

To sum up, Authors pinpoint that both Barcelona's and Genoa's urban policies behind these 1992 events have been conceived as "good practices" of big events in the following three decades to regenerate the hosting cities' old industrial sectors. City's image improvements, hosting city insertion in international cultural circuits and tourism, better living conditions by the creation of new public spaces, and the materialisation of new profit-driven spaces were key factors of successful urban policies for Barcelona and Genoa 1992 events.

Keywords: Mega events, Urban regeneration, Urban policies, 1992 Barcelona Olympics; Genoa's Expo

74 “Uma praça em cada bairro” program

Analysis and contribution to the requalification of Lisbon's “Eixo Central” [2014-2020]

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ABSTRACT

The traditional role of the urban public space has shifted during the 20th century and in particular throughout the post-second world war. The global trend to adjust the public space to the car traffic and parking needs was observed in Lisbon as in many other industrialized cities. By the end of the century, some projects to value public space through the pedestrianization of streets were attempted without significant impact.

The 1998 World Exhibition in Lisbon created the opportunity to rethink, recreate the city and renovate its public space in a former brownfield area. Despite its legacy, there was a little spillover effect to other public spaces in Lisbon, even when considering the partial reconversion of the riverfront, and the intervention on the Praça do Comércio, in 2007.

This paper reflects on the impact of the program “Uma praça em cada bairro” [“A square in each neighborhood”] started in 2014 by the Lisbon City Council whose main goal is to transform and benefit Lisbon's public spaces. There were over the 150 micro-centralities identified and the interventions were diverse in terms of scale. They include major projects like the “Eixo Central” [“Central Axis”] of Lisbon connecting the Marquês de Pombal square to Entrecampos square and, simultaneously, small public squares across the city neighborhoods.

The methodology used consists of i) the study of satellite images, from 2014 to 2020, ii) the identification of areas allotted to different uses of space (people, traffic, green space), and iii) the quantification of urban elements in the analysis. This paper assesses the results of the “Uma praça em cada bairro” program, through the quantification of the areas dedicated to different functions, against the stated goals to transform and renovate public spaces.

Keywords: Cities for people, Public Space, Requalification.

1. Introduction

Since 2014, the program “Uma praça em cada bairro” [A square in each neighborhood] is being developed by the Lisbon City Council with the main goal to transform and benefit over 150 public spaces in Lisbon. The intervention on Lisbon’s “Eixo Central” (Avenida Fontes Pereira de Melo and Avenida da República) was one of the first interventions and also the biggest one in terms of area to be finished.

Being so, the result and impact of this intervention can represent the objectives, and intentions behind the program “Uma praça em cada bairro” design. This paper assesses the results of the program, in general, following a specific quantitative analysis of its intervention on Lisbon’s “Eixo Central” in 2016.

1.1. Methodology

The methodology used to assess the Program from a quantitative perspective includes the functional areas’ analysis of the public space before and after the intervention. The case study is formed by an axis named by the Lisbon City Council as “Eixo Central” between Praça Marquês de Pombal and Entrecampos, namely: Avenida Fontes Pereira de Melo and Avenida da República.

The functional areas result of the merge of different authors’ perspectives on public space’s concept and functions: (BERTRAND, 1984), (CULLEN, (2011 [1961])), (GEHL, 2010) and (MERLIN & CHOAY, 2010 [1998]). Starting from these, the functional areas to be studied are:

- Space for people (social pedestrian area);
- Space for cars (roads and parking area);
- Space for bicycles (cycle paths);
- Green space (area with vegetation).

This analysis included the following steps:

- Identification of the case study’s area;
- Observation of satellite images, from 2014 to 2020, before and after the intervention;
- Identification of the functional areas, in both periods;

- Quantification of the functional areas, in both periods.

These classes were observed and quantified before and after the intervention. So, the comparison between the results allows this paper to measure the Program’s impact on the requalification and revaluation of Lisbon’s public spaces.

2. Framework

The traditional concept of public space and, particularly, of public square derives from a correlation between its three most important functions: commerce, social gathering, and circulation (GEHL & GEMZØE, 2001). The balance between these functions has been interrupted by the urban expansion, and the growing number and speed of cars (GEHL, 2010).

The public space includes spaces of public domain, non-built and that distinguished themselves from other empty spaces by their functional value (MERLIN & CHOAY, 2010 [1998]). In other words, public space is formed by spaces of free access, open, without restrictions or cost (CARMONA, 2018). It can include multiple spaces to circulate like streets or avenues and to stay like public squares or parks (PEREIRA, 1982). Being the space of contact, gathering, and exchange the public space reflects the city’s public life (GEHL, 2010). And by contact, gathering, or exchange we can enumerate multiple dynamics, such as: social, cultural, economic, political, religious.

Throughout the 20th century, many of those activities were transferred to private spaces (GEHL & GEMZØE, 2001). Though we must focus on the impact of the scale change from people to cars demonstrating an arrogance of space when streets became roads and public squares became roundabouts or car parks (MOUGHTIN, 1999).

What is at stake might not be only a functional dilemma of public spaces but its meaning and how we plan and want cities to be in contemporaneity. And with that, it is important to state that public space most times emerges from the conflict basis between different interests and wills (FRÉTIGNÉ, 2005).

2.1. A short recap on the investment on public spaces in Lisbon

The importance of the public spaces in the city’s image is a result of its longevity and permanence as in the cases of Praça do Comércio and Praça D. Pedro IV / Rossio that remain in the same location since before the great earthquake of 1755 (SAMPAYO, 2012). The history of the city’s investment in public spaces has met different approaches and scales throughout time.

In the post-1755 earthquake, a new urban grid was completed within a program that addressed public space's need in a revolutionary way. The project and ideals by Marquês de Pombal to rebuild the center of Lisbon were a milestone in European urban planning but still quite unknown.

From the Plan after the 1755 earthquake to the present days we can highlight some programs, projects, and plans that shaped the public space of Lisbon.

Table 1 – Spatial plans and projects for Lisbon's public space

Year(s)	Programs, plans and projects	Author(s)
1758	Lisbon Reconstruction Plan	Engr./Arch. Eugénio dos Santos and Engr./Arch. Carlos Mardel
1764	Passeio Público Project	Engr./Arch. Reinaldo Manuel dos Santos
1864	"Plano Geral de Melhoramentos de Lisboa"	Engr. Pedro José Pezerat Engr. Joaquim Júlio Pereira de Carvalho Arch. J. Possidónio Narciso da Silva Dr. Guilherme da Silva Abrantes
1919	Rossio Requalification	Lisbon City Council
1932	Parque Eduardo VII Project	Arch. Cristino da Silva
1938	Praça do Areeiro Project	Arch. Cristino da Silva
1948	Baixa Project	Arch. Étienne de Gröer
1949	Baixa Requalification Plan: Praça da Figueira and Rua da Palma	Lisbon City Council
1985	Debate for the future of Praça Duque de Saldanha	Archs. Nuno Teotónio Pereira, Augusto Brandão, Diogo Lino Pimentel, Nuno Portas e Pedro Vieira de Almeida
1988	Chiado Reconstruction Plan	Arch. Siza Vieira
1992	Praça de Espanha Urbanization Plan	Arch. Siza Vieira
1993	Preliminar Study for the Expo'98 Urbanization	Arch. Nuno Portas
1993	Expo'98 Urbanization Plan	Parque Expo S.A. / Arch. Vassalo Rosa
2001	Rossio and Praça da Figueira Requalification	Lisbon City Council
2006	Plano de Revitalização da Baixa-Chiado	Lisbon City Council
2014	Program "Uma Praça em cada bairro"	Lisbon City Council

Source: Own creation based on (Mangorrinha, 2007).

The expansion of Lisbon's metropolitan area throughout the last decades of the 20th century is connected with the construction of numerous high capacity roads

and the democratization of private car-owning. These policies led to the transformation of Lisbon's public spaces into car traffic and parking areas.

In 1993, the Plan for Lisbon's Metropolitan Area (PROT-AML) enhanced the requalification of Lisbon's eastern riverside area. At the time, this area was an abandoned peripheral area with obsolete industrial facilities. So, the Expo'98 organization stood as an opportunity to transform that area with the public space's plan designed by the architect Nuno Portas.

As an opportunity to create a new city neighborhood with public spaces of quality (BRANDÃO, 2005) the Expo'98 project introduced new functions on Portuguese urban waterfronts: "Aware of this importance, those responsible for Expo'98 set out to tackle certain highly complex concepts: how to "make a city" with a theme traditionally geared towards "making a non-city", integrating the temporary with the permanent, confronting urban problems" (TRIGUEIROS & SAT, 1998, p.13).

Even though it created "new urban demands: green spaces, symbolic architectures, pedestrian zones" (SISTI, 2009, 14), its impact in Lisbon was at the time confined to the exhibition area (in six urbanization plans)¹. The Expo'98 was an opportunity to re-evaluate public space that Lisbon had been losing for the past decades through the 20th century (FERREIRA, 1998) but within the event's limits itself. With the creation of an (almost) pedestrian-only area the Expo'98 (turned Parque das Nações after the event) included the rediscovery of the Rossio rectangular public square and the traditional pavement know as Calçada Portuguesa (Fig. 1).

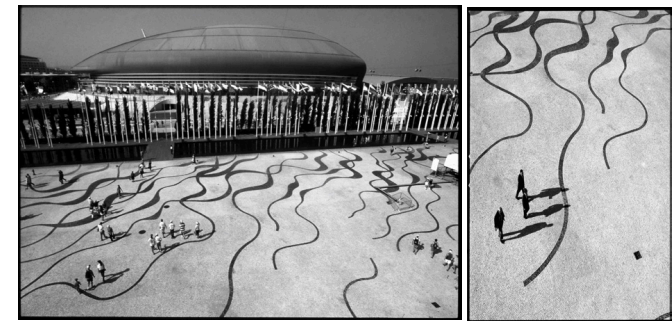


Fig. 1 – Rossio dos Olivais and the new pattern of Calçada Portuguesa. Source: Arquivo Fotográfico Municipal.

1 Planos de Pormenor (PP) [Urbanization Plans] are the administrative and town planning management mechanisms necessary for the legal validation of the division of the land into urban lots and its respective alienation. In the Expo'98 exhibition area there were six plans: PP1 - Central Area (Arch. Tomás Taveira), PP2, PP3 - South Area (Arch. Troufa Real), PP4 - North Area (Archs. Duarte Cabral de Mello and Maria Manuel Godinho de Almeida), PP5 - Sacavém Area (Archs. Maria Manuel Cruz and Ricardo Pareirinha), and PP6 - Tagus and Trancão Park (Arch. Hargreaves e João Nunes).

This experience to generate new riverfront public spaces was taken into account by the POLIS projects in various Portuguese cities like Vila do Conde, Coimbra, and Setúbal (PAIVA, 2012). But also replicated in other Lisbon riverfront areas like the Ribeira das Naus project (Fig. 2).



Fig. 2 - Ribeira das Naus. Source: Authors.

2.2. The Program “Uma praça em cada bairro”

In 2014 the Lisbon City Council presented the Program of interventions in the public space “Uma praça em cada bairro” to benefit more than 150 public spaces in the city. Its multi-dimensional approach recognizes the contribution of public spaces to Lisbon’s quality of life in multiple dimensions: the neighborhood’s livability, the mobility pattern, the environmental condition, and the economic and cultural activities (CML, 2014).

The City Council has divided the city into neighborhoods and identified in each of them one micro centrality: a street, a public square, or a public park, for example. This Program follows the idea of a city of neighborhoods emphasized by the Lisbon Strategic Charter 2010-2024 and in the Municipal Local Plan.

At the beginning of 2021, only half of the priority interventions have been finished. Even though, there is also the case of non-priority interventions such as Largo da Memória, “Eixo Central”, and Praça de Espanha that have been concluded or are ongoing.

The case of the concluded interventions shows the local strategy for the public space. In particular, the “Eixo Central” formed by Avenida Fontes Pereira de Melo and Avenida da República is an example to be analyzed in this research.

3. The “Eixo Central”

The Avenidas Novas area in Lisbon was projected by Frederico Ressano Garcia within the 19th-century expansion of Lisbon (DIAS, 1987) towards the former rural northern area and overlapping the Estradas do Arco do Cego, Picoas, and São Sebastião da Pedreira (DIAS, 1987). This expansion was planned among the “Plano Geral de Melhoramentos de Lisboa” from 1864.

We can argue that the “Eixo Central” was planned in the context of the city expansion but also pursuing new ideas and approaches. This Plan followed Haussmann’s ideas and conducted the city expansion to the north plateau. The expansion was guided by large Avenues between Avenida da Liberdade and Campo Grande to urbanize this area. Though, this Plan was mostly focused on the urban grid, using public space to define the blocks. The focus on the urban grid explains the “anarchy” of the area’s volumetric.



Fig. 3 - Avenida da República and Avenidas Novas in 1908. Source: Gabinete de Estudos Olisiponenses.

This new urban grid was centered in the axis formed by the Avenida Fontes Pereira de Melo and Avenida da República which were articulated by three circular public squares: Marquês de Pombal, Duque de Saldanha and Entrecampos (Fig. 4). In the case of the first and last mentioned they delimit this paper's case study.

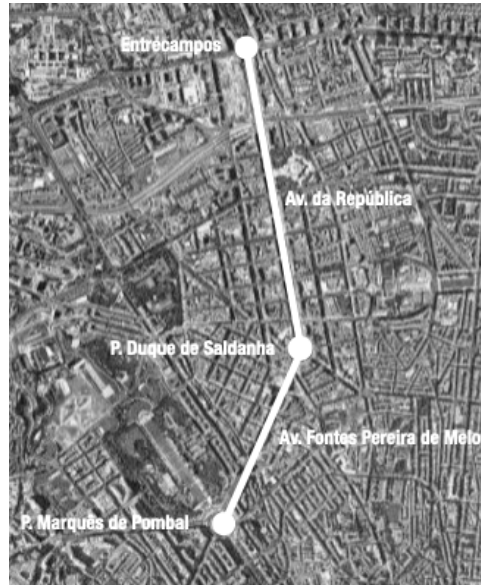


Fig. 4 - Identification of the Lisbon's "Eixo Central" and case study. Source: Own creation on Google Maps.

The Avenidas Novas area and particularly Avenida da República were occupied by *bourgeois* palaces some remaining today. It is a case of coexistence between architectural times and styles from the 19th century to more contemporary approaches (SILVA, 1989).

Despite that, nowadays, this area is particularly important as a significant center for the city's economic activity. This area has changed from an attempt to recreate a *bourgeois* city to offices and shopping centers. And that change has affected public spaces like in the case of Praça Duque de Saldanha and its buildings testify the changes that occurred in this area throughout the 20th century.

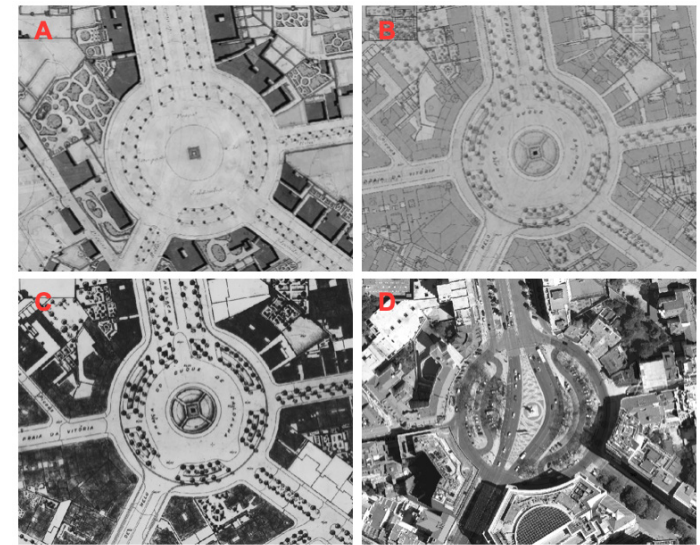


Fig. 5 - Praça Duque de Saldanha in 1911 (A), 1950 (B), 1970 (C), and 2016 (D). Source: www.lxi.cm-lisboa.pt.

These four images reflect the block's growing occupation and the changes in public space. From 1911 to 2016 public space has dedicated more area to car parking and circulation. The need to increase the accessibility even led to the transformation of the roundabout into a boomerang shape where the statue dedicated to Duque de Saldanha still stands.

3.1. The Program's intervention

The intervention of the Program "Uma praça em cada bairro" had an extension of 2,6 km between Praça Marquês de Pombal and Campo Grande. The prior studies showed evidence of the need to change the Avenues' profile in terms of public space uses and mobility (CML, 2021).

The mobility pattern associated with car parking and circulation was an essential topic of discussion. The recognition that cars had the majority of public space and also that there was public parking offer at a distance of 300m from the "Eixo Central" pointed that the space for cars had to and could diminish (CML, 2021).

In 2016, almost three-quarters of the public space was allocated to cars (74%). The other quarter was essentially space for people (23%) though there was some green space (2%) in Picoas and Entrecampos.

In fact, with the quantification and analysis of the functional areas before and after the Program's intervention, there was a decrease of 14% within the space for car circulation and parking. This allowed transferring space to other uses such as green (5,5%), bicycles (4,4%), and people (3,7%). This analyzes concludes that space for people had the smallest increase though it represented already 1/4 of the public space's use in 2016.

Table 2 – Uses of space (%) in the “Eixo Central” in 2016 and 2020.

Functional area	2016	2020	Variation
Space for cars	74,3	60,6	-13,7
Space for people	23,3	27,0	3,7
Space for bicycles	0,0	4,4	4,4
Green Space	2,4	7,9	5,5

Source: Own creation.

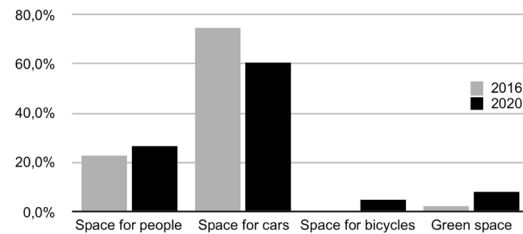


Fig. 6 – Uses of space (%) in the “Eixo Central” in 2016 and 2020. Source: Own creation.

In 2016 there were only green spaces in Picoas and next to Entrecampos. But in 2020 the green spaces are present in all of the axis. Another particular example is the case of Praça Duque de Saldanha. It had some trees spread around the parking area in the public square. The intervention created a “green ring” around the public square that also stretches the division between car-area and people-area.

Another category identified after the intervention was the space for bicycles. Cycle paths were introduced and now connect Praça Marquês de Pombal and Campo Grande along Eixo Central. This can be seen as an incentive to the use of active and green transport alternatives.

The areas dedicated to pedestrians, namely sidewalks, had the shortest increase. But it should be considered that it represented already one-fifth of the total area before the Program's intervention. When we analyze particular areas such as the Picoas and

Saldanha public squares there is a different outcome. In both of these squares, the car parking area was eliminated and made room for other uses. So, the space for people covers now more than one-third of the total area and reinforces the idea of walkability that the Program “Uma praça em cada bairro” planned to achieve.

3.2. Diversification of public space's functions

The transformation of the “Eixo Central” is an example of how public policies for the public space had changed. The “Uma praça em cada bairro” intervention contradicted the previous trend to reduce space for people and increase space for car circulation and parking seen throughout the 20th century (Fig. 5). On the contrary, the intervention of 2016 allowed to rediscover public space as a social space, namely allocating more area to walk, meet, stay and consume. But also, if we consider the introduction of cycle paths, and new green and permeable areas. By doing so, this intervention contradicted the almost total monopolization of public space by cars and diversified the public space's uses.

It must be stated that this experience started with the intervention in the Avenida Duque de Ávila (adjacent to Avenida da República) which tested the impact of the public space's transformation in the socio-economic dynamics. With this intervention, active mobility users were favored while car traffic and parking were strongly reduced.

The interventions in Praça Duque de Saldanha, for example, enhance this space's social function. The images before and after the intervention testify to this change. The pedestrian area was expanded and replaced former car circulation and parking areas, easing pedestrian routes, and improving road safety. But, particularly significant, to rediscover the public square and its social function.



Fig. 7 – Praça Duque de Saldanha before and after the intervention. Source: Google Street View.

The transformation of this area rediscovered the diversity of uses and functions of public spaces. It is also a strategy to restore public urban spaces and reestablish its traditional functions: meet, consume, move (GEHL & GEMZØE, 2001). And about

mobility, we must address this holistic perspective that includes private transport, but also public transport and active mobility users, still an exception in the broader Lisbon context.

After the intervention, businesses created sidewalk cafés, and in both Praça Duque de Saldanha and Picoas were installed Kiosks. So, former parking areas were transformed into areas where people can have a seat, a chat, or a coffee inviting people to appreciate the “life of the sidewalk” (Gehl, 2010, 146). All of this wasn’t possible without this redistribution of public space’s use.



Fig. 8 - Quiosque in Praça Duque de Saldanha. Source: Authors.

8. Contributions and the increment of city gaps

The Expo’98 exhibition area’s design influenced projects for the waterfront’s qualification as much as it stretched new public urban space demands and qualities in Portuguese urbanism for the 21st century. After 2014, the Program “Uma praça em cada bairro” picked those lessons and helped to reintroduce the traditional functions of the public spaces through a new balance between being, walking, moving, and consuming in the public urban spaces.

There has been a reflection on the impact of the Expo’98 setting new standards for public urban spaces and waterfronts. But will there be or what will be the

impact of the transformation of Lisbon’s “Eixo Central” on Portuguese future urban projects? Will there be more attention in protecting and creating more space for people? Will there be more green spaces? Will there be a spread of cycle paths changing Portuguese urban mobility patterns?

This research displayed the change of public space’s use caused by the “Uma praça em cada bairro” Program’s intervention. The quantitative perspective and categorization in different spaces (people, cars, green space, bicycles) contributed to state the diversification of public space’s use after the intervention.

In Lisbon’s “Eixo Central” the space for cars decreased by 14% providing more green, social, and consumption areas. For example, we should state the importance of the growth of green areas from 2% in 2016 to 8% in 2020.

The investment of the Program in “Eixo Central” changed its urban landscape and the uses and functions of the public space. But on other hand, it expanded the gap between its approach for the public space and the areas that are still in need of intervention. Avenues such as Avenida Almirante Reis or Avenida de Roma, also relevant avenues in the city, did not benefit from this or other programs for the public space, and car traffic and parking still maintain a major part of the public space.

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75 After all, what are Favela Museums?

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ABSTRACT

This presentation conceptualizes New Museology and Social Museology as they pertain to residents of the favelas. The first well-known museums affiliated to New Museology created in Latin America emerged in Mexico. Although institutions conceptualized by the government, they aimed to popularize museum processes. It was thought to be possible through management democratization, de-concentration, and territorial decentralization, as well as through the emphasis on social memory and heritage of non-hegemonic cultures. They have been implemented since the 1970s, but in Brazil, this is a phenomenon that began in the 1990s. Particularly favela museums have emerged in the past two decades. While the Colina Museum is in an industrial area squeezed amongst three highways, the Morro Alto Museum is in a favelas complex in hill and hillside sited between expensive neighborhoods in a region of strong tourist appeal, and the Planície Museum was created to fight against favela removal from newly re-qualified areas. Although these museums could be defined through different perspectives, the aim here is to highlight the definitions for favela museums given by one of their administrators. Nice is part of the team of the Planície Museum. To her, the museum is mainly “a tool for struggle” against city management that prioritizes land speculation, unreasonable evictions, and removals of impoverished populations. After analyzing the interview conducted with Nice, this presentation ends by answering the following questions: how do favela population and city management correlate in the issues of urban developments? Have grand projects affected the existence of the favela museums?

Keywords: favela museums, urban development, participatory democracy, Rio de Janeiro.

Urban legacies
of the late 20th century

GRAND PROJECTS

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9:30		Parallel session Slot 1 T2 S1 T3 S1 T4 S1 T7 S1	Parallel session Slot 3 T1 S2 T2 S2 T3 S3 T7 S2
11:00		BREAK	BREAK
11:15	SIDE EVENT Lisbon Waterfront Buildings and Public Spaces	CLAIRE COLOMB <i>Keynote Speaker</i>	CHRISTIAN SCHIMDT <i>Keynote Speaker</i>
12:45		LUNCH-BREAK	LUNCH-BREAK
14:15		Parallel session Slot 2 T1 S1 T3 S2 T4 S2 T5 S1 T10 S1	Parallel session Slot 4 T1 s3 T3 s4 T6 s1 T7 s3 T8 s1 T9 s1
15:45		BREAK	
16:00		SPECIAL SESSION Ana Brandão, Jorge Bassani, Stefano Di Vita	
16:30	OPENING SESSION Tribute Vitor Matias Ferreira	<i>Roundtable</i>	
16:45			BREAK
17:00			JEAN-LOUIS COHEN <i>Keynote Speaker</i>
17:30	BREAK	BREAK	
17:45	JOÃO PEDRO MATOS FERNANDES, GONÇALO BYRNE and RICARDO PAES MAMEDE <i>Roundtable</i>	MANUEL SALGADO and JOSEP ACEBILLO <i>Keynote Speaker</i>	
18:30			
19:15			

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