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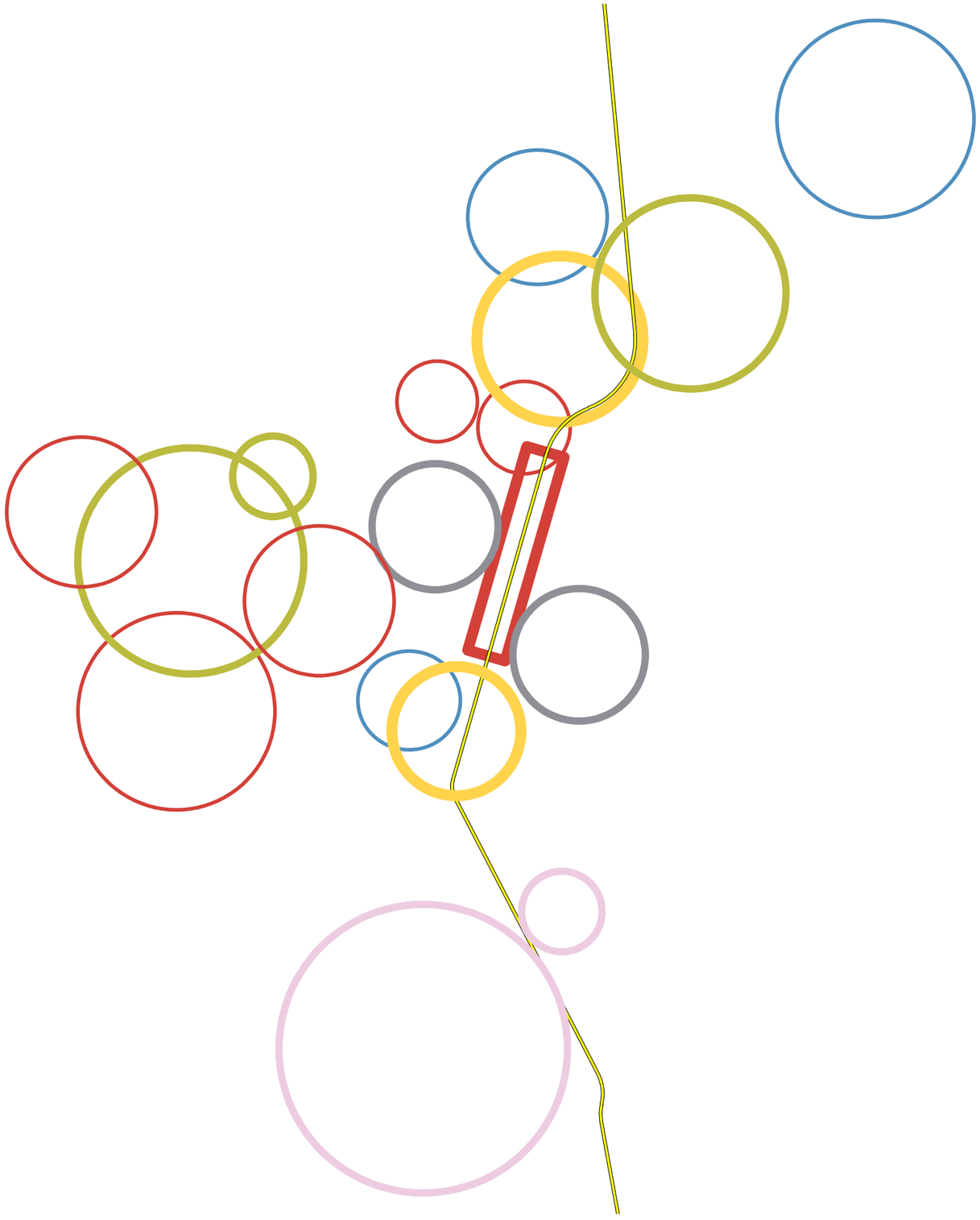
in-between



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WHERE
_in-between WORLD and EUROPE
_in-between one blue ocean, one silver river, transparent winds and two green lungs
_in-between two regional mobility circles
_in-between spiral regional lines
_in-between circular and radial systems
_in-between intra-muros and extra-muros
_in-between University “open place” and Hospital wall
_in-between Campo Grande Park and Lisbon’s airport

CONTEXT:
The diffuse XX century city arrives from the north, giving a new shape to Alto do Lumiar.
A new tramway project appears as a sewing and revitalisation opportunity to link different city tissues

OBJECTIVE: To assure the city continuity and permeability, building up a structured “in-between zone”

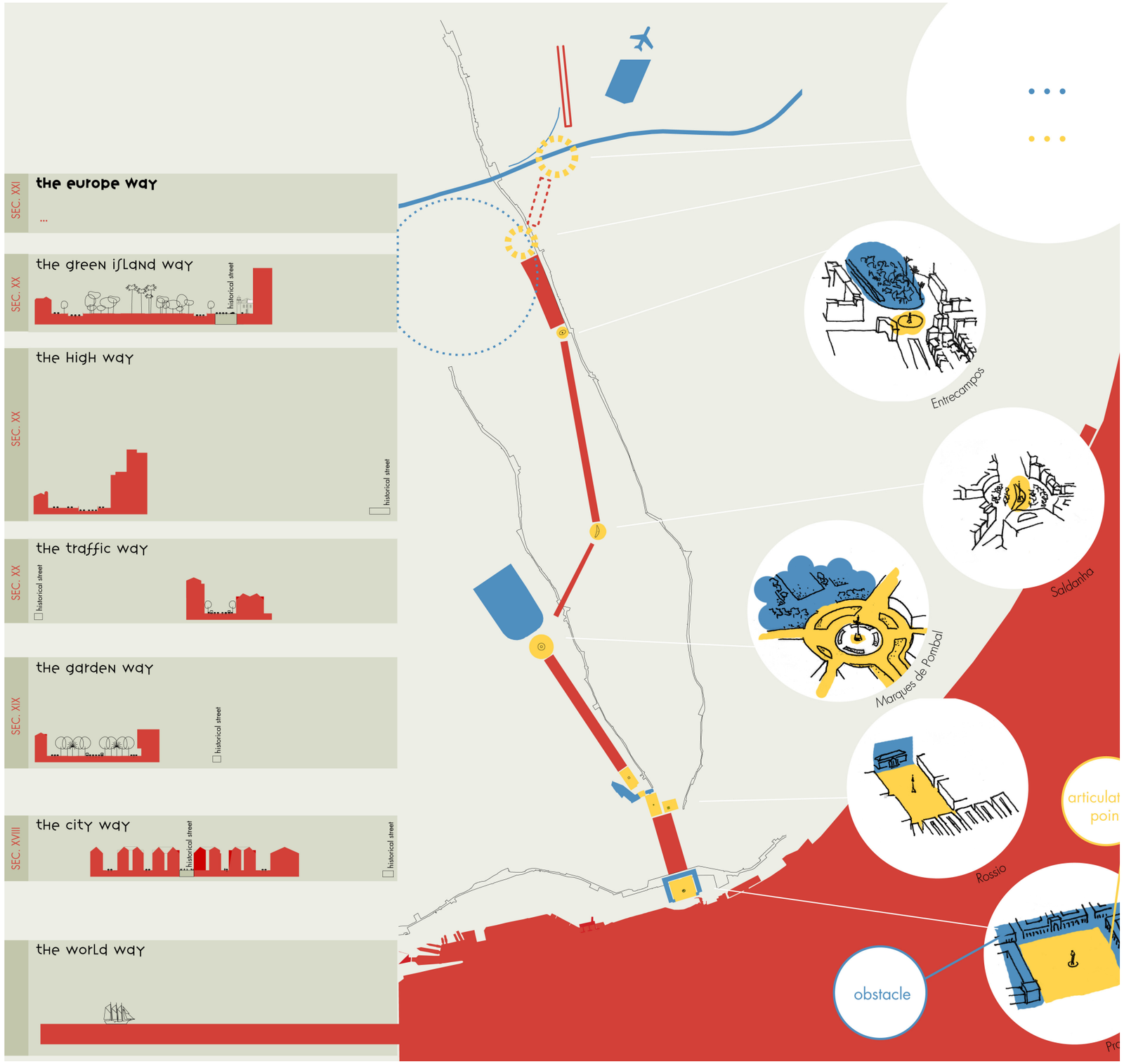
METHOD: Trust the existing city and work with it and not against it, allowed us to discover one old traditional working recipe. With it we draw one TOOLBOX that applied in a contemporary way, helped us tos invent a XXIst century urbanity and to build a sustainable city.

TOOLBOX ELEMENTS:
HISTORICAL STREETS are relevant city elements that assured long before the axis, the way IN and OUT of the city.
They are territory structure lines, in this case valleys, that work as guidelines of the modern axis orientation.

AXIS is one main element of the city skeleton, made of A SEQUENCE OF SEGMENTS AND POINTS.

SEGMENTS are particular TIME and SPACE TYPOLOGIES, that speak about different history periods, different social approaches to the urbanity and different city needs.

POINTS are the articulation elements between segments, linking 2 city orientations.
They are constituted by:
ONE OBSTACLE: a “force” that obliges the axis to a new orientation. It is normally a geographical condition, linked with new city needs, political, economic and/or social issues.
+
ONE PUBLIC SPACE + ONE LANDMARK: a respiration and punctuation in-between two segments



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PROJECT CONTEXT
_in-between two axis segments:
1. The existing city axis along Campo Grande, made of a "green island" that is the nowadays Campo Grande Park, and the "invisible historical street of Entrecampos".
Here we detected the coincidence of two city elements: the HISTORICAL STREET and the CITY AXIS. A situation that disturbs the urban fabric structure.
2. The planned new axis on the north of the city that will connect the suburban city to the project.

0. ONE PRELIMINARY PROJECT to solve the ambiguous situation of the existing city axis along Campo Grande.

PROPOSAL, build one LISBON WELCOME CENTRE starting in Entrecampos.
It should be a municipal double orientated flats typology, with its associated services and commerce for rotative living: student residences, young people first apartment, elderly people residences, tourist hotels, immigrants welcoming residences, camping cars parking spaces facing the park, temporary artists residences...
To do it, we propose to build a band that uses the parcels grid of the HISTORICAL STREET, in order to assure the space and time continuity between each street sides, but having all the same height.
In this context, we also defend that the existing "Campo Grande HIGHWAY" should stay underground, continuing the existing tunnels and allowing a fluid pedestrian connection on the ground level.

CONSEQUENCE
This project will restore the existing HISTORICAL STREET and re-link the existing "green-island" of Campo Grande PARK with the city.

PROJECT,
THE APPLICATION OF THE TOOLBOX TO THE GIVEN INTERVENTION SITE

1.POINT ONE, THE "GOLDEN PALMTREE SQUARE" PROJECT

CONTEXT
_in-between the XX and the XXI centuries
_in-between the PARK HIGHWAY and the EUROPEWAY
_in-between Av. do Brasil and the Lisbon University Campus
_in-between the existing "explosive trees" and the asphalt road

OBSTACLE
It doesn't exist and needs to be generated, therefore we propose the POWER TOWER, one isolated tower in the PARK.
One obstacle fitting the XXIth century city needs and a new element of Lisbon's skyline.
That contemporary city reference has, in this location, a "low" impact in terms of shadow, and in terms of soil use, its proposed "light" foundation and opened ground floor pretend to be respectful to the park.
1 PUBLIC SPACE + 1 LANDMARK
The "GOLDEN PALMTREE SQUARE", will be defined in the north and in the south by a simple MINERAL FLOOR contrasting with the park and a circular tree alignment. This light intervention doesn't oblige to cut the existing trees. The square organisation is linked with the new TRAMWAY line and one of its STATIONS.
We propose to place the "PARK STATION" in the centre of the square, aligned with the two axis segments, the EUROPE WAY and the PARK WAY, facing the POWER TOWER and in-between the trees.
The station circle is marked by a 25m sculpture: "THE GOLD PALM TREE".
This LANDMARK is thought as a young artist sculpture given by a "JEFF KOONS INTERNATIONAL PRIZE", and conceived as the last explosive tree of the "PARK WAY" segment, and the first 25m palm tree that is part of the EUROPE WAY typology.

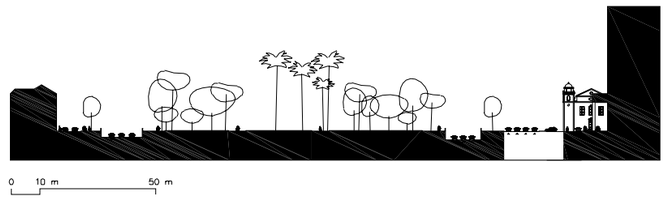
CONSEQUENCE
This project will make the PARKWAY axis turn, will link the two sides of the PARK, and will valorise the pedestrian mobility giving priority to light mobility solutions.
2.AXIS SEGMENT, THE "EUROPE WAY" PROJECT, ONE VISION FOR THE CONTEMPORARY CITY

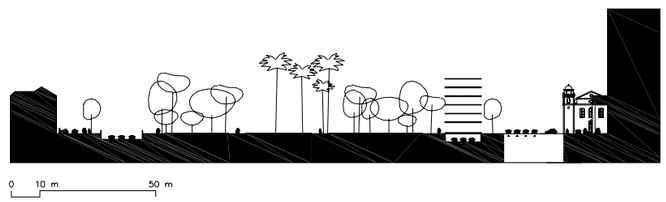
2.AXIS SEGMENT, THE "EUROPE WAY" PROJECT, ONE VISION FOR THE CONTEMPORARY CITY

CONTEXT
_in-between the XX and the XXI centuries

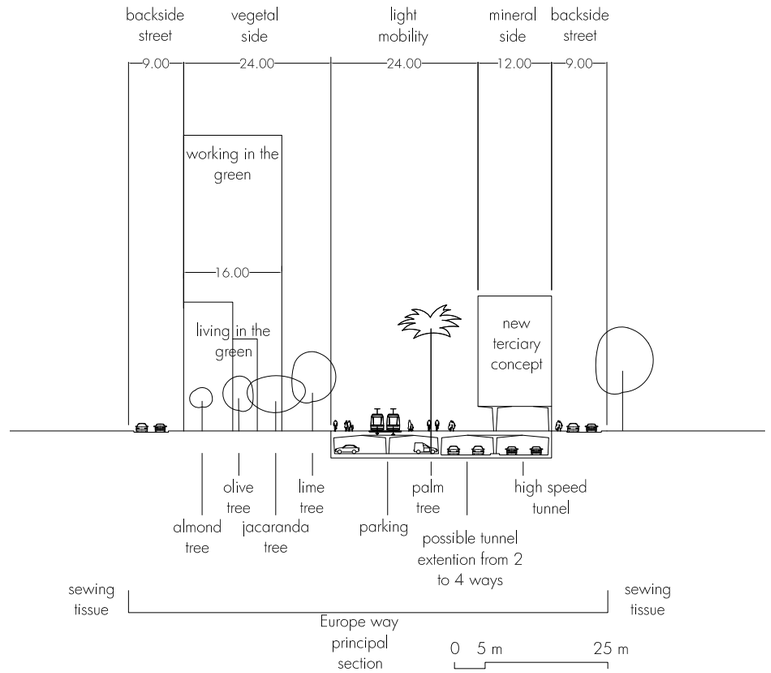
NEEDS
_ the "civitas"
_a city for all
_a qualified public space that defends the precious value of the city ground level
_a level for the light mobility and for the human speed
_density

THE "GREEN ISLAND WAY" OF CAMPO GRANDE
ONE SECTION BEFORE AND AFTER
THE PRELIMINARY PROJECT PROPOSED:
the Lisboa Welcome Centre





EUROPE WAY SECTION PRINCIPLE
1/1000



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EUROPE WAY PROJECT
one 78 meters section constituted by a mineral side and a vegetal side, composed by the following elements:
24 METERS DEDICATED TO LIGHT MOBILITY
a 6 meters pedestrian way along the vegetal side,
a 6 meters zone dedicated to the NEW CITY TRAMWAY LINE,
and a 12 meters mineral surface, representing the public parvis. This one made of the small white module "calçada portuguesa"and a rigid 25 meters high palm tree alignment, that allows the green, the light and the air penetration in a 630 places underground parking.

12 METERS FOR PRIVATE PLOTS PLUS A 12 METERS MUNICIPAL FRONT
THE MINERAL SIDE (south-est)
a rigid "floating" marble and concrete band, filled up with upper floor spaces, dedicated to "new tertiary concepts".
This section element is linked with the underground private car speed tunnel. One high speed way that should stay underground from Campo Grande until the end of the EUROPE WAY. This tunnel will receive light and air in particular moments of the city tissue, such as the turning point in the "GOLDEN PALMTREE SQUARE", or when it crosses the CONCERT/CONFERENCE HALL.

THE VEGETAL SIDE (north-west)
a flexible band, built up with and in a rigid green grid, filled with trees, new concept offices, creation ateliers, housing and local commerce. This ones, facing a green vegetal/permeable surface, the municipal green plot made of a sequence of tree alignments.
This rational tree grid, pretends to link the urban axis elevation to the rural backside front. It should be composed by:
one "indestructible" city green tree alignment: the lime tree (tilias),
one almost "indestructible" city violet tree alignment: the jacaranda tree (jacarandas),
one "fragmented" rural silver-green tree alignment: the olive tree (oliveiras),
and one "fragmented" rurals white-pink tree alignment: the almond tree (amendoeiras)

18METERS FOR 2 BACK STREETS
Two traffic lines on the city level, to assure the local traffic needs, and to give a facade to the existing and future urban fabric behind the new axis. Here, a careful SEWING WORK is defended, in order to improve the city continuity and to avoid blocking situations.
Behind the two sides of the axis, the buildings are designed in order to have an equilibrate relationship with the existing urban situation. Cadastral grid, building heights, territory shape, building typologies... were major guidelines for the proposed urban design.
Is in this context, that we defend the proposed CONCERT/CONFERENCE HALL, that breaks the proposed axis logic, revealing the impact of the existing city tissue in the city drawing.

CONSEQUENCE
One city design that defends that the city needs of density to exist, but to be dense it needs generous public spaces, and our project is one of them: it belongs to one main city axis, thus it is a main city public space.

3. POINT TWO, THE "EUROPEAN SQUARE", PRACA DO COMERCIO 2 PROJECT
CONTEXT, a "nowhere" full of potential, a "city end" ready to become a centre.
_in-between the XXI and the XX centuries
_in-between the METRO and the TRAMWAY
_in-between the PARK and the AIRPORT
_in-between the INSIDE and the OUTSIDE
_in-between the CONTINUOUS and the DIFFUSED CITY
_in-between the CIRCULAR and the RADIAL SYSTEMS
_in-between the PORTUGAL and the EUROPE

OBSTACLE
One exiting strong topography, associated with the 2nd Circular city traffic ring, and the existing airport plateau on the east forces the axis to a new orientation.

1 PUBLIC SPACE + 1 LANDMARK
The EUROPE WAY ends when it finds the CAR TOWER linked with the national traffic network, and the existing underground GREEN METRO LINE, that forces our tunnel to come up.
In this context it becomes ONE LISBON GATE, a square defined in the north by the "yellow shell" that works as LANDMARK, sheltering the EUROPEAN CULTURE CENTRE.
This shell protects part of the square, a project dedicated to EUROPEAN EXCHANGE that we called PRACA DO COMMERCIO 2, thinking about its relation with the XVIII century Praça do Comércio, Lisbon first city gate, dedicated to international and colonial commerce.
This square to build on the slope of the existing topography, is limited on the bottom by the new city tramway line, that reinforce the link between the two referred "commerce squares": THE WORLD GATE and THE EUROPEAN GATE.
This space was developed as a MARKET OF IDEAS, where books, music, art, design, cinema, plants, knowledge, technology,... can be exchanged and where all European citizens can vote no matter where they live.
The square is to be polarised by the "yellow shell" aligned with the EUROPE WAY axis, and by the proposed "FOREST TRAMWAY STATION ".
We propose to place the "FOREST STATION" there, where the "yellow circle" defined by the new tramway line intersects the green circle proposed. Thus this station, represents the GATE OF THE AIRPORT TERRITORY which is a AREA FULL OF FUTURE POSSIBILITIES.
CONSEQUENCE
This project will make the CITY AXIS turn, connecting the traditional city with the existing Alto do Lumiar municipal project. It will permit an easily cross of the 2nd circular highway by the the "light mobility". Assuring a large scale exchange node with capacity to articulate the national and the city scale.

4. NEXT PROJECTS, one list of ideas around the project.
a) LISBON AIRPORT TRANSFORMATION: A CITY LUNG?
The replacement of the city airport, brings the opportunity to build a second CITY LUNG, one metropolitan belvedere and a solution for the existing airport polluted soil.
In this context we propose a new LISBON FOREST, made of "25m" pines (pinheiros bravos), that can be seen as an OXYGEN PRODUCTION CENTRE.

b) THE 2 CIRCULAR TRAFFIC EXCHANGER, AN ART WORK?
In the east side of the proposed EUROPEAN SQUARE, we developed a traffic node solution in reaction to the node in study by the city council authorities, a solution that can also be integrated in this project.
As one possible alternative, we suggest a traffic node made of straps instead of the roundabout proposed, thus allowing the preservation of the high speed circulation on the existing 2nd Circular.
To solve this problem we would like to work with a strong team made of traffic and structure specialists plus a portuguese artist, ready to work a TECHNICAL-LANDSCAPE-ART WORK, in order to draw together a strap system "floating" in-between the "EUROPE GATE" and the "NEW LISBON FOREST".

c) WEST EXCHANGER, OTHER SQUARE AT THE METROPOLITAN SCALE?
Keeping all its functions, we guarantee the existence of a necessary programme to fabricate another city entrance, that will work in parallel with our EUROPEAN SQUARE. One other multi-scale node associated with the existing LISBON YELLOW LINE METRO STATION, the existing FOOTBALL STADIUM, and the BUS STATION.

d) THE CAMPO GRANDE PARK, AGAIN PART OF THE CITY?
As mentioned before, the nowadays CAMPO GRANDE PARK is blocked in the both sides by 2 heavy traffic ways.

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Our project proposes to connect the actual “green island” with the existing city.
To do it, the new axis direction proposed by the city is fundamental, allowing the traffic deviation to the north. A strategic move that we encourage by extending the existing city tunnel under our EUROPE WAY.
In the north of the proposed GOLDEN PALM TREE SQUARE, the LISBON WELCOME CENTRE would become a contemporary green mass, above the recycled asphalt surface.
This CITY PARK revitalisation, is an important parallel project that we support and incentive.
Therefore we propose a special regard to the original RESSANO GARCIA drawings from 1903, showing his ideas as city council architect for this city area.
The plans we refer, show a huge CITY PARK in the whole area today transformed in the Lisbon University Campus.
In this context, we decided to reinforce some existing “garden circles”, using them to define our GOLDEN PALM TREE SQUARE.
Integrated in the PARK regeneration process, we propose to add to the already existing PARK EQUIPEMENTS (one swimming pool, one bookshop/commercial centre, sport and leisure facilities), the following equipments:
one PRIMARY SCHOOL and one NURSERY SCHOOL, two circles that pretend to work the explosive tree park theme
one CONTEMPORARY ART GALERY, linking the existing CITY and BORDALO PINHEIRO ART MUSEUM
one PARK KIOSK to buy newspapers and tramway tickets [GOLDEN PALM TREE SQUARE PROJECT]
one SUNNY SIDE WALK CAFE/TEA HOUSE [GOLDEN PALM TREE SQUARE PROJECT]

e) “GREEN UP” PROJECT? A project to clean up the University Campus from the actual private car invasion!
One solution that moves the existing green slab up, allowing one parking area underneath it and along the existing road network. A decision that can help to redefine the end parcels of the University alleys through a sewing work made of university facilities.
This project is also one idea to assure a clear connection between the LISBON UNIVERSITY CAMPUS and the proposed EUROPE WAY.

ONE PROGRAM PROPOSED = ONE PROGRAM DEVELOPPED

1. “people with feet”: LIGHT MOBLITY

a) TRAMWAY, structuring the public circulations
The stations are located on the articulation points in order to give large access to the areas all around the project site.

b) METRO STATION, relying the new dynamic area to the city fast network

c) A large part of the ground floor is dedicated to WALKERS AND BIKERS in terms of public space. As their territory is generous, there is no need to separate the different users (by building special bike corridors for example), the public space is improving civility.
At this city level we proposed COMMMERCES and EQUIPEMENTS, located all along the AXIS:
_Sunny side walk café/Tea House
_Kiosk
_Renovated Campo Grande Museum
_Supermarket
_Commerces all along the Europe way
_Concert/Conference Hall
_Bike facilities (reparation kiosk + 400 places storage)
_Public toilets and storage spaces
_Praça de Commercio 2 with its open air market
_European Culture centre

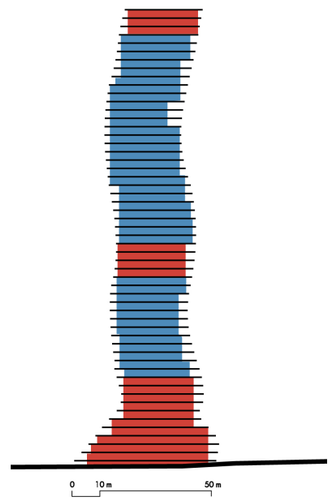
2.”people without feet”: PRIVATE CAR OWNERS

a) METROPOLITAN AND REGIONAL SCALE,
A FAST CONNECTION is going through the project in a TUNNEL, relying directly Campo Grande to the 2nd Circular and the National Highway coming from the north,
a new MOTORWAY EXCHANGER between PRACA DO COMMERCIO 2 and the AIRPORT permits this connection.
In addition, a 1000 PLACE CAR TOWER is proposed, as a multi-modal node for stimulate people to let their cars on the CITY GATE, and enter by METRO.

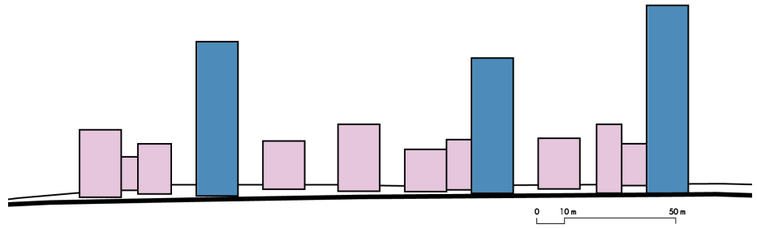
b) PROJECT SITE SCALE,
On the backsides of the project, two STREETS are deserving all the different programs.
They are also giving access to the underneath PARKINGS. There are 963 PLACES, witch is under the ratio proposed. But the generosity of the public transportation will encourage users not to use their own private car.

3.inhabitants: LIVING and WORKING
a) POWER TOWER - MIX USE
b) VEGETAL SIDE - MIX USE
c) MINERAL SIDE - MIX USE

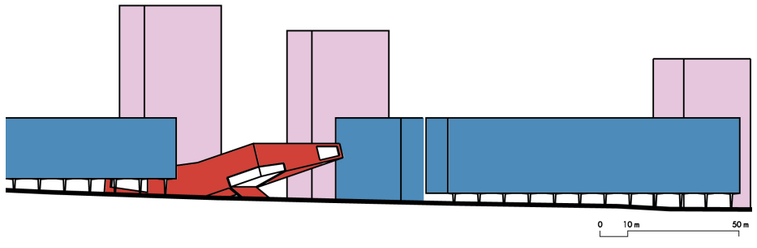
MIX USE PROGRAMME



COMMERCES + SERVICES = POWER TOWER



HOUSING + SERVICES = VEGETAL SIDE



HOUSING + SERVICES = MINERAL SIDE

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* DENSITY AND RATIOS

As the contemporary city needs density, its public space have to be generous. The project designed is about the public spaces created by the city AXIS. A situation that unable it to reach the ratio previewed, staying 1,7 instaed of 2.
But doing so, the project create base conditions for density around it.

** SITE INTERVENTION LIMITS

For practical reasons, to assure eays comparaison between the different EUROPAN PROPOSALS FOR THE SITE, the present ratios are stablished according the surfaces of the given intervention site, and not the proposed one (WE123).

*** THE PARKING RATIO is under the expected values, for the same reason in*

+ THAN 25M HEIGHT

A large quantity of proposed buildings are heigher than 25m.
In one hand as reaction to the large public space the project offers on the oder to the density the city needs.

Other reason that supported this approach, was the clear aim of creating in this city area a new centre, one new attractive tissue, with a strong image of contemporaneity. In this context, we propose to work seriously the city skyline.

WE 123 PROJECT							
programme	programme	surface_m2	floor number	gross floor area (surface x floor n°)	total	%	principles for the construction process involved
lisbon tower	POWER TOWER (the obstacle) (+++ 25m = 164m)	variable	54	36000			anti sysmic construction, above pile fondations assuring a permeable soil
	POWER TOWER_tertiary				23040	64,00%	
	POWER TOWER_commerce				12960	36,00%	
housing	H-lisbon welcome centre_P1	153	6	918			concrete grid structure filled by innovative uses of traditional portuguese materials
	H-lisbon welcome centre_P2	103	6	618			//
	H-lisbon welcome centre_P3	55	6	330			//
	H-lisbon welcome centre_P4	103	6	618			//
	H-old 70's+50's buildings – new housing TOWER_P1 (+ 25m)	586	18	10548			concrete structure plus contemporary use of yellow tiles (as continuation of Alvalade yellow bars – skyline)
	H-new housing TOWER_P2 (+ 25m)	511	20	10220			//
	H-new housing TOWER_P3 (+ 25m)	529	23	12167			//
	H-living in the green_P1	144	8	1152			concrete, steel and wood structures
	H-living in the green_P2	72	5	360			//
	H-living in the green_P3	144	6	864			//
	H-living in the green_P4	240	8	1920			
	H-living in the green_P5	48	4	192			//
	H-living in the green_P6	144	6	864			//
	H-living in the green_P7	180	6	1080			//
	H-living in the green_P8	240	8	1920			//
	H-living in the green_P9	180	5	900			//
	H-living in the green_P10	72	6	432			//
	H-living in the green_P11	180	6	1080			//
	H-living in the green_P12	144	8	1152			//
	H-living in the green_P13	72	5	360			//
	H+W-suprise square sewing tissue_P1	365	4	1460			reinventing the construction methods of the existing urban fabric tissue, researching for linking solutions
	H+W-suprise square sewing tissue_P2	159	4	636			//
	H+W-suprise square sewing tissue_P3	120	4	480			//
	H+W-suprise square sewing tissue_P4	151	4	604			//
	H+W-suprise square sewing tissue_P5	93	4	372			//
housing - total					51247		
tertiary	O-Europe Way – P1 (+ 25m)	1332	9	11988			concrete structure linked with the underground situation = 1 south structural facade + 1 north free structure facade
	O-Europe Way – P2 (+ 25m)	898	7	6286			//
	O-Europe Way – P3 (+ 25m)	1368	7	9576			//
	O-Europe Way – P4 (+ 25m)	700	6	4200			//
	O-«U» block south sewing tissue_P1 (+ 25m)	2325	9	20925			reinventing the construction methods of the existing urban fabric tissue, researching for linking solutions
	O-north sewing tissue TOWER_P1 (+ 25m)	240	16	3840			//
	O-north sewing tissue TOWER_P2 (+ 25m)	240	18	4320			//
	O-north sewing tissue TOWER_P3 (+ 25m)	240	16	3840			//
	O-north sewing tissue TOWER_P4 (+ 25m)	240	22	5280			//
new tertiary					70255		
street commerce	C-Europe Way – P1	659	1	659			creative materials use – for creative shopping spaces
	C-Europe Way – P2	449	1	449			//
	C-Europe Way – P3	684	1	684			//
	C-Europe Way – P4	0	0	0			//
	C-«U» block sewing tissue (socle)_P1	1516	1	1516			//
	C-Golden Palm Stree Square – sunny side cafe	201	2	402			no foundations building made of wood + steel + glass
	C-Golden Palm Stree Square – kiosk + tram tickets	50	1	50			reinvent the Lisbon Kiosk made of steel
	C- suprise square – bike repair kiosk	79	1	79			open air modular steel structure
street commerce – total					3839		
equipments							
	in the PARK – 1 school	1386	1	1386			light building: no foundations building made of wood + steel + glass
	in the PARK – 1 nursery school	572	1	572			light building: no foundations building made of wood + steel + glass
	in the PARK – 1 contemporary bridge art gallery	780	1	780			bridge building – concrete and steel structure
	in the HISTORICAL STREET – Campo Grande Museum renovation	463	2	926			new facade and landscape design
	in the EUROPE WAY – concert/conference hall	1980	2	3960			concrete, ceramic, wood and «silver» metal as the fish skin
	in the PALM TREE GOLDEN SQUARE	_	_	14240			public space defined by the use of the traditional Lisbon white «calçada portuguesa» plus the «black» one for cars
	the PARK tramway station	_	_	452			concrete slab + urban furniture
	in the EUROPEEN SQUARE/PRACA DO COMERCIO 2	_	_	15268			public space defined by the use of large modules, adapted to a «multi-market» use, the dome in concrete structure
	the FOREST tramway station	_	_	452			concrete slab + urban furniture
	the EUROPEEN CULTURE CENTRE	variable	3	788			concrete structure + european wood inovative solutions
	the (green line) metro station	452	1	452			concrete plus ceramic skin
	in the SUPRISE SQUARE – public toilet + green maintenance centre	79	1	79			light building: no foundations, made of wood + steel + glass
	touching the 2nd CIRCULAR MOTORWAY - 1 car parking tower (national/regional level)	1810	20	36200			steel or concrete structure
	in the EUROPE WAY – 1 underground car parking	8005	1	8005			concrete walls system
	in the SOUTH SEWING TISSUE – 1 underground car parking	14480	1	14480			//
	in the SUPRISE SQUARE – 1 bike parking tower	50	7	350			steel modular structure
	in the SUPRISE SQUARE – public toilet + green maintenance centre	79	1	79			light building: no foundations, made of wood + steel + glass

WE123 – gross floor area*			161341 161341
intervention site**		95000	95000
WE123 – gross floor space ratio*			1,7
WE123 - ratio distribution			
	WE123 power tower ratio (terciary)		0,14
	WE123 power tower ratio (commerce)		0,08
	WE123 housing ratio		0,32
	WE123new tertiary ratio		0,44
	WE123 commerce ratio		0,02
WE123 parking capacity***			
	regional/national car capacity		1000
	site car capacity		963
	bike capacity		400
WE123	working facilities		58%
	living facilities		32%
	commerce		10%
plus	public space and equipments		39355
	private parking facilities (out of the public space)		59114

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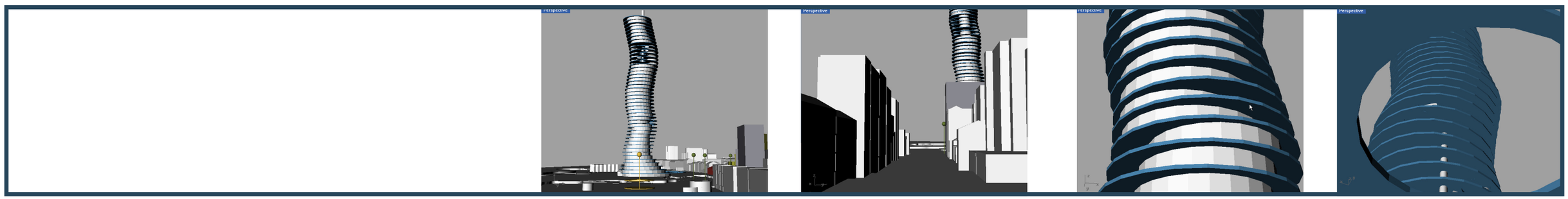
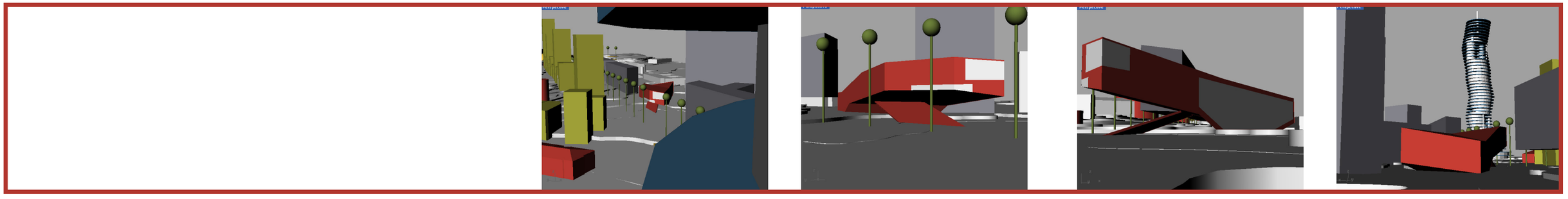
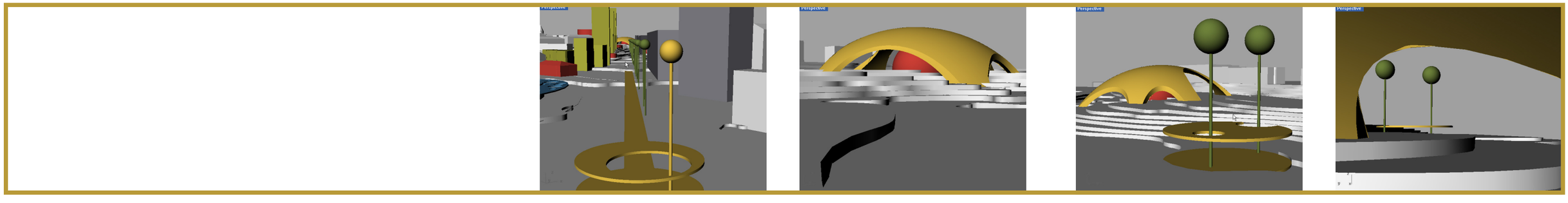






in-between

Lisboa

Lisboa airport deplacement project

1 next project :
build a second lisbon lung,
1 europeen oxygen production centre

One traffic node in one green city "gate"
one work team between one portuguese artist and worldwide engineers and landsacapers

Praca do comercio 2
The europeen square,
One square for knowledge. Exchange the market of ideas, where books, music, art, design, cinema, technology, clothes... can be changed.

National and regional car silo

One new metro station on the Lisboa green line

Lisboa welcome green

Proposed contemporary "bridge"art gallery along the existing footbridge and in-between two existing museums

Continue to work with Ressano Garcia plans (1903)

Proposed education facilities
one park nursery and one primary school in the PARK.

Sewing work
in-between the europe axis and the existing agriculture and historical tissue

Sewing work
in-between the europe axis and the free market

europe way

Golden palm tree square
the "Jeff Koons" prize for one young artist

University campus
"Green Up Project"
1 next project to move up the existing green slab and fabricate
a ground parking level along the existing roads

Lisboa Welcome Centre

Lisboa Welcome Centre :
One tool to restore the Historical Street of Entrecampos and to relink the Campo Grande Park with the city.

A municipal double orientated flat typology with associated services and commerce for rotative living : student residences, young people first appartement, eldery people residences, tourist hotels, immigration welcoming residences, camping cars parking spaces, temporary europeen artists residences...

stade

metro+bus

college

metro maintenance centre

2nd circular

2nd circular

2nd circular

city museum

city hippodrome

historical street restored

campo grande park relinked with the city

private university

EUROPE WAY

Julio de Matos psychiatric hospital

av. do brasil

research centres

national archives

university alley

neighbourhood education

university stade

u. canteen

metro

national library

historical street restored

campo grande park relinked with the city

new city tram

plan 1/5000

0 50 m 250 m

SEC. XXI the europe way

SEC. XX the green island way

historical street

SEC. XX the high way

historical street

SEC. XX the traffic way

historical street

SEC. XIX the garden way

historical street

SEC. XVIII the city way

historical street

historical street

the world way

Entrecampos

Saldanha

Marques de Pombal

Rossio

Praça do Comércio

articulation point

obstacle

Lisboa, in-between...

world

europe

...past, present and future

europe

world

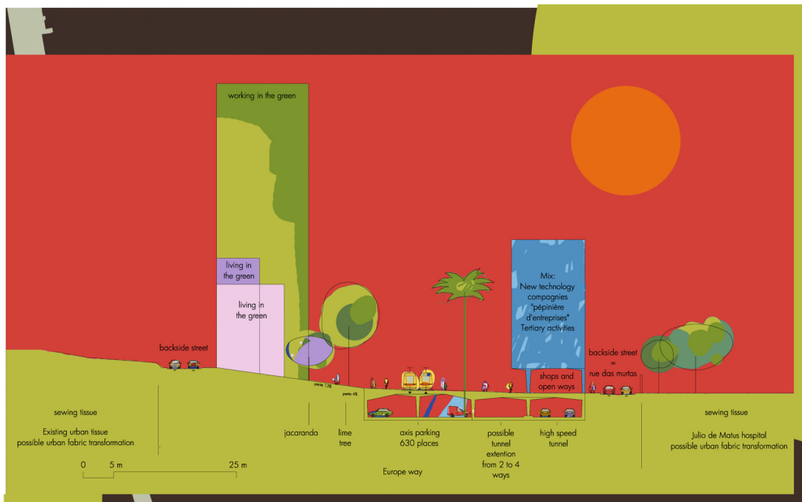
new airport location

SITE EUROPAN10 . PORTUGAL . LISBOA:
_linking circular and radial systems
_linking times, spaces and scales
_working out one major city radial axis
_linking the "continuous city" with the "diffuse city" bringing together two urban realities: the XX century "monster" arrives to the "old" city which should be there TO WELCOME it!

in-between

2

Lisboa

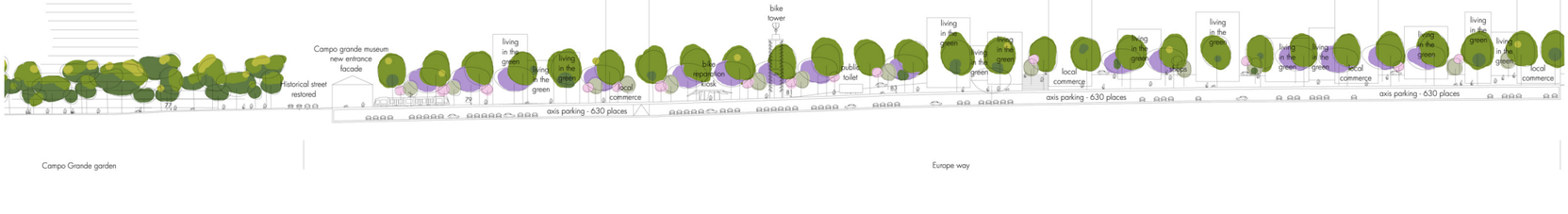


...at the same time on the radio

« (...) France Culture il est 10 heures. Les humanités de lundi au vendredi...jeudi affinités électives par...vendredi, le vendredi de la philosophie par...(aujourd'hui) par François Chaslin:

Il me semble que je serais toujours bien la où je ne suis pas, et cette question de déménagement en est une que je discute sans cesse avec mon âme.
« Dis-moi, mon âme, pauvre âme refroidie, que penserais-tu d'habiter Lisbonne ? Il doit y faire chaud, et tu t'y ragaillardirais comme un lézard. Cette ville est au bord de l'eau ; on dit qu'elle est bâtie en marbre, et que le peuple y a une telle haine du végétal, qu'il arrache tous les arbres. Voilà un paysage selon ton goût ; un paysage fait avec la lumière et le minéral, et le liquide pour les réfléchir ! »
Mon âme ne répond pas. (...)
Enfin, mon âme fait explosion, et sagement elle me crie : « N'importe où! n'importe où! pourvu que ce soit hors de ce monde! »

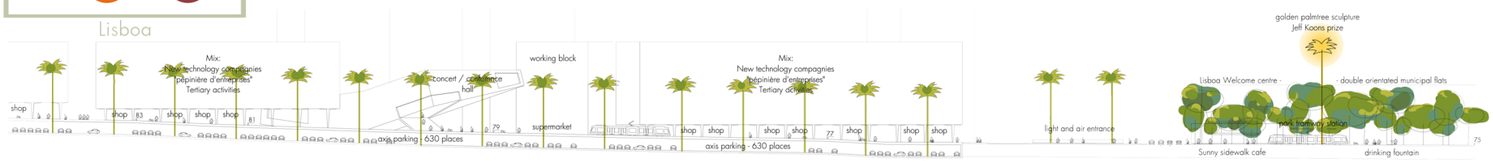
Charles Baudelaire, Le Spleen de Paris,
Repris en 1864 sous le titre Petits poèmes en prose(...)»



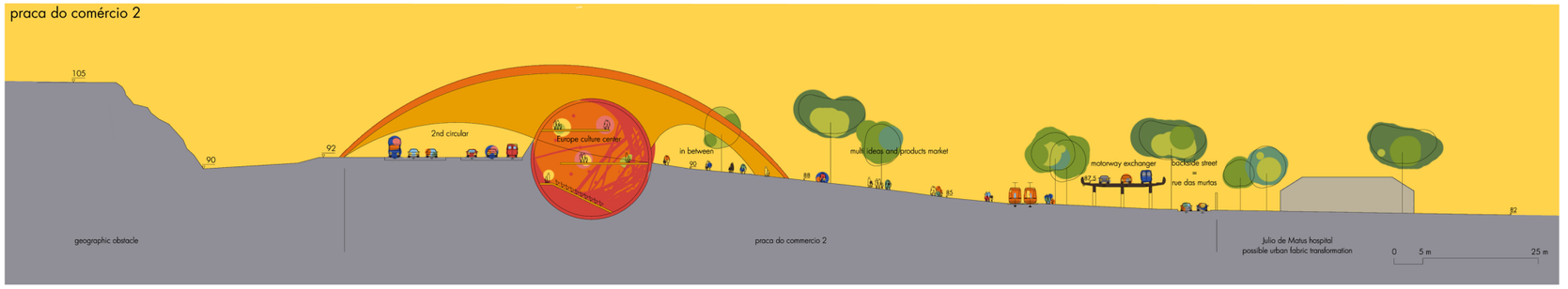
in-between

3

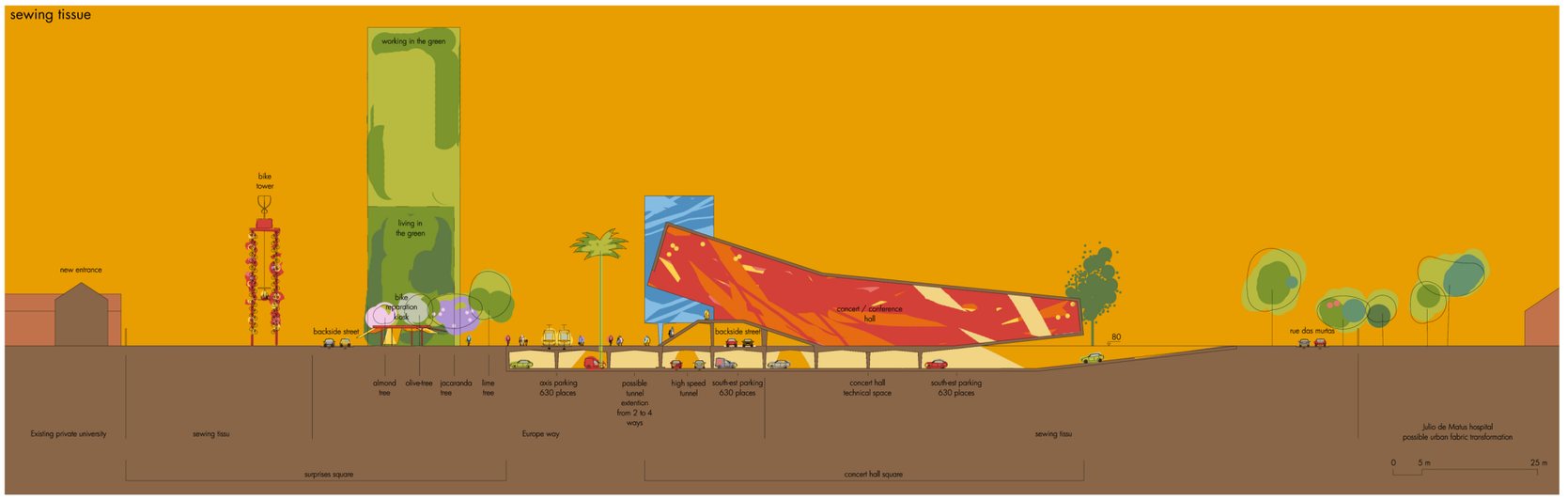
Lisboa



praca do comércio 2



sewing tissue



golden palm tree square