

# ALVALADE

## An Informal Glimpse into an Eclectic Neighborhood

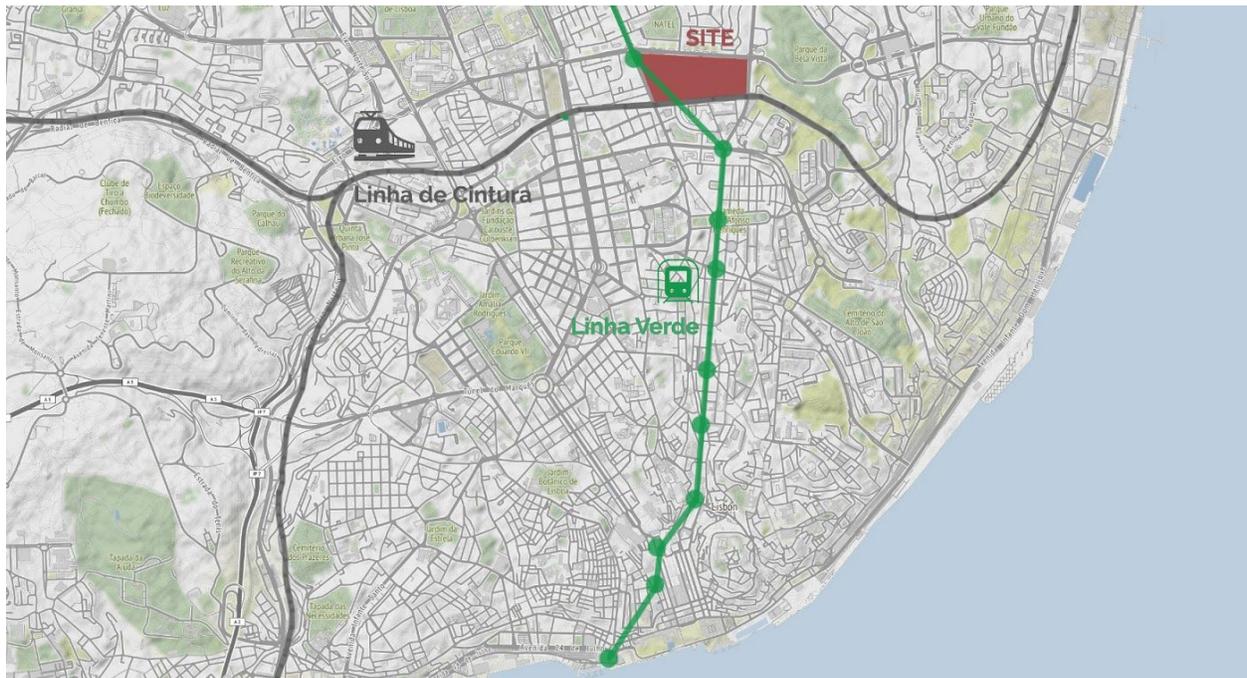
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For the completion of Universidade Lusofona's "Urban Design: Walk, Experience, Design"

### Overview of the Site

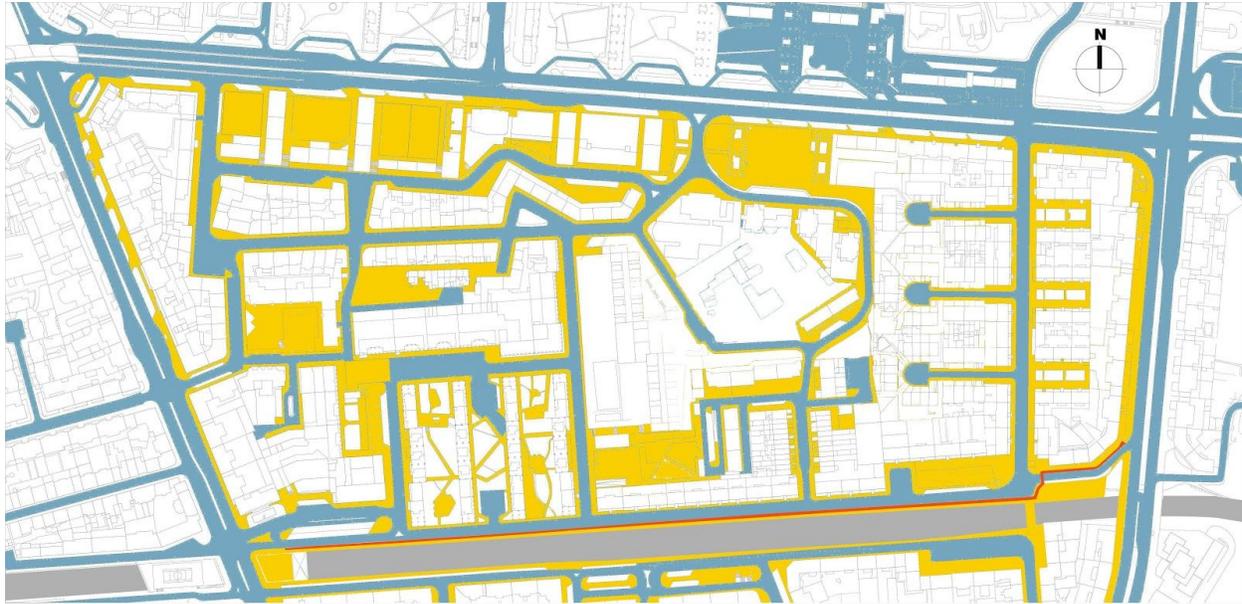
The project area is bounded by four avenues, Roma, Estados Unidos da América, Frei Miguel Contreiras, and Alm Gago Coutinho, with limited pedestrian and vehicle access to the neighborhood due to the perimeter building structures. The project area is largely residential with mixed-use development, ample surface parking, and limited public and private green spaces. The neighborhood features five major developments with a range of architectural styles from 1940's to 2000's, each attempting to solve a different urban issue. While these original plans were well-intentioned, the current mixture of eclectic urban ideas of the past century lack permeability, visual connectivity, cohesiveness, and uniformity. Nonetheless, the unique character and urban fabric that exists within Alvalade sets the foundation for a promising revitalization that may eventually become a future reference model for the city.



Map 1: Alvalade Study Area in the context of the City of Lisbon



Map 2: Massing & Vegetation Plan



- Vehicle Circulation
- Pedestrian Paths
- Bike Lane
- Train Tracks

Map 3: Alvalade Study Area Circulation Map

## Walk To Plan (*Alvalade*)

Through two visits, the project site was mapped and observed through seven visual qualities of urban design as associated with the idea of flaneur<sup>1</sup>. The following photos are good and bad examples of each design quality in the Alvalade neighborhood.

### 1. Complexity and Surprise

Definition: The opportunity for a “multiplicity of information and options for behavior” ( del Rio, 2015), which motivates exploration. According to Rapoport (1990), the more potential noticeably different elements and settings exist, the greater the chances of people perceiving them and experiencing complexity. Hence, the level of complexity of the built environment is critical in shaping one’s perception of a place. These noticeable differences are related to the contextual setting. These may be differences which are perceived through changes that are physical, or in terms of activity and stimuli. Rapoport (1990) argues the clearer, stronger and more salient the contrast, the greater the likelihood that these changes will be noticed. However, it should be noted, a high degree of complexity can result in sensory overload thereby negatively impact one’s perception of an environment.

In the Alvalade Neighborhood, a variety of complexity can be found as the many layers of development over the past few decades. It contains spaces with organic winding pathways and also wide open streets that both reduce and increase a pedestrian visual stimuli.



Figure 1.1



Figure 1.2



Figure 1.3

Figure 1.1: This space shows good complexity and surprise because it is an elevated space and the pathways provide a pedestrian the ability to wander up the pathway and into the adjacent plaza space. The variety of building types, shapes, and colors add to the visual complexity of the space. The area is open and safe, which is conducive to surprise when a pedestrian ventures around corners and through plaza area.

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<sup>1</sup> French for a stroller or urban observer, which dates back to 19th century Paris. The Flaneur represents a lifestyle that only becomes possible in modern Paris and in the type of society it represents. The concept of the Flaneur is used to describe an urban observer and the emblematic explorer of the modern urban experience, however, the concept was adopted by Walter Benjamin as an analytical tool: the observer-participant. Accordingly, Benjamin states that the Flanerie is above all a visual experience that results from walking (del Rio, 2016).

Figure 1.2: This photograph shows a balcony located out of direct sight for a pedestrian and provides a glimpse of the upper level. While visual context of the balcony shows some surprise to the passerby, the large blank walls bordering the balcony is not complex enough and is an abrupt discontinuation of the buildings. The walls surrounding the offers no surprise on the walls for pedestrians, but it is important to understand that these spaces are not necessarily meant for the public, so it is normal for the complexity and surprise to be minimal.

Figure 1.3: Depicted in this photograph is a building with an unknown ladder that leads to an unsafe place on a rooftop of a residential building. This kind of complexity and surprise is bad because it is unsafe, provides no value in moving forward as an observer, and lacks in curiosity due to the environment that this space presents.

## 2. Vitality and Robustness

Definition: A place or street is robust when it offers a variety of land uses, density, activities, and behavioral choices that sustain its vitality in the long run, attracting different people at different times. Robust spaces become social nodes and incorporate changes over time (del Rio, 2016).

The vitality and robustness is focused along the main avenues and in Mercado Jardim in this neighborhood and are home to most of the pedestrian activity on the street. This area of Alvalade is occupied by residents and people who work in the offices nearby.



Figure 2.1



Figure 2.2

Figure 2.1: This unused rooftop located off the Avenue Estados Unidos de America is one of three that were built at the same time during the (DATE). These rooftops have potential but lack real use as they are because they are not conducive to the vitality and robustness of the area. While this roof top is located directly across offices and other commercial uses, the people who frequent those buildings do not use the space. It is not inviting, lacks landscaping, seating and pedestrian comfort.

Figure 2.2: This café is located on intersection across from pedestrian bridge connection from the train and acts as an attraction for pedestrians. Being located at an entrance into the Alvalade Neighborhood, it is situated perfectly to invite those participating in flaneur to sit and observe with a coffee and conversate. This type of pedestrian activity is what enables this corner to boost vitality and robustness for this neighborhood.

### 3. Enclosure and Linkages

Definition: Enclosure refers to the proportions between a space and its edges, which give individuals a sense of comfort, protection, and control over one's surroundings. A well-defined space with visible entrances and clear edges is a defensible space. The perception of a way out of a place and being able to move from point a to b is as important as the feeling of enclosure and defensible space (del Rio, 2016).

Alvalade neighborhood is enclosed to an extent and confusing to a visitor due to the lack of overall linkage from other neighborhoods and within each section of this study area. The linkages are heavily influenced by the era of development and the urban style of the time, which created spaces that are roughly connected with lots of leftover spaces.



Figure 3.1



Figure 3.2

Figure 3.1: This street leads into one of many cul-de-sacs in the Alvalade Neighborhood built in the 1960's. Because it was built in an era with heavy vehicular use, this street is wide, and covered in parking. It lacks real connection to the rest of the neighborhood and limits interaction and pedestrian travel paths. The street is made of wide underutilized sidewalks with on street parking and two lane traffic, but with a street over 15 meters wide, it forces the pedestrian to feel exposed in this space and losing the ability to provide a sense of enclosure.

Figure 3.2: This granite pedestrian arcade is a good example of linkage because it leads from Ave. Estados Unidos de America to the inner Alvalade Neighborhood with an unobstructed view to the next street as well as provide some sense of enclosure with the use of pillars as clearly defined edges. This space is not perfect, but the space is enough to make the pedestrian feel safe and welcomed and confident of the direction they are headed.

### 4. Transparency and Vistas

Definition: Transparency is the quality that allows us to see or perceive what lies beyond an edge or, in other words, being able to be in a place whilst seeing out of it into another place and its activities (Cullen, 1961, Ewing et al., 2006). The Alvalade Neighborhood is not very topographically diverse therefore limiting the opportunities for vistas while allowing for transparency on all main commercially lined streets.



Figure 4.1



Figure 4.2

Figure 4.1: The fountain plaza is a space that has so much potential for use but lacks activity due to the poor design and failure to provide shading and landscape features. The space does provide some transparency and vista points for this area, but this space is elevated on one side to match the elevation of the topography. This creates expansive blank walls along the lower elevations facing pedestrians to the left of the photo along Largo Machado de Assis.

Figure 4.2: This vista over the rooftops of the cul-de-sac can be found along a pedestrian walking path provides transparency into these residential areas and helps orient the pedestrian as they wander along. Vistas like this one are hard to come by as Alvalade is not very topographically diverse, however when these vista points are available to the pedestrian they provide a safe and semi- enclosed space that encourages lingering.

## 5. Legibility and Coherence

Definition: The ease with which a city's parts can be recognized, and organized in a coherent pattern. If a city is legible it can be visually grasped as a related pattern of recognizable symbols. Although clarity or legibility is by no means the only important property of a beautiful city, it is of special importance when considering environments on the urban scale of size time and complexity (Lynch, 1960, p. 2).

The study area is pocketed with secluded areas that are coherent and legible to those who live or frequent the neighborhood. Alternatively as a visitor or wandering observer, one would find certain plazas useful in navigation, with the possibility of getting turned around because some streets seem unusable.



Figure 5.1



Figure 5.2

Figure 5.1: This panoramic view of the street corner from Rue Conde Sabugosa provides a good example of legibility and coherence by the use of wide streets, clear visibility and make use of the parking lot as a monument in the urban fabric. Even though, this space is not the most beautiful in design, this street is heavily occupied with shoppers and lined by cafes and residents enjoying coffee and acts as a monument in the west side of the Alvalade Neighborhood study area. The travel paths are understandable, direct and lined nodes of human activity.

Figure 5.2: This photograph located behind a bus stop on Ave Estados Unidos provides coherence due its location on a major avenue of travel but doesn't provide much context to what is on the other side of this building or legibility as a place of orientation. This illustrates the difficulty that a pedestrian would have when deciphering their location and their next path of travel.

## 6. Architectural Richness

Definition: In experiencing the city, architecture is always present in the buildings, streetscape, and punctuating elements. These elements add extreme value to the visual perception of the city. Architectural richness adds a fine grain of aesthetic enjoyment to the experience of the flaneur, keeping him constantly engaged in his walk (del Rio, 2016).

The architectural richness of Alvalade is poor in the neighborhood on the pedestrian level since most of the buildings are similar. However, the buildings that are in the neighborhood that have architectural value consistent to the modernist development, they lack attractiveness to the random observer.



Figure 6.1



Figure 6.2

Figure 6.1: This commercial and residential plaza is an example of one of the many different types of architectural styles that exist in the Alvalade Neighborhood. This building has a good variety of facade depth, however it does not provide for the community with usable space and creates an awkward void within the urban building fabric of the Alvalade neighborhood. The architecture of this building stands out, is oversized, and does not add value to the surrounding built environment.

Figure 6.2: This commercial and residential building located on the Avenida Alm Gago Coutinho provides dynamic visuals for the passerby in the study area through the use of inset balconies and material differentiation. This building blends seamlessly into the variety of modernistic developments of Alvalade without being out of scale in this neighborhood while.

## 7. Personalization and Community Values

Definition: Personalization and community values are expressed through the design of residents and users who find ways to imprint their marks in buildings, space, and time, making the built environment their own and an expression of themselves. Spaces that become places due to a series of individual and collective imprints, normally resulting from participatory processes between neighbors, are living expressions of community values (del Rio, 2016).

Personalization and community values are difficult to decipher in a place without being part of it, however, the Alvalade neighborhood excelled in creating pockets of spaces full of artistic displays and personalization. Even though there were spaces that appeared occupied, there were many disconnected spaces in the neighborhood that seemed abandoned and needed owner maintenance with wires hanging off walls, peeling paint and overgrown grass.



Figure 7.1



Figure 7.2



Figure 7.3

Figure 7.1: This grid located on one of the many facades in Alvalade, creates a space and opportunity for personalization by the residents in this building. This display of assorted plants aids in bringing green space indoors while providing visual stimuli to the flaneur.

Figure 7.2: This tile mural is a great example of community value and a significant part of Lisbon's history; thus, these porcelain tiles are iconic to Portugal. Moreover, these tiles differ from the largely recognizable blue tiles, "Azulejo," used in much of the historical areas of the city. Rather, they depict an image of a more modern neighborhood with the closeness to nature and landscape imagery.

Figure 7.3: This photograph depicts one of the many row houses in the eastern half of the study area with a large collection of potted landscaping presumably installed by the owners of the resident. This personalization reflect community values for private green spaces and the over use of landscaping in their surroundings.

The Alvalade Neighborhood overall is filled with surprises and has the potential to grow into something better. Through the site visit and observations, it is apparent that possibilities for redesign and opportunities for reuse of spaces are great and local government officials look forward to redevelopment of the study area as a whole. As part of the discussion and research for this project, site visits and observations were conducted in the Alfama, Baixa, and Expo '98 Area to understand Lisbon's overall visual qualities, history and best practices in comparison to the Alvalade Neighborhood.

# Walk To Plan (*Alfama, Baixa, & Expo '98*)

## 1. *Complexity & Surprise*



Figure 1.1



Figure 1.2



Figure 1.3

Striding along the sinuous roads and unorthodox urban blocks of Lisbon is a wonder as one constantly finds themselves discovering new angles of what lays ahead. This spatial dynamism is mostly due to a complex topography and ongoing evolution of the urbanity since the middle-age. In Alfama for instance, you constantly drool in admiration as you gradually circle and climb around the mount leading to the Castelo de São Jorge.

Each turn, each stairs lead to a sudden revelation: a steep street with multiple backgrounds, a mirador with a clear panorama of the waterfront, a narrow passage where you hear inhabitants cook in their kitchen. Instincts and physical reflexes are truly leading the way in the exquisite medieval morphology of the Alfama. Any adventurer will be thrilled as its curiosity and thirst of discovery are always quenched by the constant explosivity of new perspectives, views, and atmospheres.

## 2. *Vitality & Robustness*

Public places showing vitality can be observed across most of the city, however more genuine robustness can be found the further one travels from usual touristic places as you can really grasp the essence of daily activities in the neighborhood.

In the Bairro Alto, a couple of green spaces such as the Jardim Principe Real or the Jardim da Estrela show a lot of human activities where people meet each other, rest on the lawn, walk their dogs, share lunch or drinks at the kiosk (Figure 2.1 and 2.3). Those places also have the specificity of gathering all age groups: Kids have fun by running around or going to the playground, elderly do yoga together or play cards at some tables, parents discuss with each other while watching over their kids, lovers kiss on the benches.

In the Figure 2.2, it is also interesting to observe how an informal media market has been installed to fill up the massive hub Oriente station designed by Calatrava. As people come and go, they can decide to make a halt and go look for some Vinyls, CDs, DVDs, Books, games, children's toys and such.



Figure 2.1 and 2.2

Figure 2.3

### 3. Enclosure & Linkages



Figure 3.1

Figure 3.2

Figure 3.3

Walls and buildings tend to provide an enclosed place and therefore create a sense of security around us. Humans also desire limited openings to connect us from one place to another. The arch door and the passage provides an excellent example of a linkage. The arch door connects pedestrians from the indoor place to an outdoor plaza, and provide a limited yet enriched view of the plaza. Additionally, it entertains the pedestrians with painted murals of different views of Lisbon, which give the flaneurs ample time to stop and enjoy their surrounding environment.

#### 4. Transparency & Vistas

Walking through the streets of the Alfama District you will occasionally stumble upon places with incredible views of the surrounding landscape. In Figure 4.1, the edge of the pedestrian sidewalk opens up towards the horizon, which allows the viewer to see buildings along the rolling hillside and the sea in the distance. This space in particular gives the individual a sense of safety and visual control of the spaces within the viewshed.



Figure 4.1



Figure 4.2

The Alfama District has a variety of interesting local stores and shops along the streetscape. These buildings are manifested (Figure 4.2) by large windows and doors, which cover a significant portion of the facade. The degree of transparency is high for many of the facades, which attract a large number of people into this District. Lisbon's streets encourage people to explore and interact within these spaces, thus resulting in a positive relationship among public and private spaces.



Figure 4.3



Figure 4.4

Along Expo 98's waterfront (Santa Maria Olivais), there is a vast amount of underutilized public space. The pedestrian pathway contains segments where visual (natural and artificial) barriers exist. The image above is an example where it is very difficult for pedestrians to see beyond the wall and maintain visual control of the surrounding environment. The perceived link between these two spaces is weakened by the large buildings and extended wall, thus creating a poor relationship between the existing public and private relationship.

## 5. *Legibility & Coherence*

Lisbon has clear and distinct roads to distinguish its neighborhoods. From the sky, travellers can clearly spot how the neighborhoods are planned and built with its different growth patterns. Figure 5.1 shows an aerial views of two neighborhoods in Lisbon: Belém and Ajunda. Ajunda's distinctive growth pattern shows how it developed along the contour line beginning at the riverfront and is easily visible due to the neighborhood's sloping geography.



Figure 5.1



Figure 5.2

The two neighborhoods show coherence, with its unique characteristic of clay-shingled roofs on top of the largely pastel-colored buildings, accented by the large windows and traditional iron work. Figure 5.2 shows the organic development of Lisbon's neighborhoods among the hillside. Figure 5.2 also shows the location of the river and the Ponte 25/4 (April 25th Bridge) that connects to Almada, the municipality across the Tagus River.

## 6. *Architectural Richness*



Figure 6.1



Figure 6.2



Figure 6.3

Lisbon contains a myriad of architectural richness that is expressed through centuries of unique design. The Alfama and Baixa area of Lisbon are filled with some of the oldest buildings in the city, which prove to be some of the best examples of architectural richness. The ornamentation and history of these buildings give the pedestrian the sense of surprise and desire to experience and enjoy an engaging walk. Collectively, these buildings create a sense of place, which is essential to the concept of flaneur.

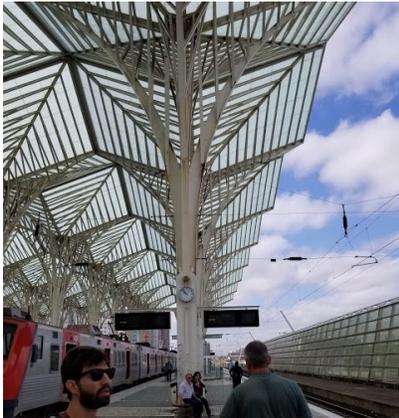


Figure 6.4



Figure 6.5

In the Expo Area, the buildings are mostly modern, large and imposing, which is significant in the context of the event held in 1998. While they are architecturally interesting, they are not the best examples of architectural richness. Also, today this architecture seems slightly out of place given that they are surrounded by a mix of modern buildings, ranging from the 1940's to the 2010's. Although they operate as individual spaces rather than one cohesive whole, they do however encourage walking and exploration.

## 7. Personalization & Community Values



Figure 7.1



Figure 7.2

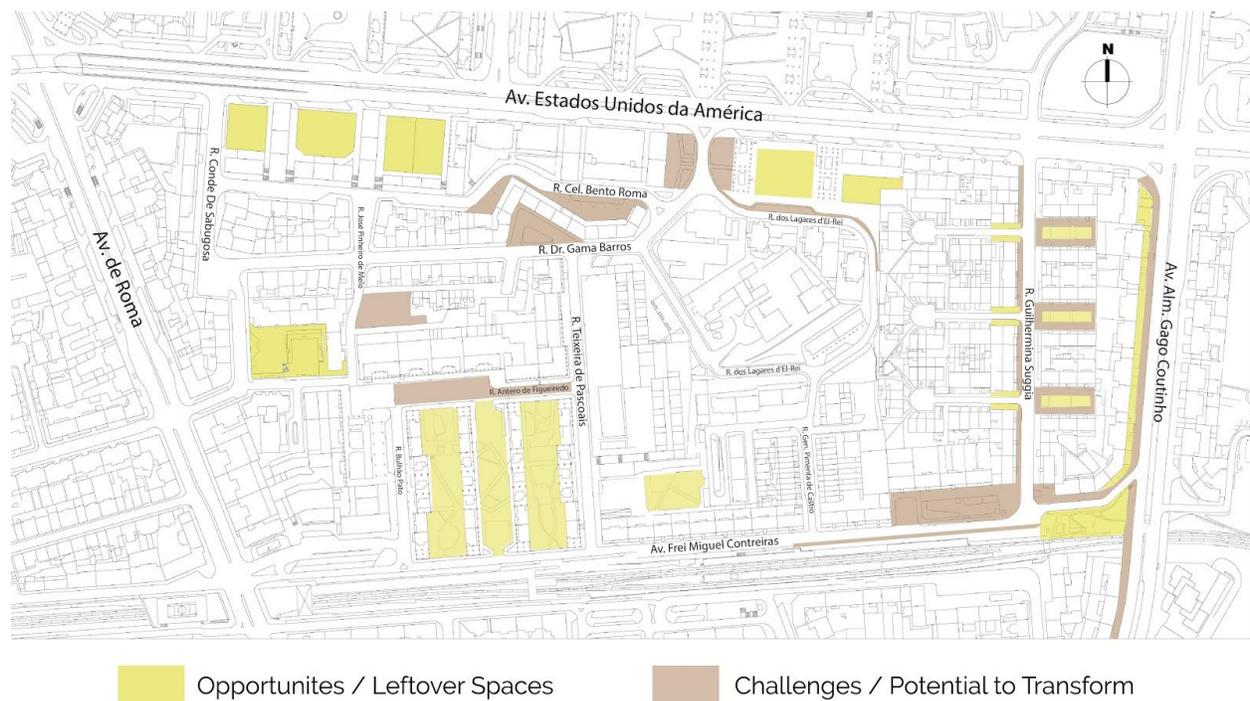


Figure 7.3

Lisbon's Alfama District is covered with a rich display of personalization and community values. These elements are expressed visually through colorful decorations, flowers, personalized art, or murals throughout the built environment. These elements are often bold and intriguing as they can sometimes be conveyed in very subtle ways or found in the most discrete places. Nonetheless, Lisbon is easily characterized by a meaningful collection of historical, traditional, and religious expressions.

Though we recognize the value of the older and more historical areas of Lisbon, we also realize that not all elements within these areas can be implemented in a more modernistic neighborhood like Alvalade. The character of the Alvalade area is focused on the people and the different communities that already exist and it is important to use those values to better the community holistically. To visually represent the assessment made for this project site, the following map shows the opportunities and challenges for design.

## Understanding the Challenges & Opportunities



Map 4: Identification of challenges and opportunities to improve several public spaces

### Opportunities

1. Empty grass field: This grassfield in the courtyard can be turned into a small soccer field. There is also a dirt path located on the right side of the field, which a concrete path can be built to create linkage to the road on the hill for the residents of the surrounding buildings.
2. Empty Rooftop: Plants and flowers can be planted in this rooftop to decrease carbon footprint. It can also turn into a community garden, where the neighborhood residents can enjoy the joy of urban farming.
3. Green spaces: Maintenance and enhancement of green spaces to encourage public use and interactions.

4. Dead spaces and empty rooftops: Additional landscaping and urban furniture in dead space areas and empty rooftops.
5. Parking lots or small pocket spaces: Parking adjustments and reconfiguration to enhance the use of space and human experience.

The opportunities outlined above are all spaces that appear as left over and could be converted to alternative uses. These opportunities can captivate pedestrian activity, reinvigorate existing green space and plazas, surface parking while creating clear and usable pedestrian connection for the community as a whole. From a holistic standpoint, the redesign of these small underutilized spaces can increase the health of the community, connect the residents to nature and expand the livability of this neighborhood.

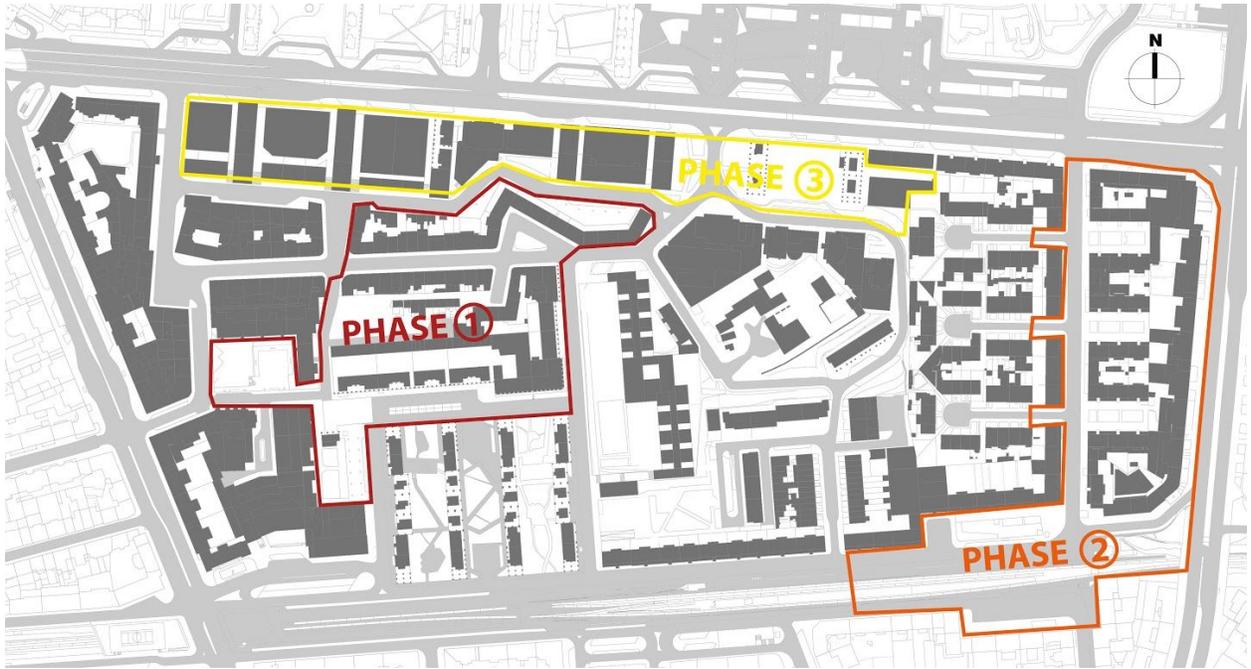
### **Challenges**

1. Bike path near train station
2. Budget and maintenance costs for design proposal (short-term & ongoing)
3. Property ownership and agreements
4. Existing infrastructure

Currently, the bike path has a crossing on Avenida Frei Miguel Contreiras, where it creates a conflict point for bike and vehicle users. The pre-existing bike path is difficult to re-route, since it will require earthworks and landscaping. Furthermore, there are potential issues regarding budget and maintenance costs both for the short-term and ongoing. At this phase in the design plan, it is difficult to estimate the total costs for the various design proposals (phase 1 and phase 2). Similarly, it is unknown where funding will be derived and how many sources of funding will be necessary in order to implement and carry out the project.

Property ownership and agreements present another hurdle as well. In some instances, it is possible that property owners (i.e., private or public) may be uncooperative or unwilling to accept changes that are a necessary component to the development of the design intervention. For this reason, determining who owns what asset(s), or who is responsible for which asset(s) must be clearly understood in order to move forward in the proposed interventions for Alvalade. Similarly, owners may also need to have a shared consensus to move forward and establish an agreement for any design intervention; hence, a streamlined process for the proposed project may be difficult to achieve.

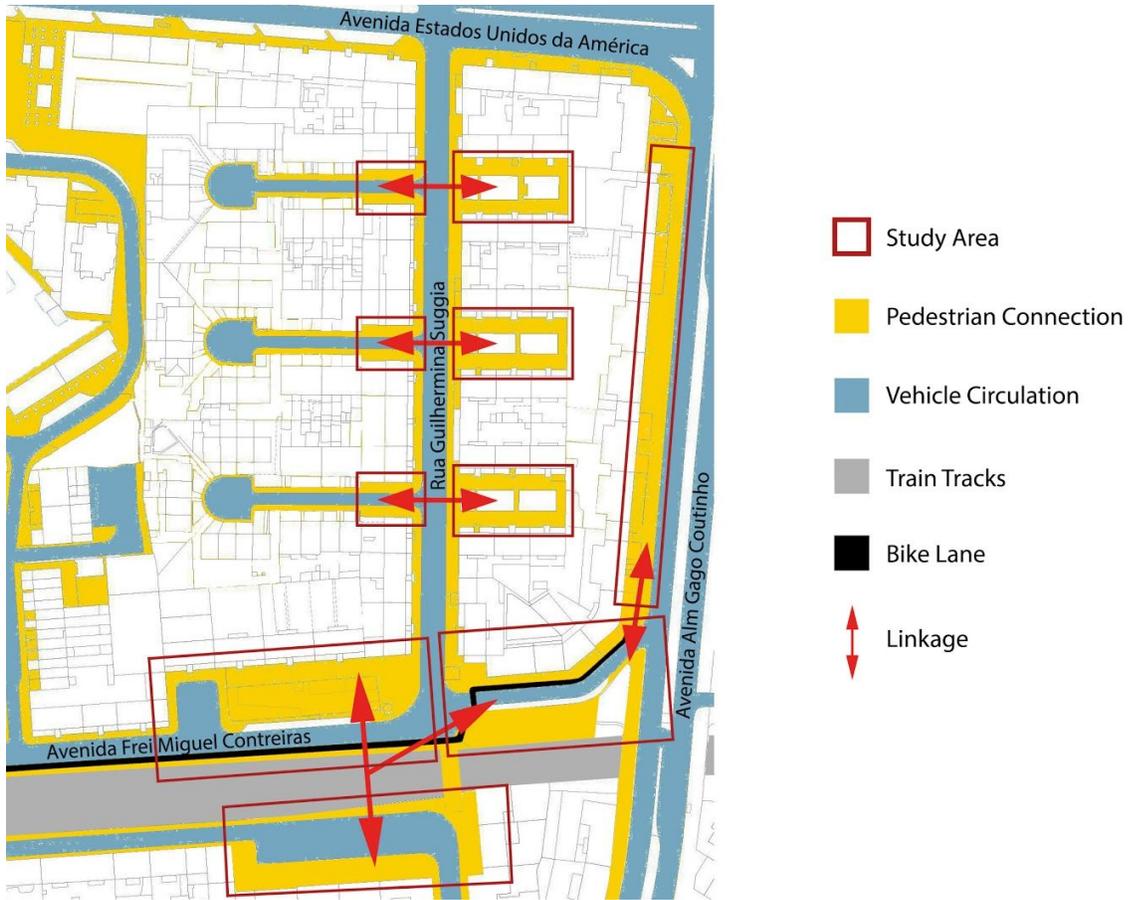
Lastly, the types and amount of infrastructure within the Project Site may present challenges and therefore, create barriers for various design interventions. In some instances, it is possible that some existing structures may be permanent, or built into the foundation of large structures, roadways, or sidewalks. Therefore, some infrastructure may interfere or obstruct features within certain design interventions. Moreover, existing infrastructure that may need to be altered or removed as a whole, may exceed volumes that are infeasible for the Project.



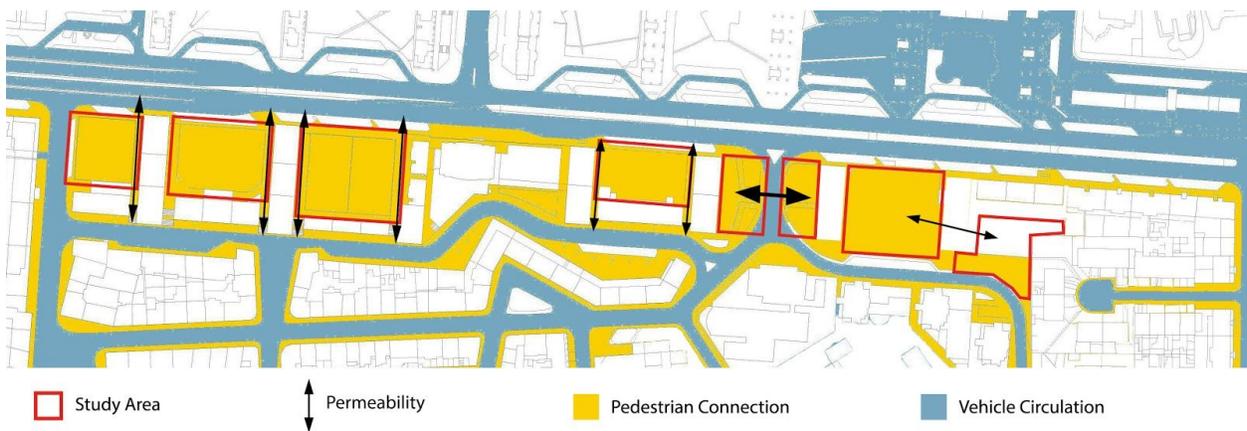
Map 5: The Several Urban Phases of our Revitalization Process



Map 6: The Linkage among the West Side Study Areas (Phase 1)



Map 7: The Linkage among the East Side Study Areas (Phase 2)



Map 8: The Linkage among the North Side Study Areas (Phase 3)

## Vision Statement

The focus of this project will be to make better use of the leftover surfaces throughout the Alvalade neighborhood in order to attract local residents to spend time and enjoy their spaces, to more efficiently plan and re-configure surface parking to serve the community, and to increase legibility through pedestrian connection to existing plazas/green spaces. The three overarching goals include the following:

### **Goal 1. Green Space**

1. Phase 1: Additional landscaping to enhance existing parks and the surrounding streetscape.
2. Phase 1: Establishment of green spaces in unused spaces to create opportunities for leisurely activities, public interactions, and enjoyment.
3. Phase 2: Conversion of important pedestrian connections into cradles of greenery will help increase urban vitality as a whole, providing a sense of enclosure and comfort while moving around the neighborhood, whether it is occasional or on a daily basis
4. Phase 2: Increasing biophilia across the neighborhood will help nurture future generations and wildlife diversity while improving the health, both physical and mental, of its inhabitants.

### **Goal 2. Parking**

1. Phase 1: Parking reconfiguration in specific pocket spaces to improve the use of existing space, reduce traffic congestion, and provide opportunities for alternative public uses.
2. Phase 1: Removal of the curbs on each project sites to create a new local urban dynamic and dialogue between all types of public space's users.
3. Phase 2: Conversion of unused surfaces into new parking spots, plazas, green spaces, or potential small-scale commercial spaces to enhance neighborhood vitality and robustness.
4. Phase 2: Installation of parklets/market spaces for both restaurant/cafe and pedestrian uses to boost the neighborhood's robustness.

### **Goal 3. Internal connectivity**

1. Phase 1: Provide legibility and visual linkage from one plaza/green space to another through landscape and sidewalk materials.
2. Phase 1: Connect all sidewalks where it is feasible to enhance walkability.
3. Phase 2: Establish a better bridge descent towards the Avenida Frei Miguel Contreiras in order to free up spaces for a continuous bike lane on the same side of the road along the acoustic wall connection over the to pedestrian corridors to improve existing linkages and permeability.
4. Phase 2: Blend every road inside the neighborhood seamlessly with pedestrian curbs to favour walkability and accessibility for all age groups.

The four focus areas of the west part of the neighborhood will be part of the short-term goals and the immediate interventions of this plan (Phase 1). The following map shows the location of each site with the location and intervention listed below.

# References of Revitalization Projects

## Barcelona, Spain



## Copenhagen, Denmark



**Sopron, Hungary**



**Melbourne, Australia**



## Phase 1 Intervention

- **Focus Area 1:** Green spaces and parking located on Rua Moura Girão, Rua Coronel Bento Roma, and Rua Doutor Gama Barros
- **Focus Area 2:** Re-striping and landscaping Rua José Pinheiro de Melo
- **Focus Area 3:** Re-activating and revitalizing the fountain and plaza located on the corner of Largo Machado de Assis and Rua Conde Sabugosa
- **Focus Area 4:** Reconfiguration and redistribution of plaza and parking located at Rua Antero de Figueiredo

These four intervention areas will be connected by a pedestrian path that will share complementary landscaping and materials. Collectively, these design interventions aim to increase community safety and comfort, as well as opportunities for activities and community interactions.

### Focus Area 1

In Phase 1, we are proposing changes to green spaces and parking in three distinct locations along the two main roads: Rua Coronel Bento Roma, and Rua Doutor Gama Barros. The main idea is to use those leftover triangular spaces to accommodate more parking spots while improving the public space quality with more vegetation and urban furnitures.

Also, we imagine all of our interventions to be at the image of our modern references, that is to say where we put roads and pedestrians curbs at the same level where ground textures and landscaping elements are the only visual barrier to separate the two. It will help people feel more comfortable physically with their neighborhood and close environment. That'll attract activity and robustness into these streets.

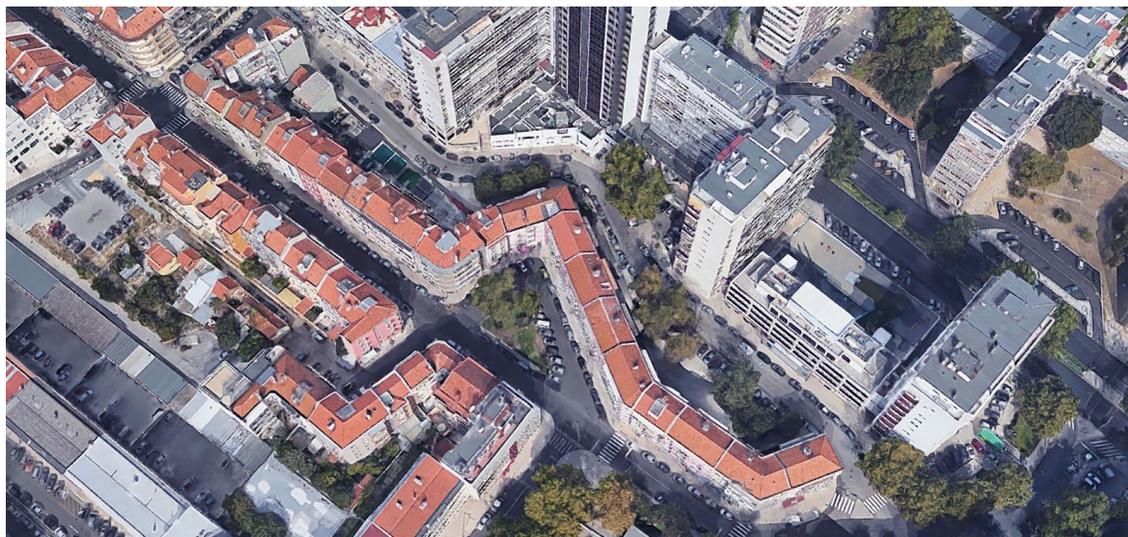


Figure 1.a

Space 1 (Rua Coronel Bento Roma):

- There is currently an amount of 17 parking spots and we plan on creating 40 (+23)
- This new double side pocket parking will result in less overpacked sides of the road for more qualitative and direct pedestrian path along the mature existing trees



Figure 1.b

- The new design also aims to seamlessly blend the parking with the public spaces around it without having a height differentiation due to a curb

Space 2 (Rua Coronel Bento Roma):

- There is currently an amount of 8 parking spots and we plan on creating (+)
- This new double side pocket parking will result in less overpacked sides of the road for more qualitative and direct pedestrian path along the mature existing trees
- The new design also aims to seamlessly blend the parking with the public spaces around it without having a height differentiation due to a curb



Figure 1.c



Figure 1.d

Space 3 (Rua Doutor Gama Barros):

- There is currently an amount of 8 parking spots and we plan on creating (+)
- This new double side pocket parking will result in less overpacked sides of the road for more qualitative and direct pedestrian path along the mature existing trees
- The new design also aims to seamlessly blend the parking with the public spaces around it without having a height differentiation due to a curb



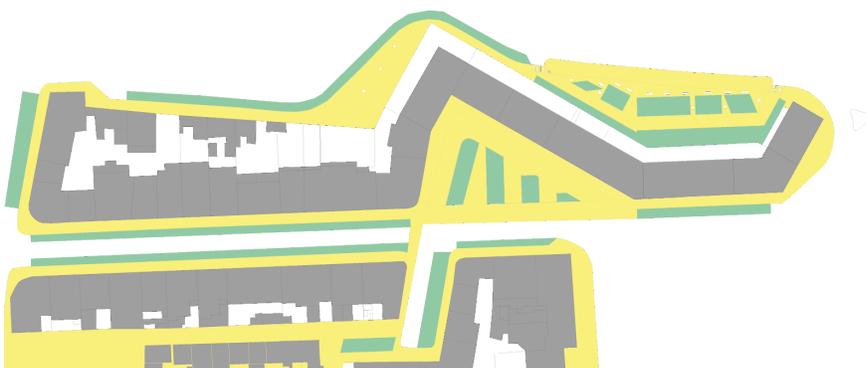
Figure 1.e



Figure 1.f



Existing Map of Focus Area 1



Proposed Map of Focus Area 1

## Focus Area 2



Figure 2.a Aerial of Focus Area 2

In Phase 1, we are proposing changes to the parking lot along Rua José Pinheiro de Melo via re-stripping and landscaping measures.

Currently, the site has 3 ground parking lots which provides 31 parking spaces. With the redesign of the site, it will provide 67 (+36) spots available for the citizens who live inside the Alvalade neighborhood. The pedestrian walk path will be paved with limestones, and some of the corner space in the lots will be open for motorcycle parking. Some of these parking spots may designated as affordable long-term parking to benefit the resident that live close to the vicinity. The rest should be designated as hourly parking for visitors within a certain time period of the day and open to residents with long term parking access.

The site will be divided into two portions with a pedestrian walkway with pay stations for parking. The northern portion will connect R. Moniz Barreto with an one-way road towards to R. José Pinheiro de Melo and two parking lots of both ends. The eastern end will provide 6 parking spots, mainly for the customers of the restaurants and believers for nearby place of worship. The connecting one-way road will provide 10 extra-long parking spot, mainly for the residents living across, and it will share with pedestrians. The western end will provide 24 parking spots, with the intention for visitors and hourly parking for the neighborhood. The southern portion will be similar as the northern portion, except both ends will be connected with an shared two-way road. The eastern end will provide 5 slots, as an extension parking lot for customers nearby, and the western end will provide 22 parking spots, designated for long-term parking.

The change will improve the parking situation in the Alvalade neighborhood by doubling the available parking in the site. The improvement on the connection from both ends of the site will provide alternative routes for residents and visitor to walk through the neighborhood. It will also link the site to the nearby study areas and parkings through walking paths and roadways (Refer to Map 6).

Space 1



Overview of the Current Car Park in the West End of the Focus Area

Space 2



Space 3



Space 4

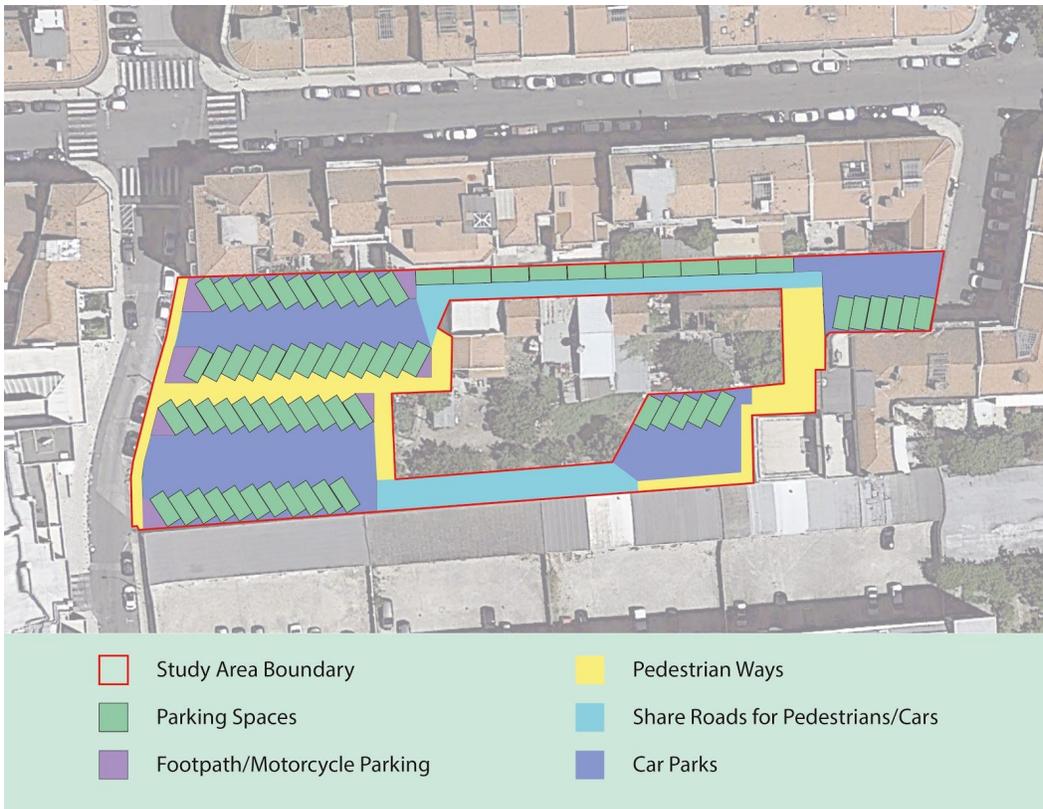


Surroundings





Existing Map for Focus Area 2



Proposed Map for Focus Area 2



Existing Back Lot



Proposed Back Lot

### Focus Area 3



Figure 3.a Aerial View of Focus Area 3

In Phase 1, we are proposing changes to the fountain and plaza located on the corner of Largo Machado de Assis and Rua Conde Sabugosa via re-activation and revitalization measures. This plaza is currently situated directly across from two office buildings and even with the number of people who work in this area, no one occupies the space and the cafes are almost empty. This plaza is in need of more landscaping and canopies. In the redevelopment of this space, the proposed map illustrates the simple and quick interventions to the space that can be done. On the ground level, located on Largo Machado de Assis, part of the currently unused plaza will be converted into parking stalls with ample maneuvering space. The remaining half of this ground level plaza space will have a new planter with trees and bushes as a buffer between the new parking and the pedestrian space, where new cafe can be used for outdoor seating.

On the second level shown in the golden yellow, pedestrians will be able to enjoy shaded spaces and a new cafe in the existing water fountain space. Two large retractable canopies will be installed permanently with seating and electronic charging station so everyone can properly enjoy this plaza. These changes will effectively increase use and pedestrian activity, as well as the economic vitality of the area, thus making the space more attractive and interesting for wanderers craving lunches or drinks.



Existing Plaza Map

Proposed Plaza Map



Figure 3.b: Existing 2nd Level of Plaza



Figure 3.c: Existing ground Level of PLaza



Figure 3.d: Proposed Second Level of Plaza



Figure 3.e: Proposed Ground Level of Plaza

These perspective renderings illustrate the opportunities possible for the future use of these plaza spaces in the Alvalade Neighborhood, and strive to address some of the many concerns that were discovered by the team during the site visits and observations.

These two plazas are greatly underutilized because they are out of scale for the pedestrian use. However, with the introduction of music events, bars, small pocket private spaces through the use of landscaping, adequately shaded spaces and temporary street vendor's, the space has a better chance of attracting pedestrian traffic. The uses of these interventions can be a useful strategy to reinvigorate the space for different types of uses and create a new destination space for the residents and office workers alike in the Alvalade Neighborhood. As a larger plaza in this neighborhood there is no guarantee that these solutions are viable in solving the over all awkwardness of the space, but it is worth trying since there are no other spaces in the neighborhood that are similar.

#### Focus Area 4

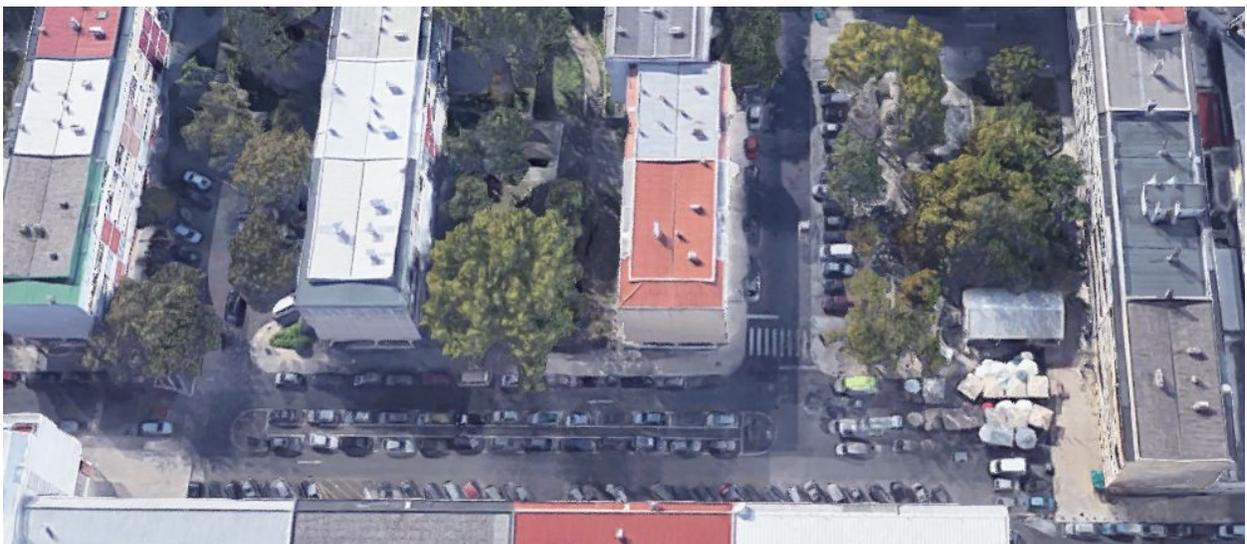


Figure 4.a: Aerial View of Focus Area 4

In Phase 1, we are proposing changes to the plaza and parking located at Rua Antero de Figueiredo. Currently, the parking lot consists of both parallel and angled parking, which accommodates for approximately 100 spaces. The proposed changes, which includes parking reconfiguration is estimated to accommodate for 116 vehicular spaces, or an additional 16 spaces. The current parallel parking located in the center of the lot allows for 28 spaces.



Figure 4.b: Current Market/Parking Space Figure 4.c: Current Parking Located in Center

Through parking reconfiguration, this area will be converted to angled parking and allow for approximately 22 vehicular parking spaces. The two adjacent parking rows will be designated for angled parking, which will improve vehicular circulation in the area. The area currently designated for parallel parking currently allows for 13 parking spaces, and with the conversion to angled parking, this row of parking will allow for approximately 22 angled spaces. Adjacent to this space, the empty space next to the sidewalk will be converted to 10 additional angled parking spaces. The remaining parking spaces in the lot will remain in their original form so that parking availability is maximized and both pedestrian and vehicular circulation can be improved.



Existing Focus Area 4



Proposed Focus Area 4

LEGEND

- Pedestrian Space
- Vehicle Space
- Green Space
- Parking Space
- Canopy Structures
- Trees

## Phase 2 Intervention

In Phase 2, the focus will be on the pedestrian link between the Alvalade Neighborhood and the train station, specifically the redesign of the existing pedestrian staircase over the tracks. This bridge is currently located on the south east corner of the project area and is situated to provide access into the neighborhood via a single staircase that lacks accessibility to most and safety overall. The platform that the stairs lands on has the potential to be used as pocket green space if the stairs were rerouted across the street over the small park there.

As part of the interventions for this space, the existing green space will be converted into a parking lot with a pedestrian platform over it. The existing trees of this green space will remain and pop out of the top of the pedestrian access in order to preserve the mature trees. With the rerouting of the pedestrian access over the street and on the interior of the neighborhood, the existing stairs will be removed and the newly freed area will be the new home of a proposed green space. This green space will effectively use the space for both pedestrian and cyclists.

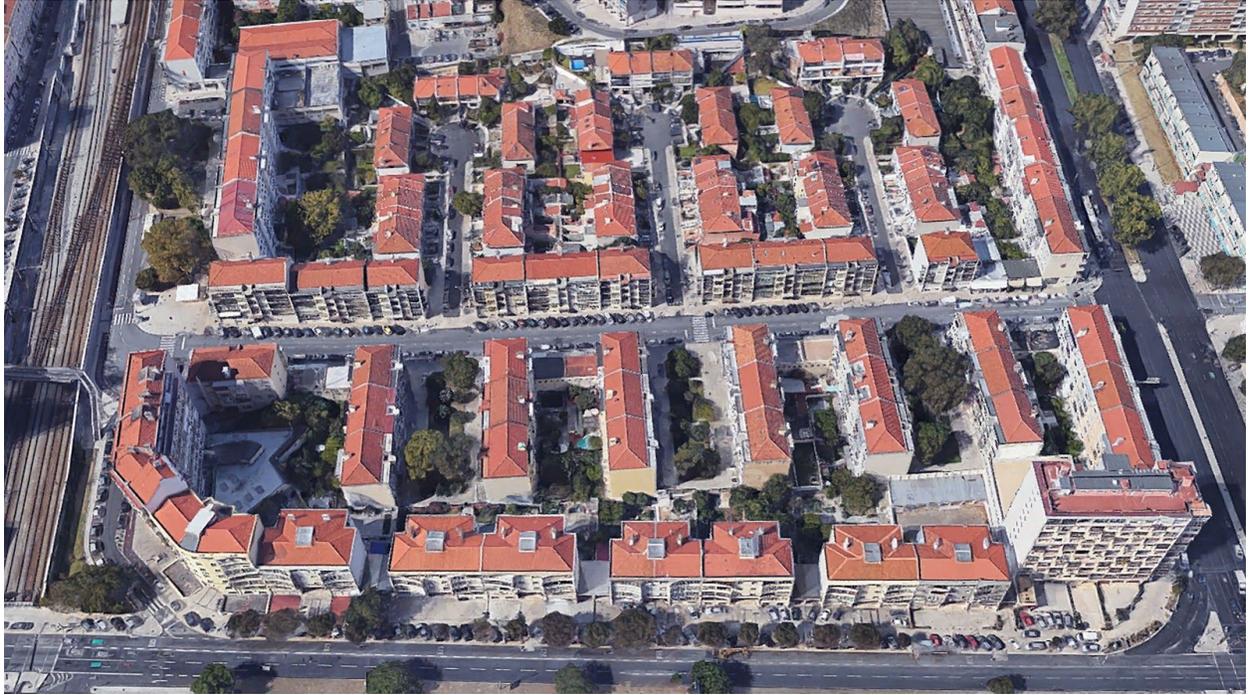
The current bike lane runs from one side of the street to the other to avoid the traffic created by the train bridge. Not only is this unconventional, but it is also dangerous. Through the relocation of the pedestrian staircase, the bike lane can now connect directly across the street without weaving to the other side through the intersection of traffic in diagonal path.

Objectives:

- Remove and relocate the existing pedestrian staircase
- Increase the pedestrian accessibility to and from the train station into the Alvalade Neighborhood
- Create new park space with multimodal access
- Connect bike lanes in logical location from outside the neighborhood
- Provide additional parking stalls for the growing population

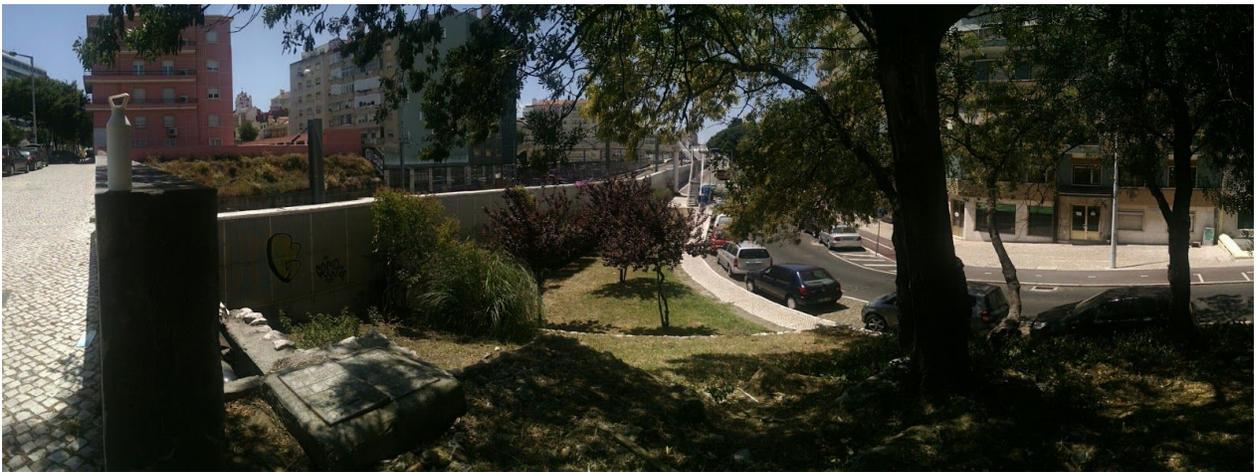
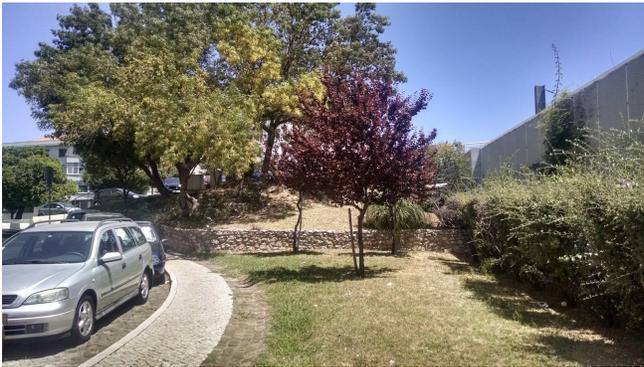


Aerial of the Existing pedestrian bridge and connection to the train station.



Existing Aerial of the cul-de-sacs located on the south east side of project site





## Phase 3 Intervention

Space 1 (Rua Moura Girão and dos Lagares d'El-Rei):

Currently, these two spaces provide for interior public parking along the two streets, Rua Moura Girão and dos Lagares d'El-Rei. Consequently, the parking within these spaces consume much of the potential space for pedestrian use. For this reason, we are proposing that all vehicular parking is removed in the interior space to provide for public use. At this point in time for Phase 3 of the Project, we anticipate that needed vehicular parking is satisfied via changes and reconfiguration during Phases 1 and 2. Notably, this specific design intervention will improve the parking and traffic congestion issues found throughout the Alvalade neighborhood and improve overall walkability. Furthermore, this design intervention will involve sidewalk widening, landscaping, and the addition of urban furniture.



Design inspiration for the large grass field between Rua dos Lagares d'El-Rei and Avenida Estados Unidos:

### Urban Soccer Field



Existing Rooftops: These rooftops located along Ave Estados Unidos de America are large, imposing and unused. Even though they are spacious and have the potential for other uses, these spaces are leftover and kept as voids that in turn are avoided by pedestrians. The provide green space and a better connection to to nature and make these spaces more usable, Phase 3 takes these spaces and converts them for alternative uses. The activities and uses are as proposed below:



Design inspirations for the reuse of the urban rooftops present in the Alvalade neighborhood:

**Rooftop Garden**



## Cafe Space



## Parking Lot



## Conclusion:

The Alvalade Neighborhood is a unique and interesting area, full of modernistic urban spaces alongside what was originally proposed in the master plan for this area. Through our work with this project site, it has become clear that this neighborhood is fortified by the buildings to the world around it. However, with the new plazas, green spaces, parking interventions, and improved interconnectivity, the Alvalade neighborhood has the potential to bridge the gap with the surrounding city.

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