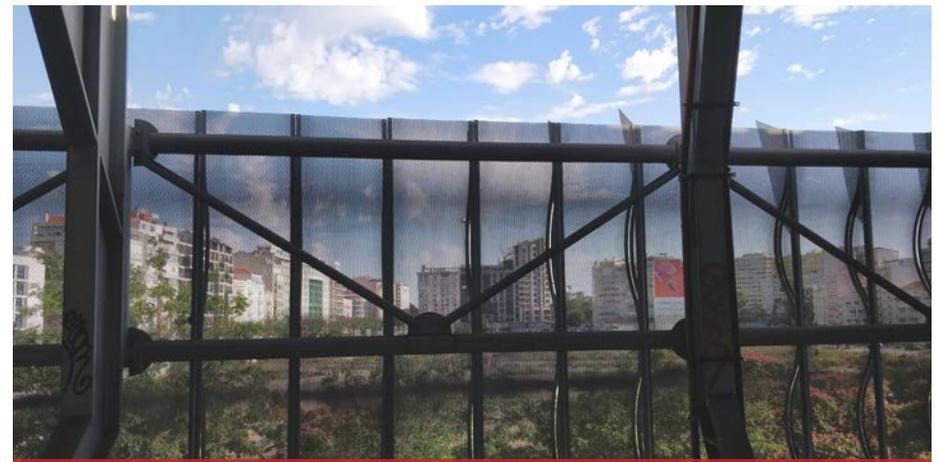


Figure 6.3 View into the site from train platform, looking north

# 06 | VIEWS

## Constraints

**View out of site.** There aren't many scenic views out of the site; multi-story mixed-use buildings surround the project area that lack architectural cohesiveness, creating an unappealing visual environment (figure 6.5).

**View into site.** Many large commercial billboards obstruct views into the project area, especially from the southwestern and western sides of the site. As shown in figures 6.6, existing worn-down walls lining the southern and western edges of the site also block views into the project area.



Figure 6.5 View of site and surrounding buildings looking northeast



Figure 6.4 Billboards lining the southeastern portion of site



Figure 6.6 Southwest corner of site

# 07 | CLIMATE, SUN EXPOSURE, WINDS, & NOISE

## Opportunities

The climate in Lisbon is usually moderately warm and sunny throughout the summer and fall, and remains relatively cool during winter months. Lisbon's mild climate allow people to enjoy the outdoors year-round.

During our site visit, we noticed that many people were sitting near the southern portion of the site adjacent to the train station and Lidl grocery shop (figure 7.1). The area was shady, cool, and breezy compared to the rest of the site, and seemed to be an ideal location for people to relax and enjoy a quick meal. Food trucks also park here to serve pedestrians passing by. Integrating this area into the proposed design would provide additional space for people to eat and socialize.



Figure 7.1 Shady area south of site

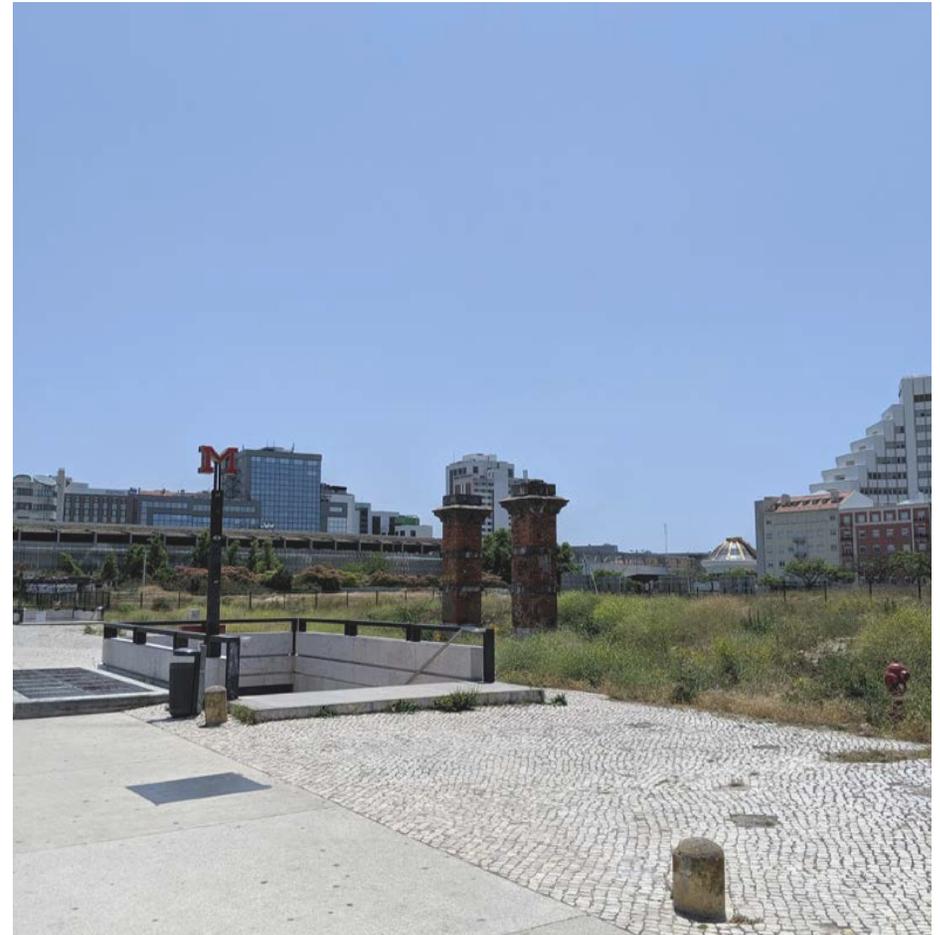


Figure 7.2 Sun exposure

# 07 | CLIMATE, SUN EXPOSURE, WINDS, & NOISE

## Constraints

The project area is extremely noisy, as planes, trains, and cars regularly pass by the site (figure 7.3 and 7.4). Since it can be quite breezy, wind tunnels were prevalent during our walk around the site, and can be exacerbated with new development. Wind also picks up during the evenings. Historically, Lisbon experiences stronger winds from December to April and calmer winds from June to October.

During summer months, the sun may be overbearing to pedestrians. Currently, there are no existing trees located on the site. Therefore, it is critical that the proposed design provides ample amount of shade to protect pedestrians from direct sunlight.



Figure 7.3 Airplane flying over site



Figure 7.4 Train station south of site

# SITE ANALYSIS MAP





## Chapter 3 | Goals and Design Ideas



# PRAÇA DE ENTRECAMPOS

## THE VISION

*Praça de Entrecampos is a neighborhood hub emphasizing **community connections and livability**. Through pedestrian-oriented and resilient design, Praça de Entrecampos incorporates residential mixed-use development featuring traditional form and character to create a **balanced space** for public and private interactions. Praça de Entrecampos integrates all modes of transit to strengthen connectivity in and around the site, while serving as a social and inclusive destination that allow for people to **gather, celebrate, live, and work**.*

**GOAL 1 | BALANCE**



Versatile spaces that accommodate a variety of uses, art, and activities



Balance between the built and natural environment through sustainable design and infrastructure

**GOAL 2 | CONNECT**

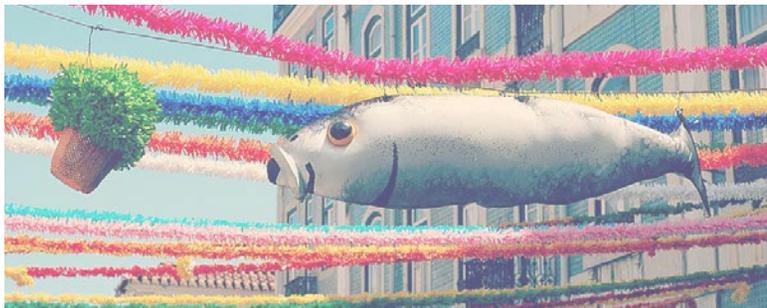


Strengthen pedestrian, bicyclist and transit network



Quality streetscape and signage to improve wayfinding

**GOAL 3 | CAPTURE**

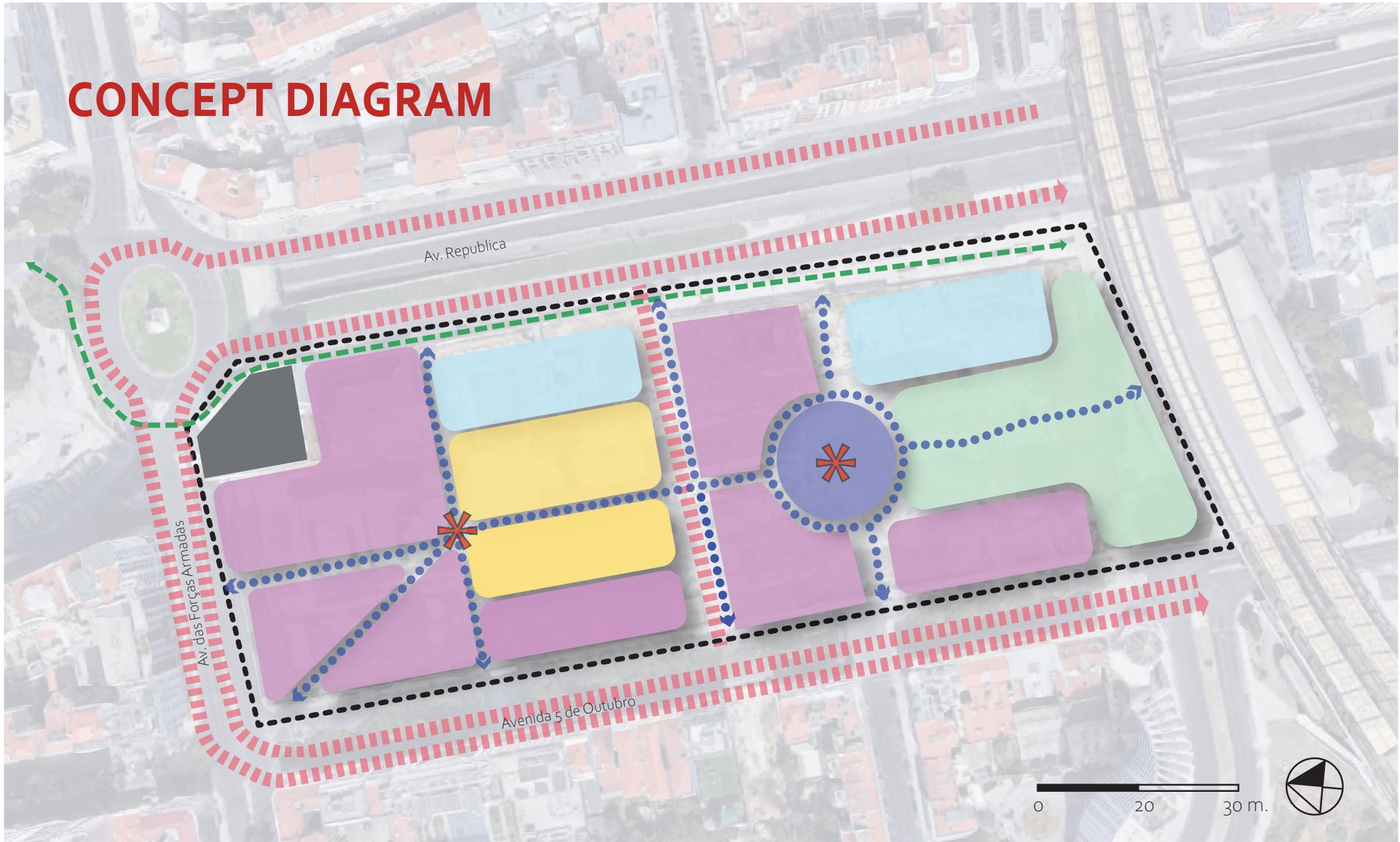


Strong cultural programming (farmers markets, art exhibits, festas, etc.)



Engaging architectural feature integrating past and present (dome, spire, etc.)

# CONCEPT DIAGRAM



## LEGEND

- |             |                   |                        |                       |
|-------------|-------------------|------------------------|-----------------------|
| Mixed Use   | Community Center  | Vehicular Circulation  | Project Site Boundary |
| Residential | Open Space        | Pedestrian Circulation | Landmark              |
| Office      | Existing Building | Bicycle Circulation    |                       |

## Site Design

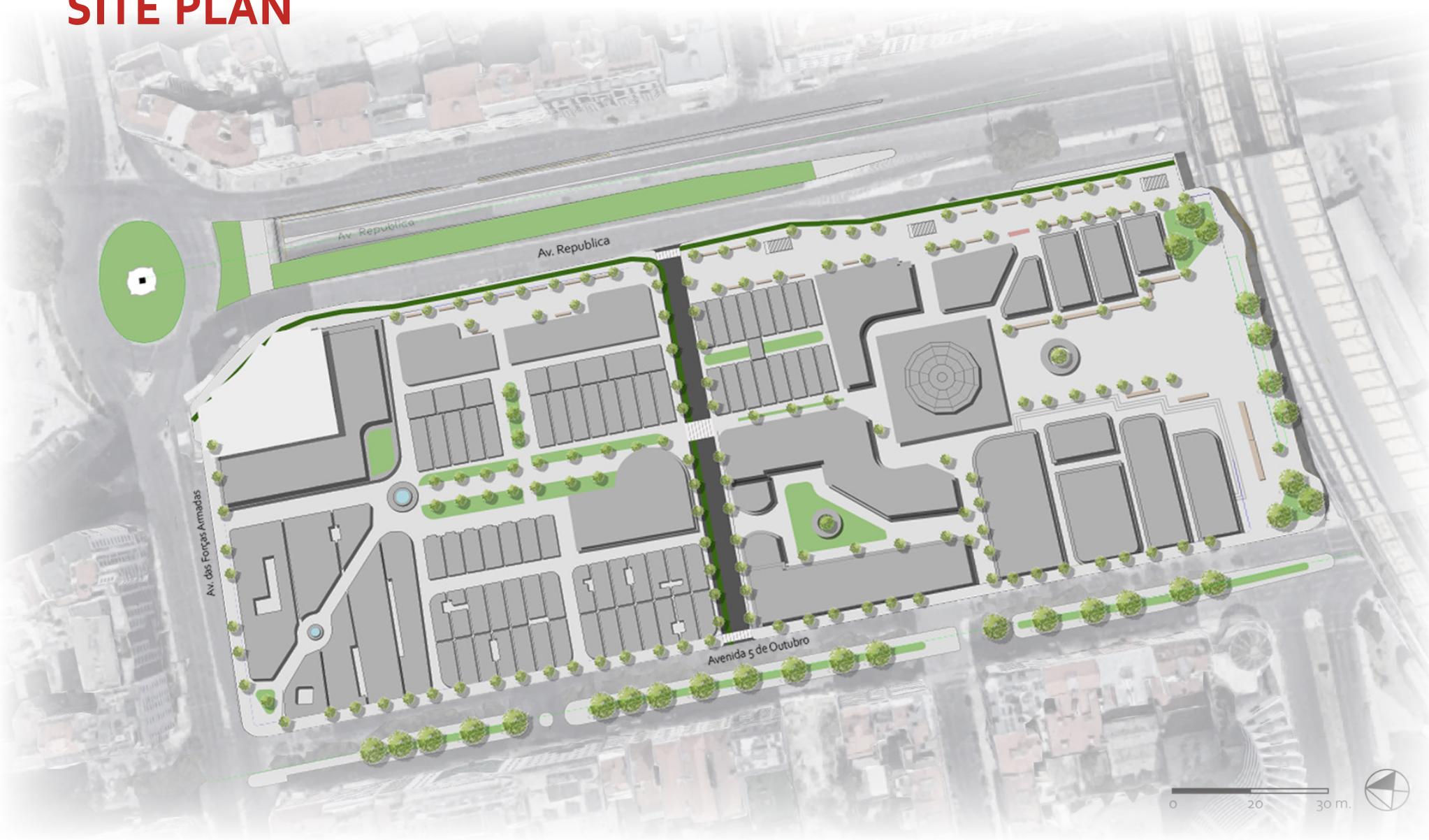
The challenge we set ourselves was to create a sustainable involvement and interaction for the proposal, formulating solutions to the problems and needs encountered and enhancing what is best in its surroundings, transforming them into a unified territory with diversified resources that can recreate an inviting and pleasant space for those who visit or reside there. We aimed to create a comprehensive plan integrating surrounding land uses and neighborhoods to identify what residents and Alfacinha want in their city.

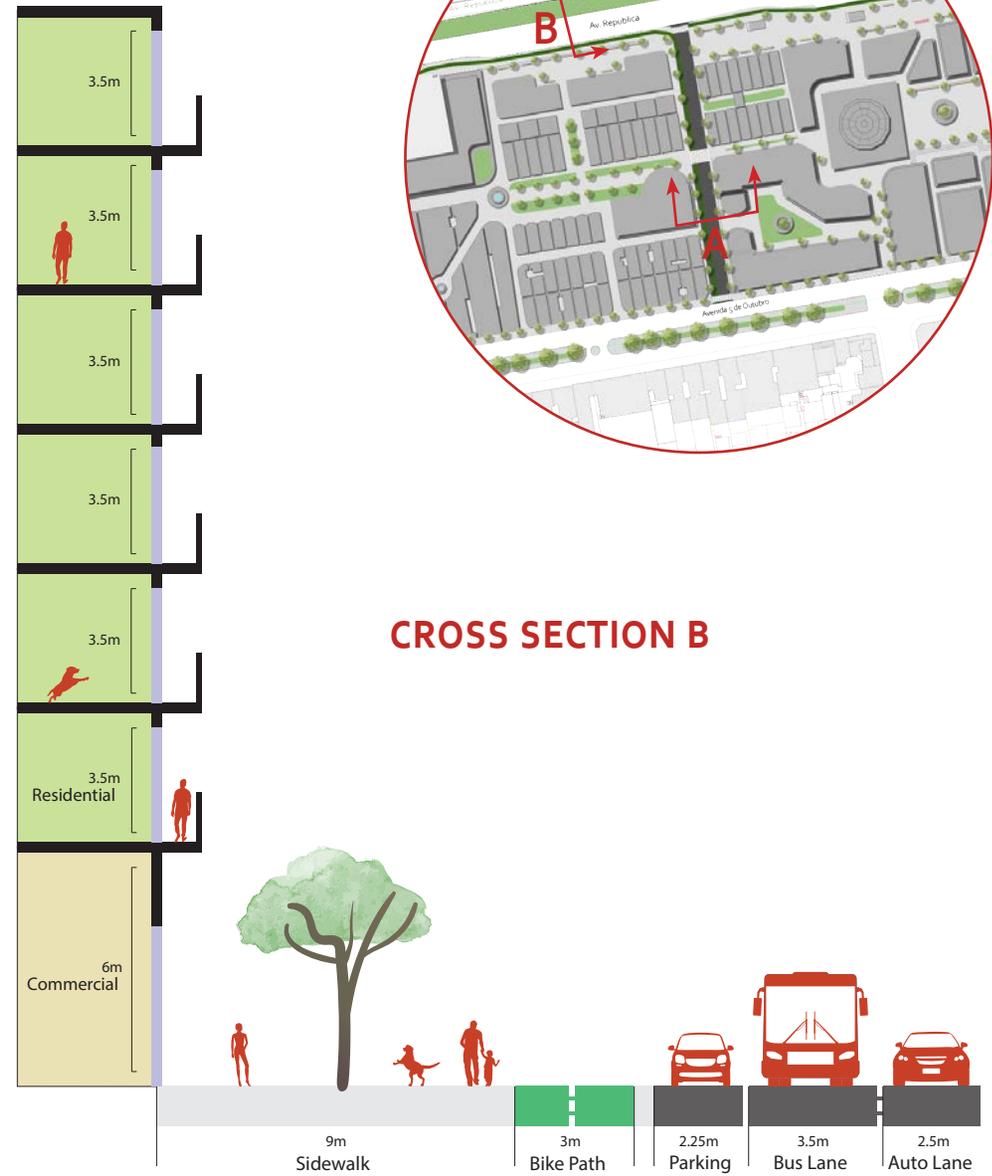
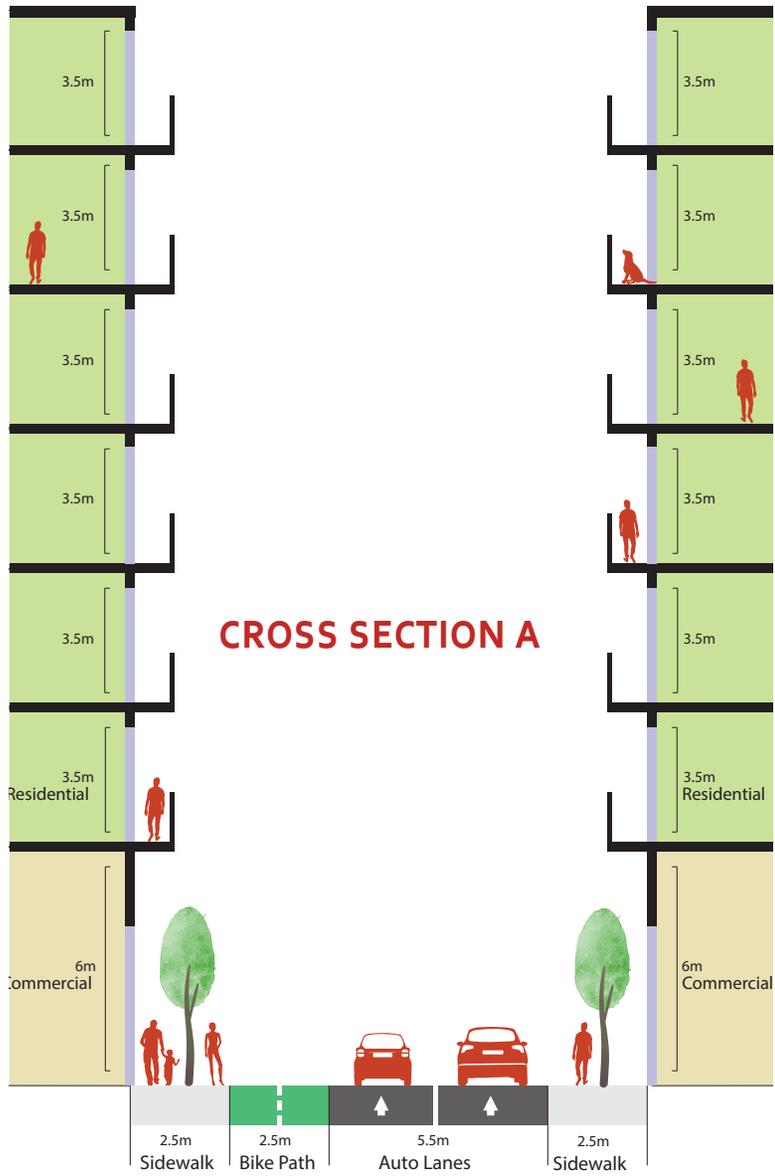
The project will motivate change within the entire perimeter of the area, with the improvement of mobility and access to the site. The combination of these creates an important atmosphere or strengthening the attractiveness of investment, with new residents, new public and private facilities, tourist flows and public in general to promote the site.

After observing and analyzing the whole project / proposal, we understand that our group has achieved the objectives we set ourselves by developing a competitive and dynamic space in the totality of the territorial perimeter in focus.



# SITE PLAN





# VIEW LOOKING SOUTHWEST

A majority of the land uses in within the site centers around mixed use. We gathered the inspiration from the successful implementation of mixed use throughout Lisbon and decided to feature it in Praça de Entrecampos. The project called for a higher building height and a higher density as well and early on we decided to incorporate more residential uses in the middle of the site slightly further away from the rail line. Next to the rail line are mixed-use buildings featuring commercial and office uses-land uses that aren't so affected by noise or light from the rail-line. The incorporation of mixed-use within our site fits in with the surrounding area bringing more housing to Lisbon.



In order to make the superblock more easily accessible to multiple forms of transit, we've created a new vehicular road that bisects from West to East in the center of the site. The new road will include a 2-way bicycle path and a 2-lane one way vehicular road to facilitate local traffic and service vehicle access while minimizing congestion within the site. There's a pedestrian crossing allowing free flow of people walking on the North-South axis through the site. The sidewalks flanking the road will be lined with trees to allow for a pleasurable enclosed space.



# VIEW LOOKING NORTHEAST

Capitalizing on the already heavy usage of space between the train station and the site, we decided to open the space up to a small park. The popularity of the area demonstrates the need for a more formal space to gather. We chose to expand the park into the site to draw people in and activate the commercial uses in the area. We also chose to continue to utilize some of the design ideas from the already popular gathering space such as large step blocks to sit, talk, and enjoy the area. In addition, we hope to increase the amount of green space in the area to encourage public usage. The park will also serve the residents as a place to enjoy the outdoors in the public setting.



To keep in touch with the history of Praça de Entrecampos we have created a space to place homage to the past. The rotunda building will feature a large dome structure similar to the one that existed in the cattle market. This building will be used as a community center for the neighborhood and specifically serve the residents of the Praça de Entrecampos. The dome will serve as a sense of iconography and will be able to be seen outside of the site. We plan on utilizing this as a landmark to draw in people to the site and into the park on the south end of the site.