

Porto's Waterfront Requalification

Supra-local events, Opportunity and Public Space transformation

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Location



Genesis and Middle Age



Origin and early middle ages



Late middle ages

Growth and Modern Age

Baroque and enlightenment city



Engraving 1791

Situation in the XX century



IGeoE, Military Chart, 1948

Seafront



Teles Ferreira, 1892

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Riverfront



Domingos Alvão (fim s.XIX – início s.XX)

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Waterfront Requalification

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Location of the interventions

Sea Waterfront

River Waterfront

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River Waterfront – intervention data

1st Phase: (Plan) Alameda Basílio Teles | Largo de S. Francisco (1997-98)

Client: Câmara Municipal do Porto – Fundação para o Desenvolvimento da Zona Histórica do Porto

Author: Arch. Manuel Fernandes de Sá

2nd Phase: (Plan) Alameda Basílio Teles | Passeio Alegre (1998-2000)

Client: Câmara Municipal do Porto – Agencia para a Modernização do Porto (APOR)

Author: Arch. Manuel Fernandes de Sá

Previous characteristics of the area: area in decay, turning its back to the river

Structuring Goals:

- Improvement and reinforcement of the articulation between city and river;
- Creation of areas of higher urban life and pedestrian safety;
- Enhancement of the conditions for motorized circulation, including public transport.

Operational Instrument – Urbanization Plan:

- Regulation for the ordering of private space
- General restructuration of public space (40% of the intervention area)

River Waterfront – intervention data

Specific Goals:

- Consolidate the urban river waterfront;
- Retaining population and boosting the leisure component of the Douro waterfront;
- To requalify public space and enhance the urban image of the area.

Strategic Opportunity:

- 1st Phase – Ibero-American Summit in Porto (1998)
- 2nd Phase – under the influence of the “European Culture Capital – Porto 2001”

Project unifying instruments:

- Type-section (that adapts to the differences/diversity of the urban context);
- Network of small public spaces – small squares, alleys, docks, shipyards;
- Space definition: design and pavement materials + urban furniture and trees, these in particular, are urban tools that help organize space.

Infrastructures:

- Viaduct (it solves the congestion problem caused by the space strangulation, at the same time ensuring a better road circulation and freeing space for public use);
- Parking;
- Small equipments.

River Waterfront – intervention data

3rd Phase: (Project) Cais da Estiva | Ponte D. Luís (2000)

Client: CRUARB – POLIS

Author: Arch. Manuel Fernandes de Sá

Previous characteristics of the area: degradation, space with its back turned to the river

Structuring Goals:

- Requalification and enhancement of public space, creating boosting elements and articulating the city and the river.

Operational Instrument – Project

Specific Goals:

- To reduce car circulation;
- To privilege spaces for staying and walking; (enhancing preexistent features)

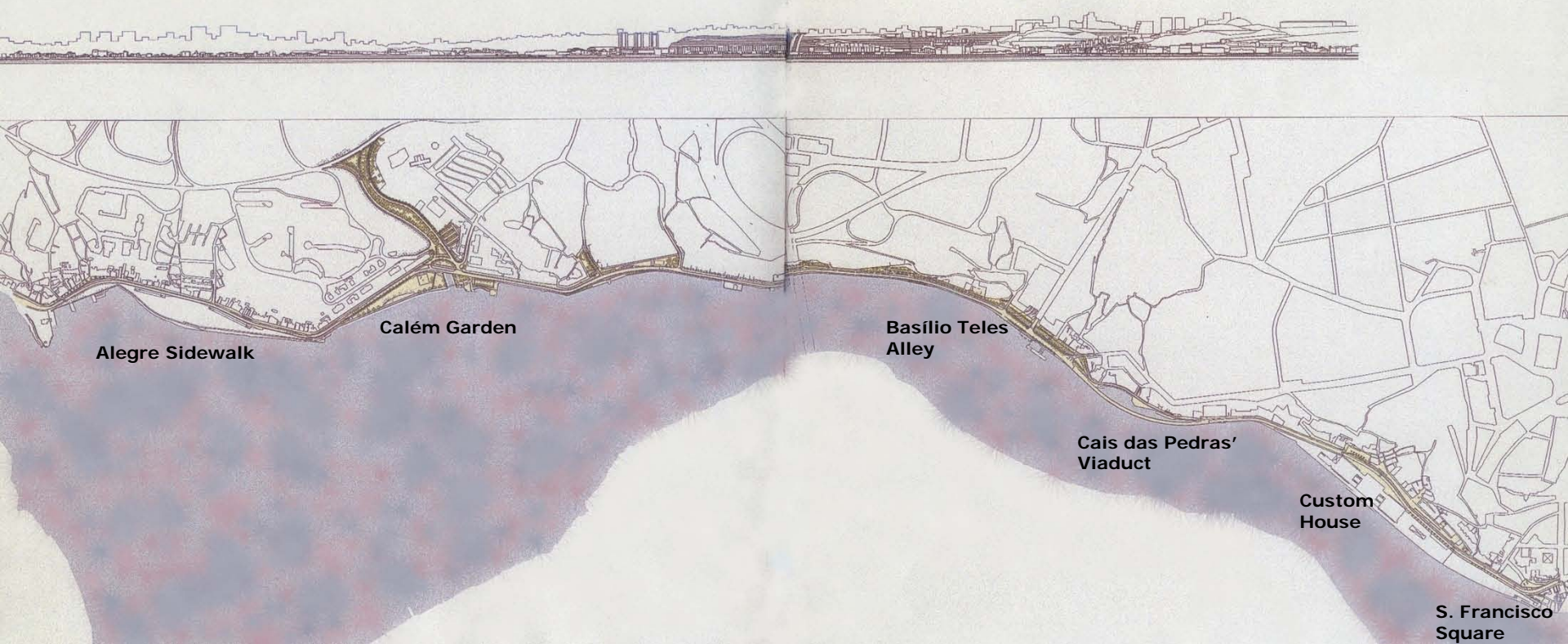
Strategic Opportunity:

- Under the influence of the “European Culture Capital – Porto 2001”

Project unifying instruments :

- New section, particularly focusing on the inner/internal sidewalk and its re-dimensioning, preparing it to be occupied by bars and cafe terraces. External sidewalk opens to the river benefiting from the introduction of urban furniture.

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River Waterfront – D. Luís Bridge/Freixo Bridge

A similar image of how it was before requalification...



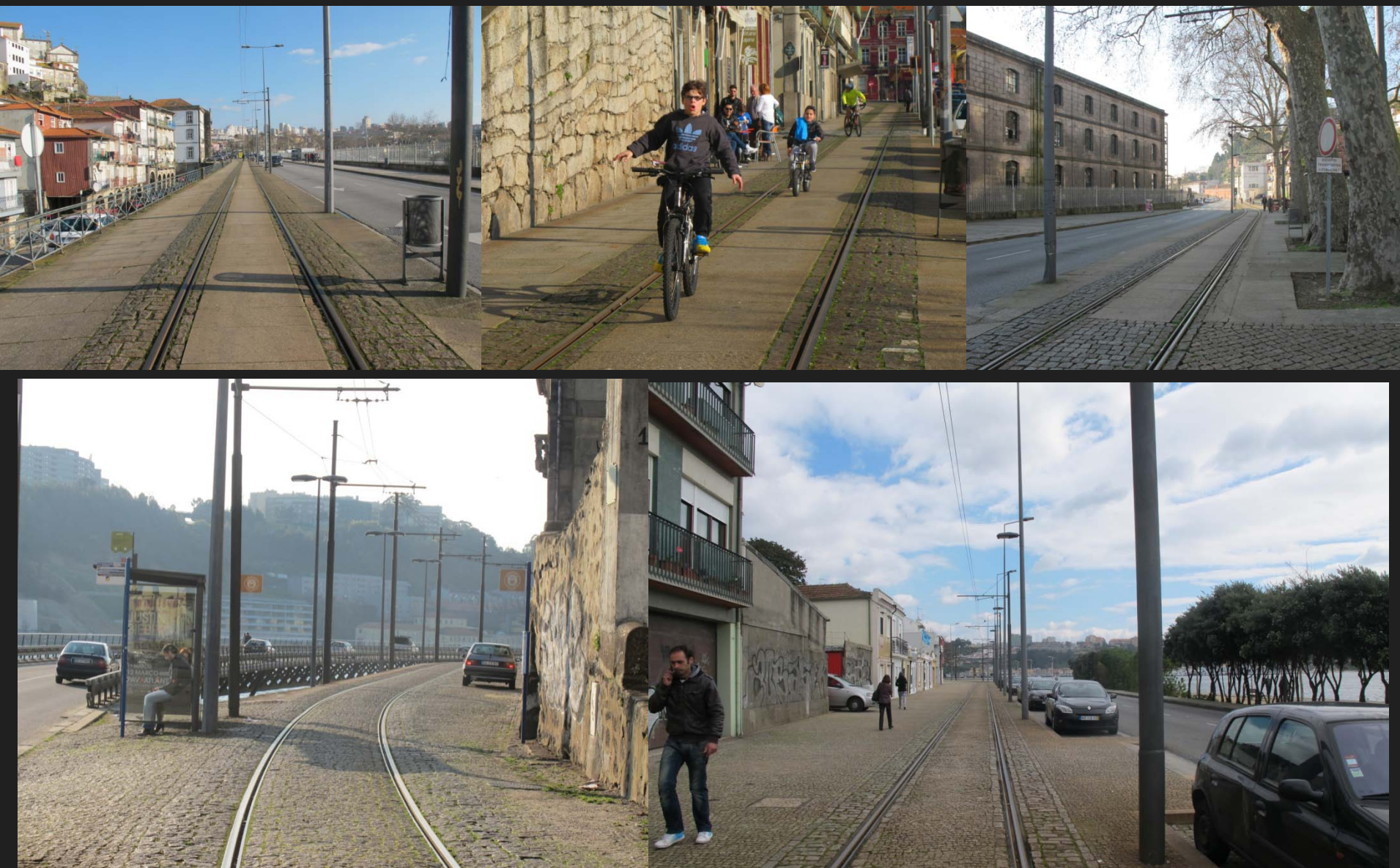
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River Waterfront – the general principle



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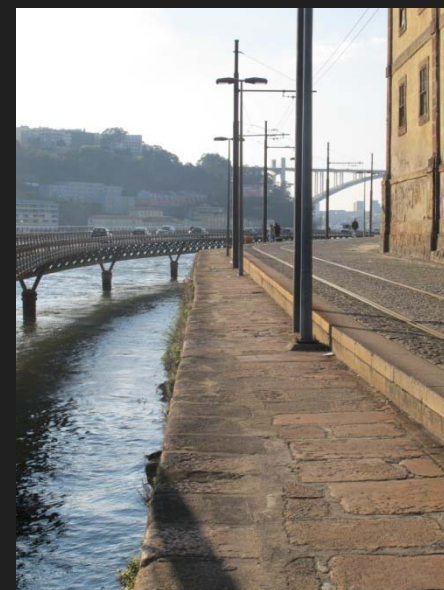
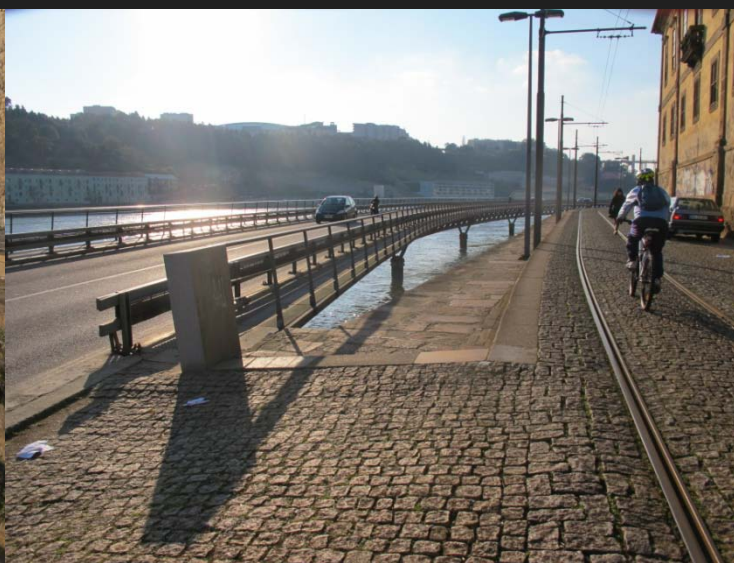
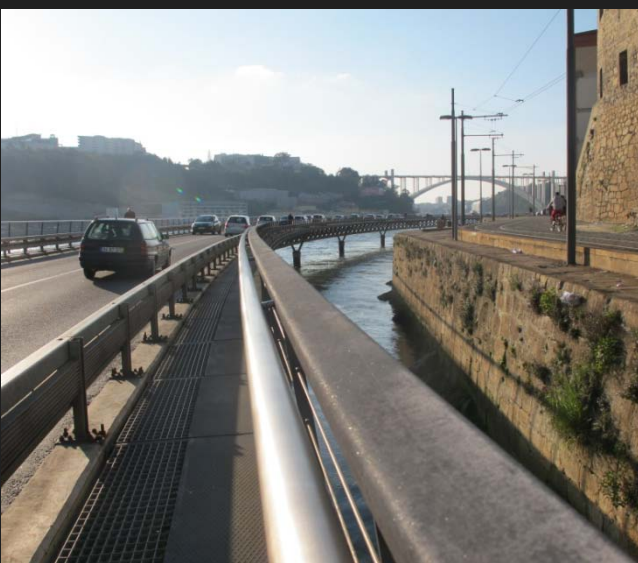


River Waterfront – street space “enlargements”



River Waterfront – upper & lower sidewalks





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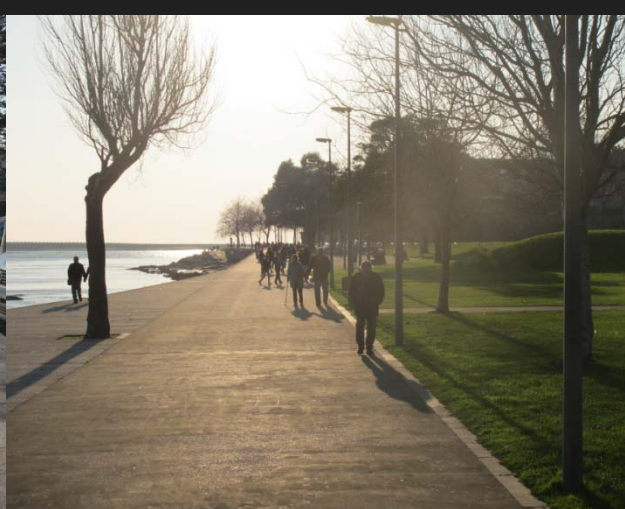
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River Waterfront – viaduct



River Waterfront – sidewalks on the side of the river



River Waterfront – garden



River Waterfront – garden & “square”



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River Waterfront – fishing



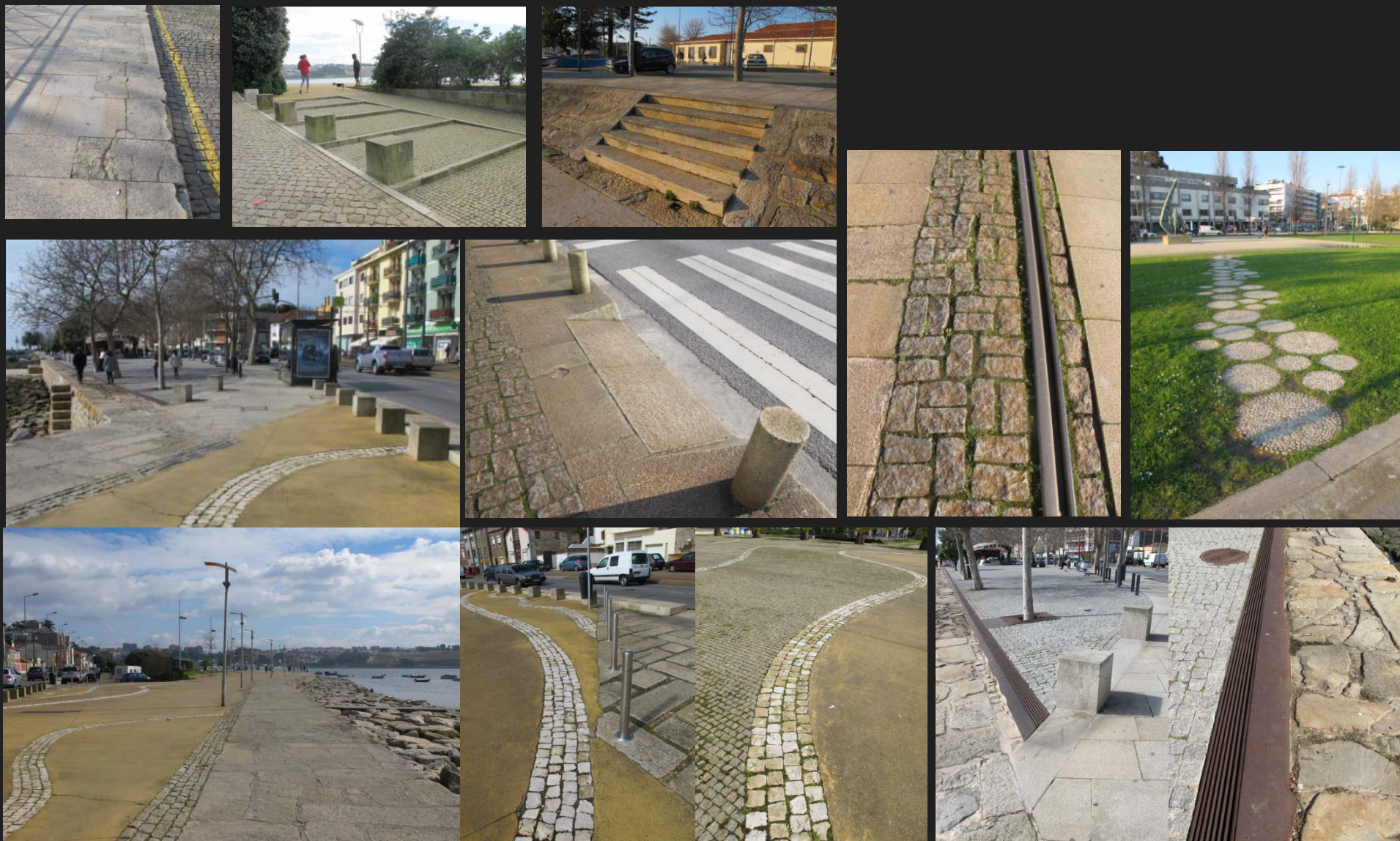
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River Waterfront – pavements



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River Waterfront – 3rd phase



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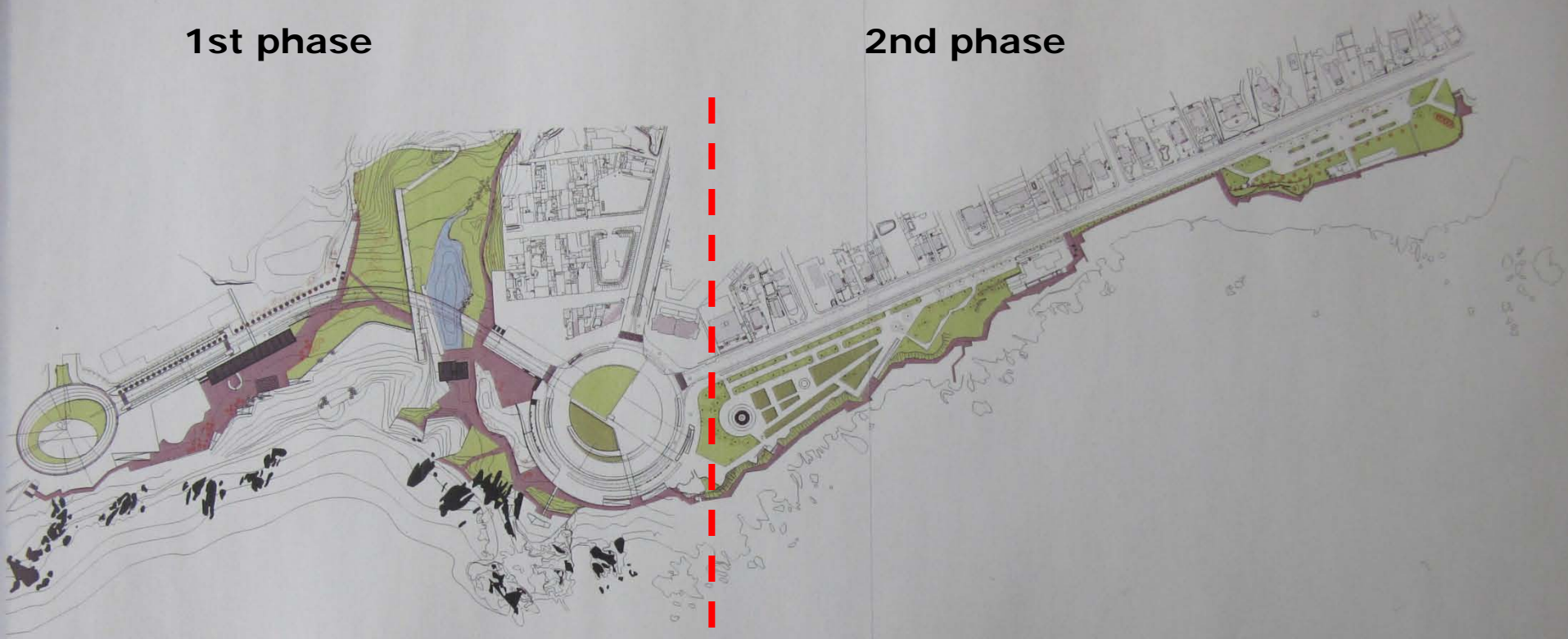
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Sea Waterfront

1st phase

2nd phase



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Sea Waterfront – intervention data

1st Phase: (Project) Cidade do Salvador Sq. | Goncalves Zarco Sq. (1998)

Client: Câmara Municipal do Porto – Porto 2001 S.A.

Author: Arch. Manuel de Solà-Morales

2nd Phase: (Project) Montevideu Av. (2000)

Client: Porto 2001 S.A. – POLIS

Author: Arch. Manuel de Solà-Morales

Previous characteristics of the area:

- Cidade do Salvador Sq. | Goncalves Zarco Sq. – City Park: urban void, abandoned, barrier between city and sea + rundown housing
- Montevideu Av.: closed to the city and socially neglected

Structuring Goals:

- Requalification of the existing public space, namely the Western area of the City Park, reconverting the existing void and rundown housing in an urban front oriented for leisure, not only as a pleasant cityscape but also supporting different entertainment activities.

Operational Instrument – Project

Sea Waterfront – intervention data

Specific Goals:

- City Park: solving the urban void between roundabouts by the clever use of specific topographic and landscape features (Galinheiras' Valley);
- Montevideu Av. & City Park: breaking up the monolithic order, introducing different opportunities for experiencing the coastline (micro-scale level).

Strategic Opportunity:

- "European Culture Capital – Porto 2001"

Project unifying instruments :

- City Park – re-naturalization of the Valley, dismantling the existing road landfill and creating a natural system beach-park (grass pavement, organic paths, 1 similarly shaped lake);
- Montevideu Av. & City Park: Atlantic Promenade, a continuous public space fed by leisure equipments.

Infrastructures:

- Transparent building;
- Viaduct;
- Underground Parking Place;
- Small equipments, next to the sea water bellow the level of the Montevideu Gardens.

Sea Waterfront (1st phase)

City's park

New building:
Bars, shops...



Underground parking space



Sea Waterfront (1st phase)



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Sea Waterfront (1st phase)



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Sea Waterfront (1st phase)



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Sea Waterfront (1st phase)



Sea Waterfront (1st phase)



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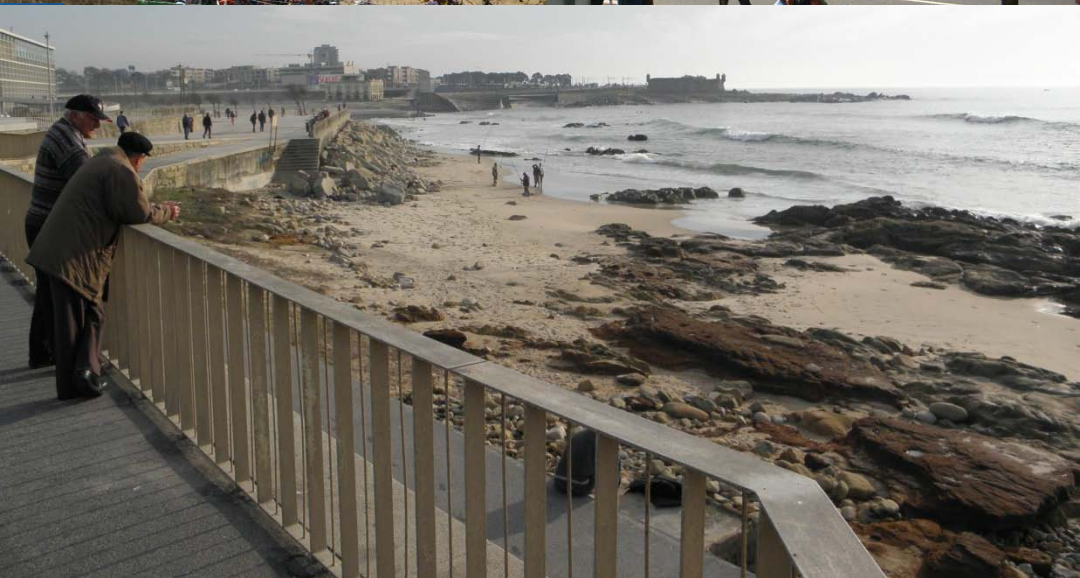


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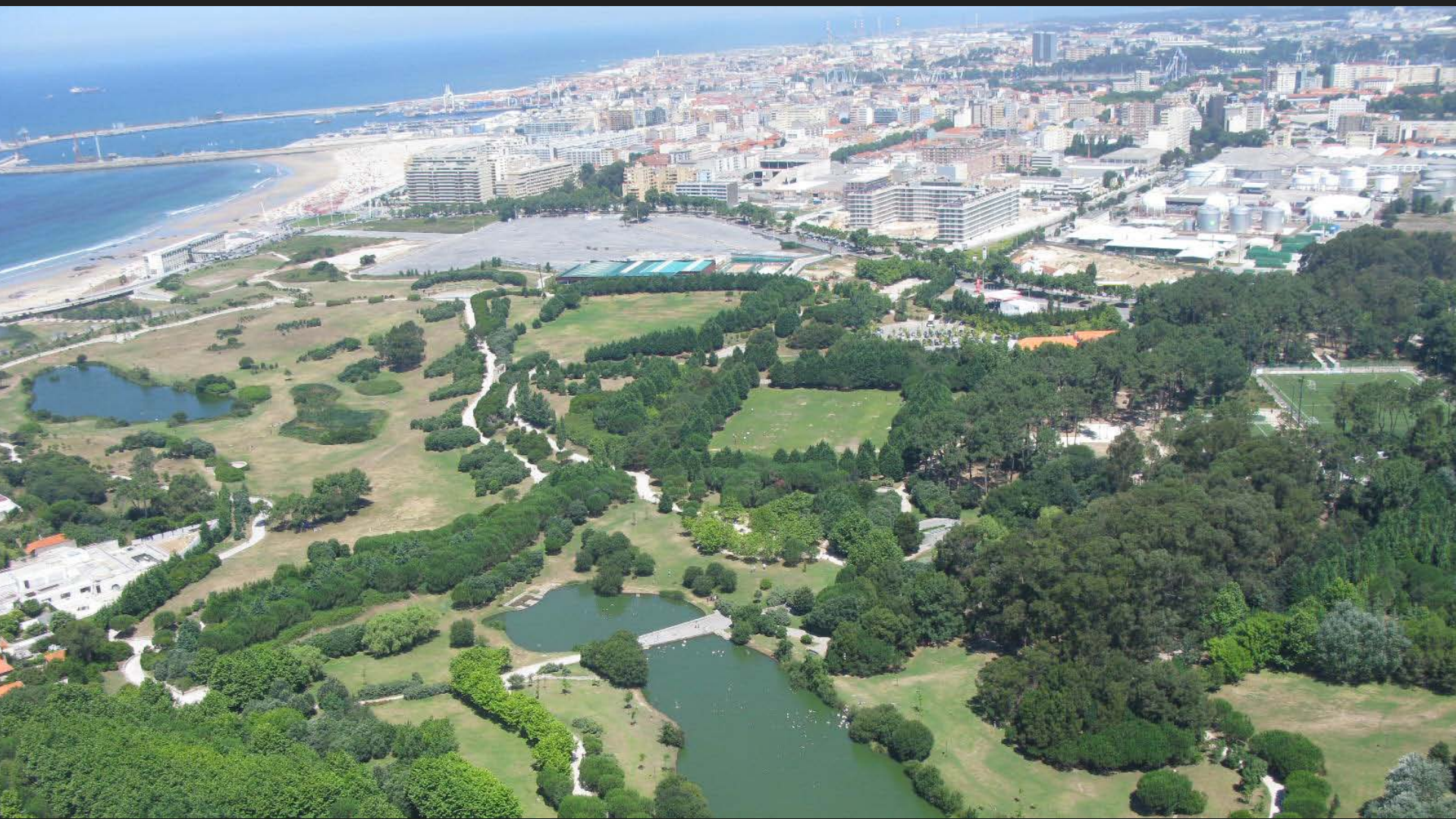


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Sea Waterfront (1st phase)



Sea Waterfront (1st phase)



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Sea Waterfront (1st phase)



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Sea Waterfront (2nd phase)

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Sea Waterfront (2nd phase)



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Sea Waterfront (2nd phase)



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Sea Waterfront – upper sidewalk



Sea Waterfront – lower sidewalk



Sea Waterfront – upper & lower sidewalks

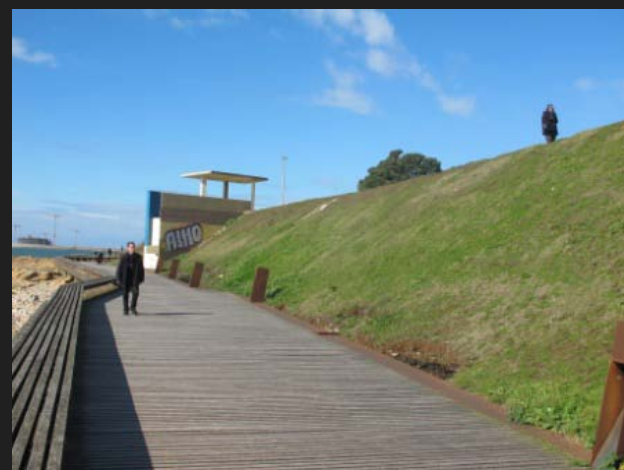
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Sea Waterfront – upper & lower sidewalks



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Sea Waterfront – facilities | up & down



Sea Waterfront – pavements



A few conclusions

The intervention in both river and sea waterfront were accomplished because they coincided, in space and time, with three determinant facts :

- There was a proposal for the requalification of these areas, sufficiently known by the politics and reasonably spread and accepted by the "opinion makers";
- There was a political will to intervene, supported and stressed by the occurrence of an event with importance for the city's visibility;
- There were favorable financial conditions for the realization of the works, enhanced by an event that overcome the local level (national responsibility and international projection).

[both the Douro Waterfront and the Atlantic Waterfront interventions went beyond a "pretty" public space, seeking to respond to specific needs of its users, but particularly the Atlantic Waterfront and the intervention in the City Park, where the environmental requalification and the ecological dimension came forth as a groundwork operation to find a solution for the urban context]

Thank you.