

GU270, EUROPA 11

GUIMARAES, PT

270° LANDSCAPE

REGENERATION OF AN URBAN SEQUENCE



INTENTIONS

The study area forms an urban sequence located at the articulation of networks and architectural typologies that belong to a wide range of scales. It is **a highly contrasted zone**, with an ambition to develop its industrial and commercial park while maintaining its local identity. In this area, different component of the landscape can be spotted, each with its own identity, but they do **not interact today**.

Our project aims to **develop the dialogue between all the entities while affirming their singular character**. We propose for each an **appropriate tool** (Boards 1&2). These tools are independent but **can only operate in a system of relations**. Together they form a complete project on which we based our proposal (Board 3).

METHODOLOGY

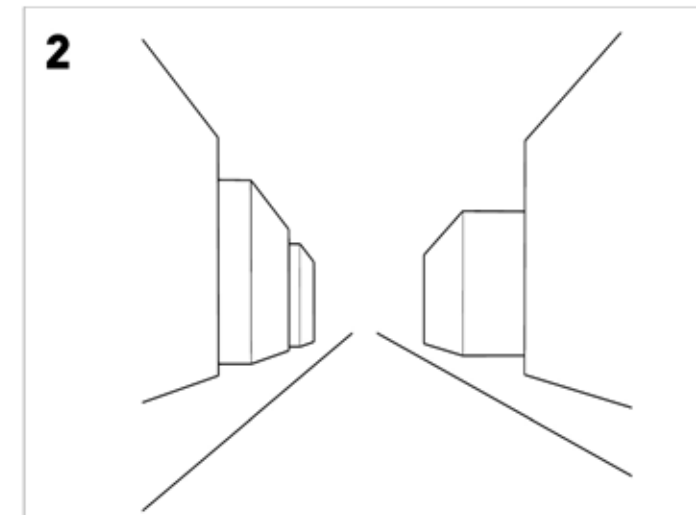
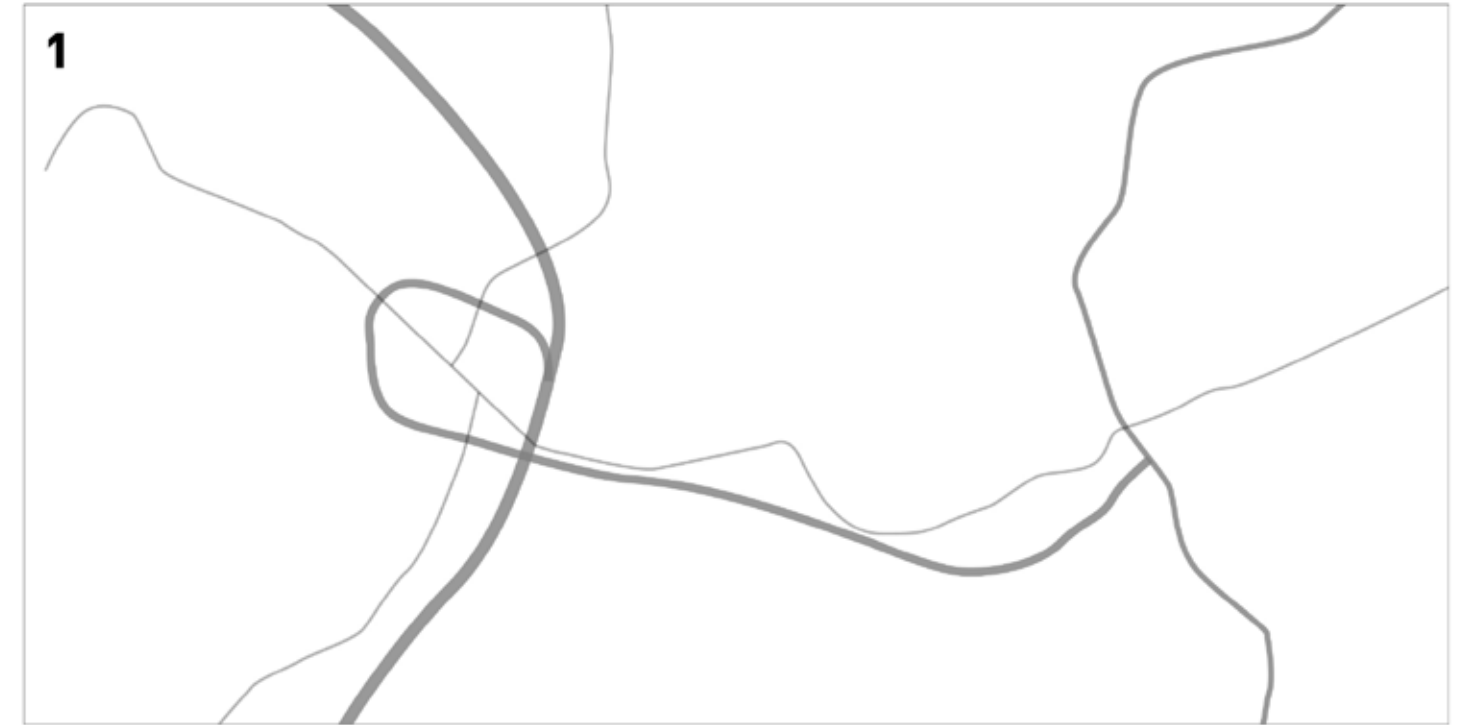
We propose a methodology that is based on eight lines of thought, at different scales. Their combination and implementation is illustrated in a global proposal of urban drawing.

Each of these eight points is detailed separately, in three commented steps:

1/An analysis of the issues in the territory, illustrated with a schematic drawing

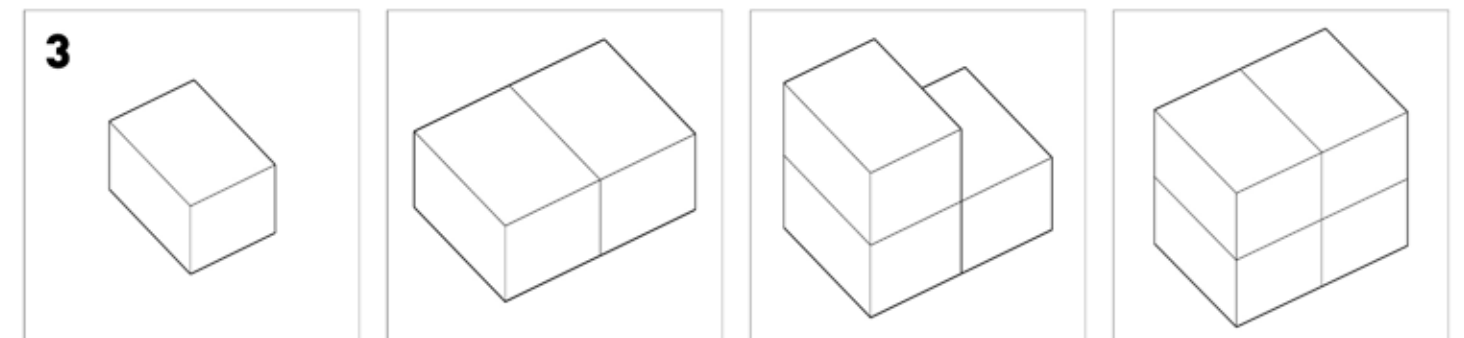
2/A proposal of atmosphere, as a perspective view.

3/A couple of axonometric views detailing the answer for the specific issues.



The eight lines of thought are :

- 1 : Vois as a structure
- 2 : The RN206 as a vector of life for the conurbation
- 3 : Valorizing sequences
- 4 : Three gates
- 5 : Activating social hubs
- 6 : Architectural landmarks along the RN206
- 7 : Implementing new dealings
- 8 : Implementin new activities



1/VOIDS AS A STRUCTURE

Landscape units made of forest, agriculture plots and waste lands can be considered together as voids that structure the urbanization process. They establish continuities at the territory scale allowing to preserve and valorize the local ecosystem. One aim of the project is to **reconnect** the agricultural units cut by the highway and to link the existing forest areas that strongly characterize the landscape of the valley.

The **contact and dialogue** between these two types of landscape take place in the ring. The qualification of this "waste land" is made by a **conscious "invasion"** of forest units and agriculture plots linking to large scale territory.

The articulation between these two axis become the identity of the highway access ring.

L'articulation de des deux trames prend un importance particulière au coeur de l'anneau, qui prend ainsi le rôle de pôle multimodale.

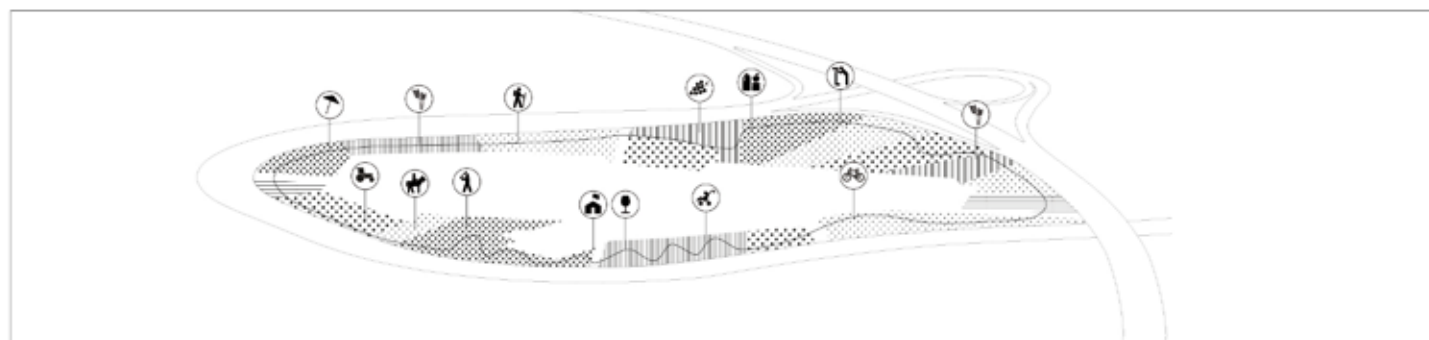


THE CIRCULAR PARK

Following the highway structure inside the ring, a circular park is organized in a sequence of **different identities**. Some are agricultural plots, other collective gardens or leisure surfaces, all being **linked by a walking promenade** that crosses the different ambiances.

Each unit is limited by **tree alignments**: a typology of "green screen" traditional of Guimarães landscape.

Rain water collection is foreseen together with a system of storage tanks that will help to build the site image based on the existing water courses.



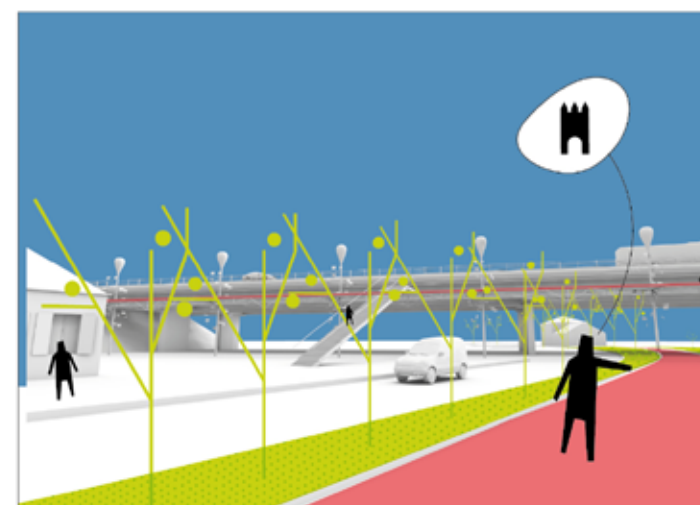
2/THE RN206 AS A VECTOR OF LIFE FOR THE CONURBATION

The existing mobility network hierarchically organized strongly defines this territory: the curve of the national highway, the National Road 206, the secondary ways, allow together the irrigation of the territory by a **permanent flow of traffic**.

Through the construction of the large shopping mall and the design of a public park close to river Ave, the city strongly affirms its will to **strengthen the East-West axis**, from Guimarães to Silves and beyond.

The express tracks going to Guimarães and the construction of a new external road **reduce the traffic pressure** on National Road 206, turning it into a street more than a road.

The challenge is to develop a light mobility layer able to become a parallel network capable to interact with the landscape qualities of the site. The articulation between these different scales of networks will take place in the core of this highway ring turning it into a **multimodal pole**.

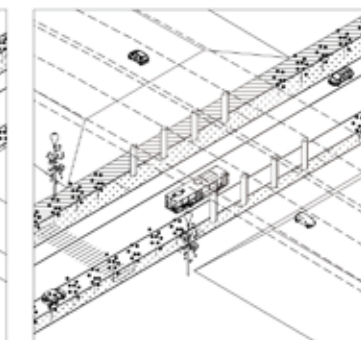
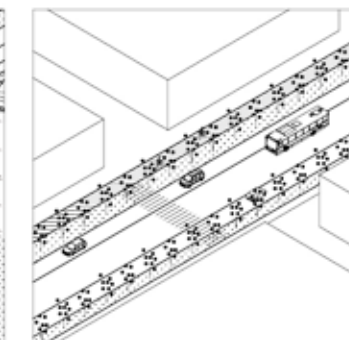
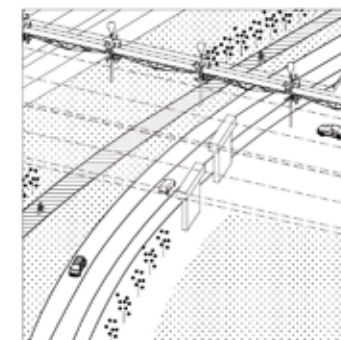
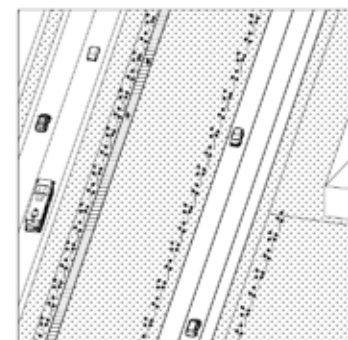


THE URBAN BOULEVARD

The "backbone" responsible for part of Guimarães urban development can **become a boulevard** once taking advantage of the position of the lanes of the adjacent fast track.

It enables a new organization of the mobility network: **bike lanes** can be drawn, as well as a **dedicated lanes for public transportation** and a green landscape stripe linking softly the city centre of Guimarães to Silves. The tree alignments, a very strong landscape element of this territory will allow a better identification of each lane and give it a **human scale**.

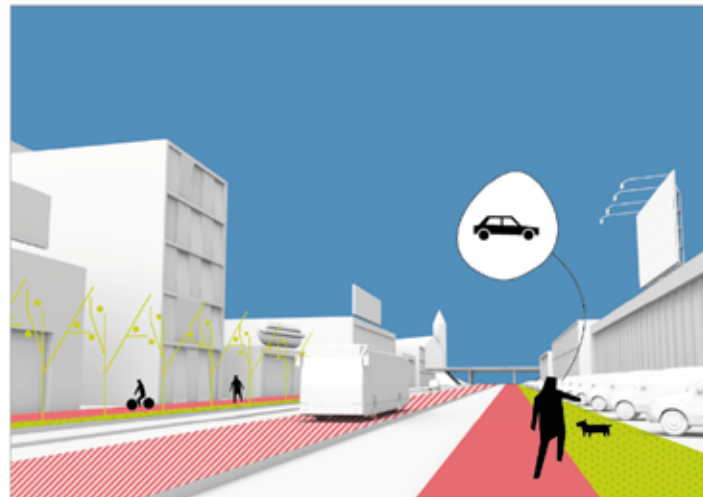
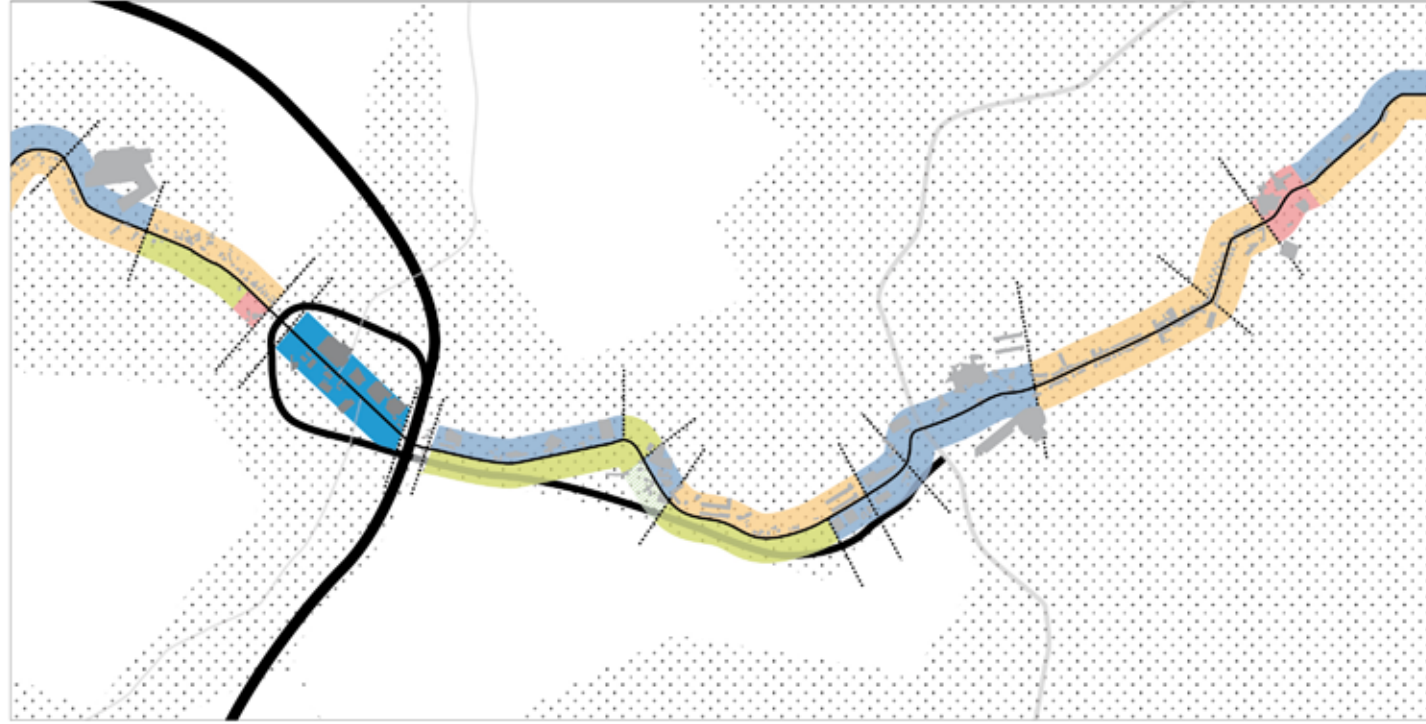
In the RN206 set of sequences, this ring can be considered as an urban strip where several tertiary activities can take place.



3/VALORIZING SEQUENCES

The analysis of the national road crossing the site shows an element rhymed by different sequences clearly defined even if the limits between them are fluid. Some are strong green landscape units, other commercial, other residential. The **identity of the sequence** inside the highway ring distinguishes itself by the strong limits defined by the presence of the highway infrastructure.

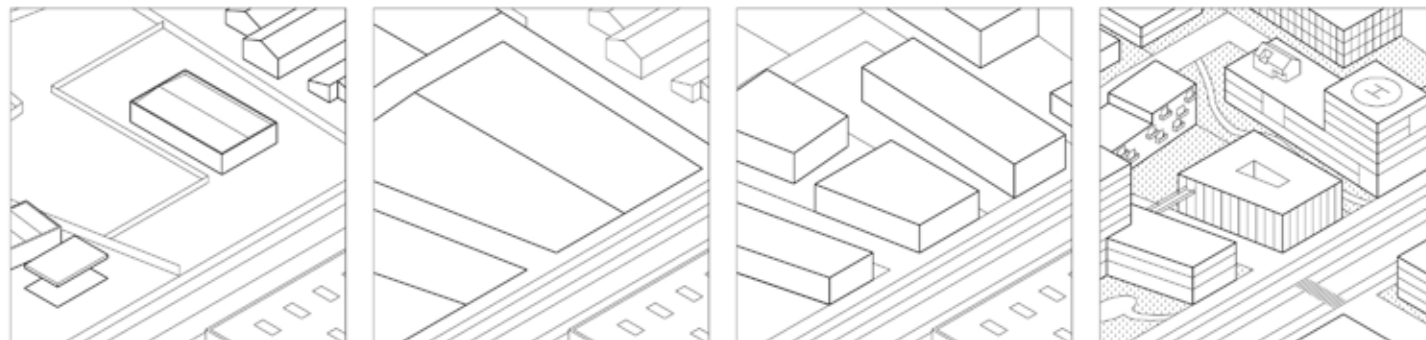
The challenge is to stimulate the identity of each element of the sequence giving particular emphasis to the one inside the highway ring, paying attention to its particular situation and program.



THE STRIP

The ring center is organized as a strip that becomes a structured **urban boulevard**. This reorganisation is made by a conscious work on **building masses**, which are contained by a sequence of **radial voids** along the ring.

The process will be made through different phases, starting with the organization of the existing plot division, and progressing to a **high density site**.

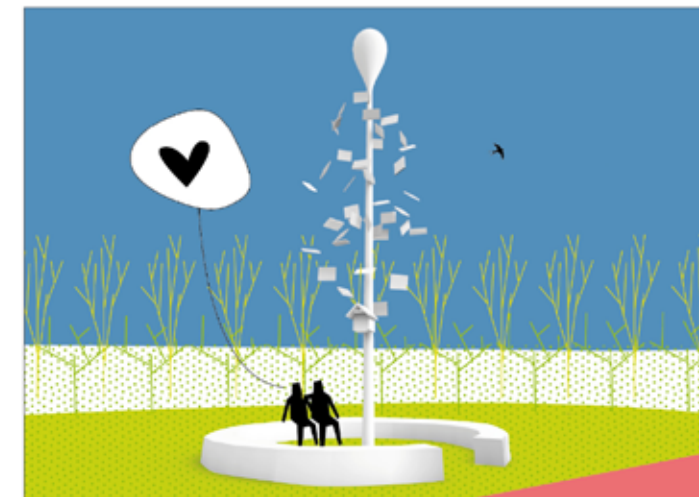


4/THREE GATES

There are three gates to access to the Guimarães territory by the West.

The main one is **the ring** connecting the national territory to the local scale. The second one corresponds to the crossing of **Guimarães circular road**, a node that links the consolidated inner city with the sprawled suburbs. And the last one are the **medieval gates** allowing the entrance in the old historic centre.

The valorization of the highway access ring and its inner territory will allow a clear identification of the nowadays city gate as a strong link between the national and local territories.

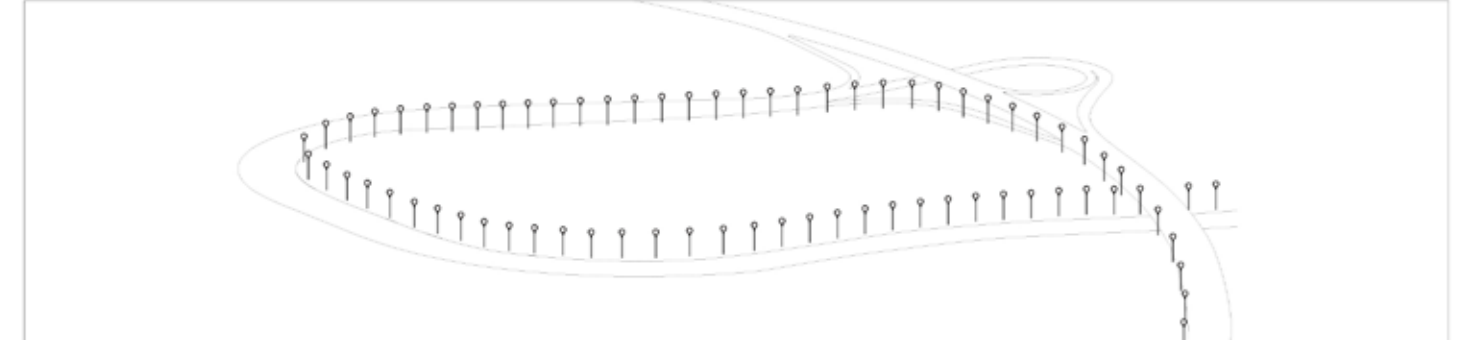


THE THIRD GATE

The valorization of the highway ring transforms it into a symbol at the territory scale, with a **clear visibility from the highway**. Its identity is underlined by the implementation of a **scenic tool** that brings to evidence its curve, building an attractive image very benefic for the site and its economic activities.

The developed proposal is a design that follows the ring shape in a kinetic principle working at the car speed level. Its capacity to generate light brings an autonomy quality enabling it to be spread along the circular park.

The choice of this element is related with its strategic capacity to deal with very different scales: the highway in one hand and the circular park in the other.

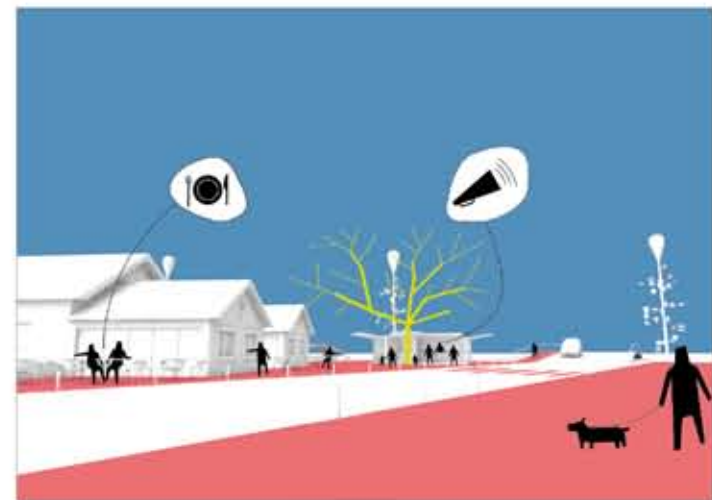
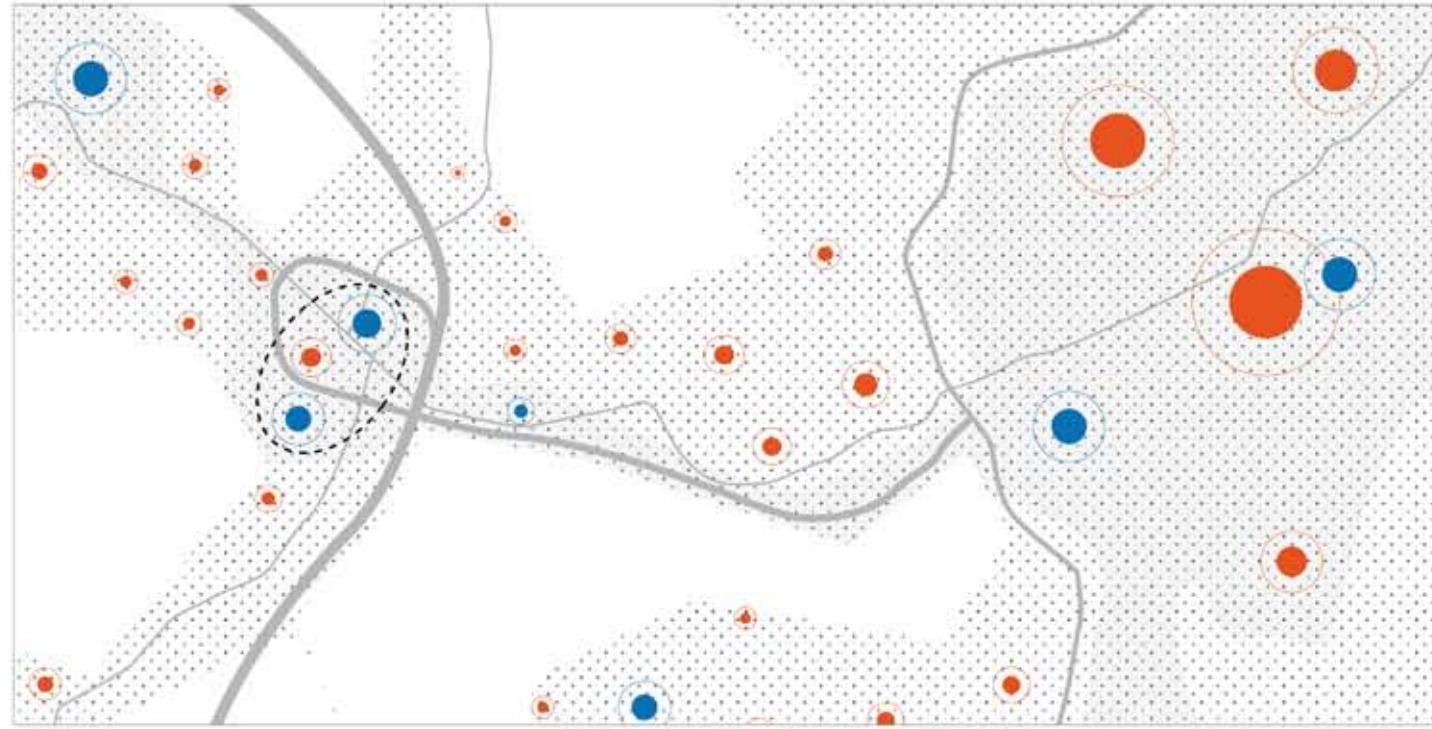


5/ACTIVATING SOCIAL HUBS

This territory is **polarized by micro social centralities** that can be connected and valorized by micro interventions associated with the soft mobility network.

Inside the ring, an economic axis organized mainly along the national road comes to integrate the network in a very orientated way.

The challenge is to be able to articulate these two spatial logics and geometries, one being diffuse and the other radial, around a strong and attractive social node: **the existing city hall, cemetery and church.**

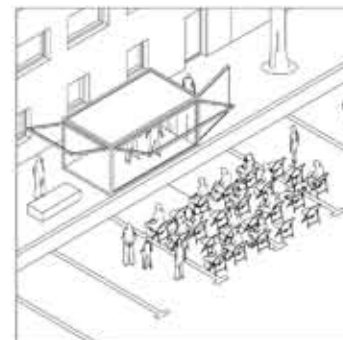
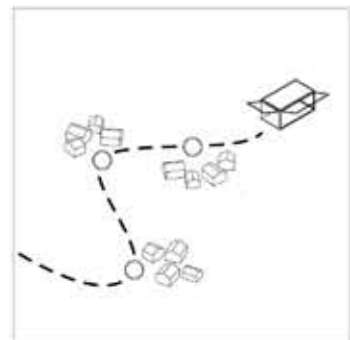


THE CIVIC CENTRE

At the crossroads of different commercial zones and linking the inner and outer ring realities, the civic centre plays a **crucial role** in the life of this territory.

It was thought as a forum at the pedestrian scale, including programs of restoration and leisure organized around a **generous public space** strongly attached to the qualities of this particular point of the site.

The city hall is supported by an element of urban dialogue, bringing to the scene tools of civic participation to the process of urban fabric development.



6/ARCHITECTURAL LANDMARKS ALONG THE RN206

The axis linking Silveiras to Guimarães is punctuated by a series of elements notable for their **architectural value or their relation on the territory.** The ring of the motorway defines a real break, but it doesn't appear as an element of identification.

The proposal to implement a building with **high symbolic value in the heart of the ring** ensures the continuity and emphasizes the special identity of the RN.

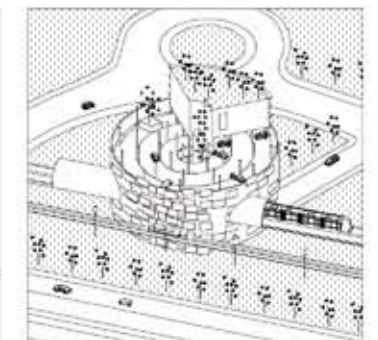
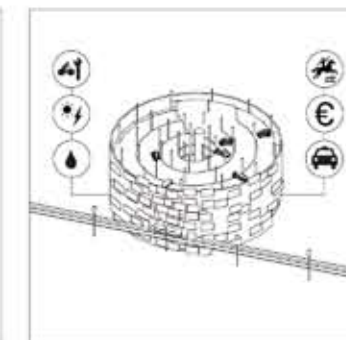
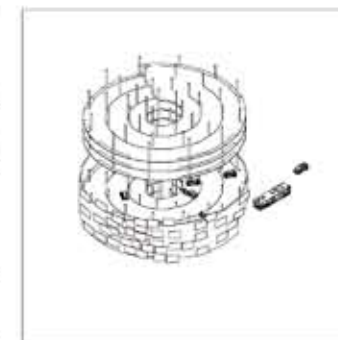
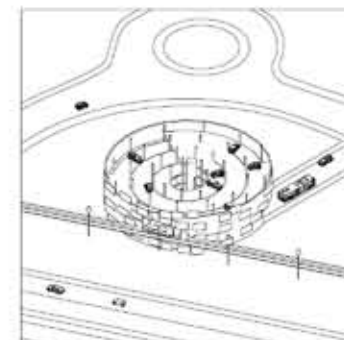


THE CAR PARKING BUILDING

The multimodal pole is organized around the existence of a **relay parking**. Attached to it is a pedestrian footbridge, as well as other elements such as a bus stop, tramway station or a bicycle parking.

Its peculiar architecture answers bioclimatic exigences being a signal to the surroundings. Visible from the highway, it works also as a symbol of the new gate of Guimarães.

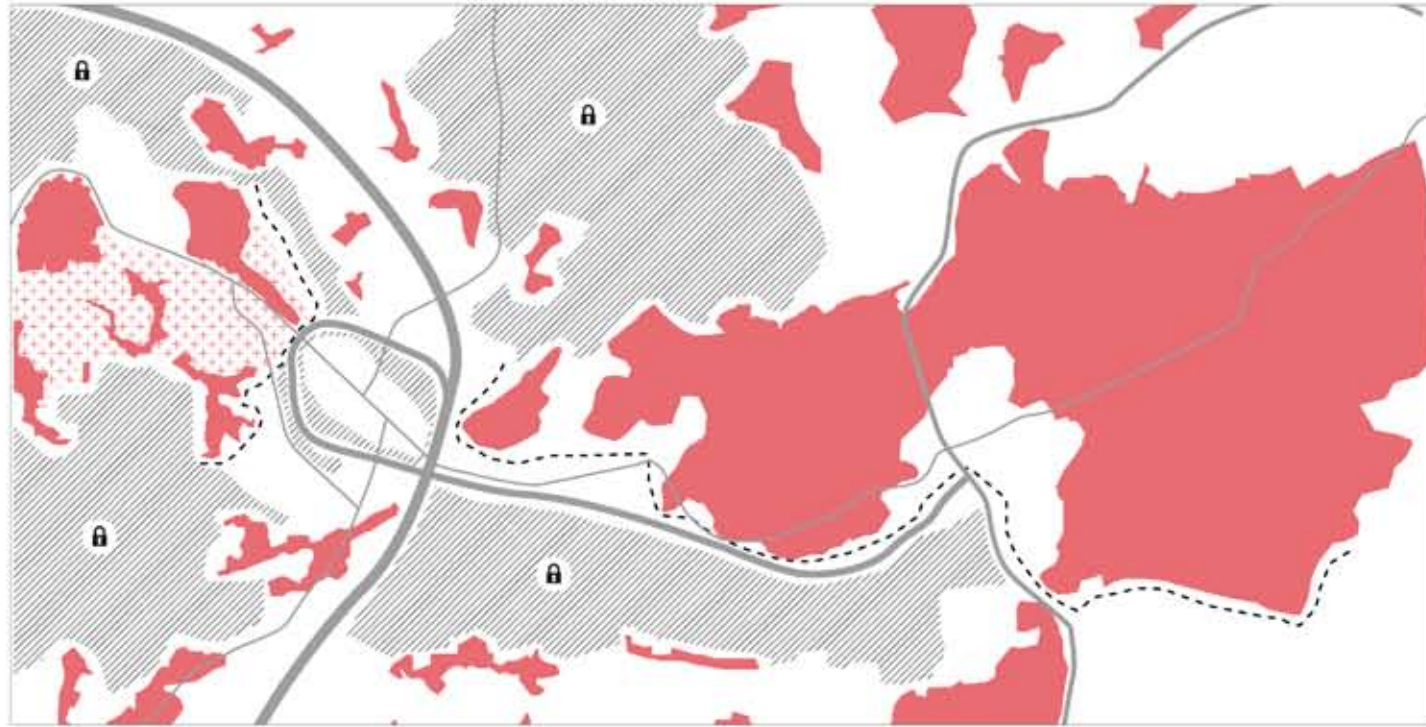
Its **evolutionary character** is able to convey a positive image of a territory in mutation, able to adapt itself to new conditions.



7/IMPLEMENTING NEW DWELLINGS

The expansion of Guimaraes towards West threatens the green zones of the area and challenges the balance of existing local settlements; it also questions the status of Silves in the conurbation. Should the municipality be absorbed or should it remain separate from Guimaraes?

In order to **control the phenomenon of urban sprawl** on the territory, the main green zones should remain intact and the densification should happen in the small "green voids" between existing residential areas. The **margins** defined between Silves and Guimaraes by the motorway and by the spaces around the ring mark a real break between the two, thus indicating that linking the dwellings seems inappropriate. Hence the strategy is to clearly define those limits.

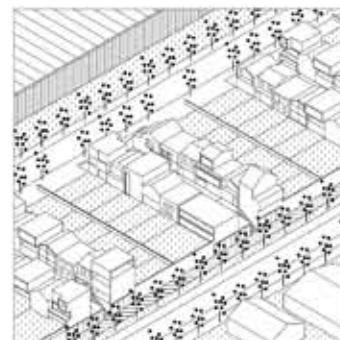
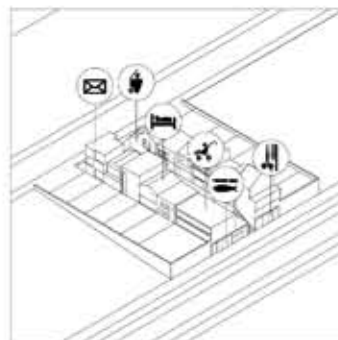
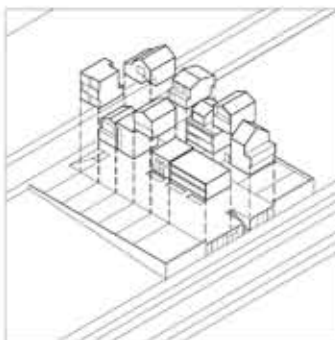
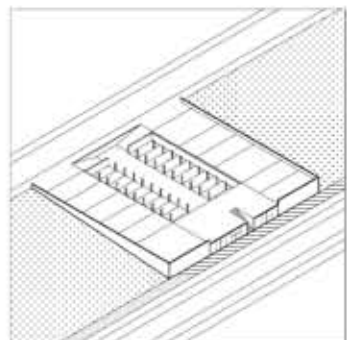


A NEW TYPOLOGY

The interpretation of the existing living typologies makes possible the development of a **dense habitat**, able to answer the challenges related to the problem of urban sprawl, preserving at the same time strong links with the surroundings.

Still based on an individual way of living, the concentration of the housing allows a reduced neutralization and a consequent optimization of several urban spaces.

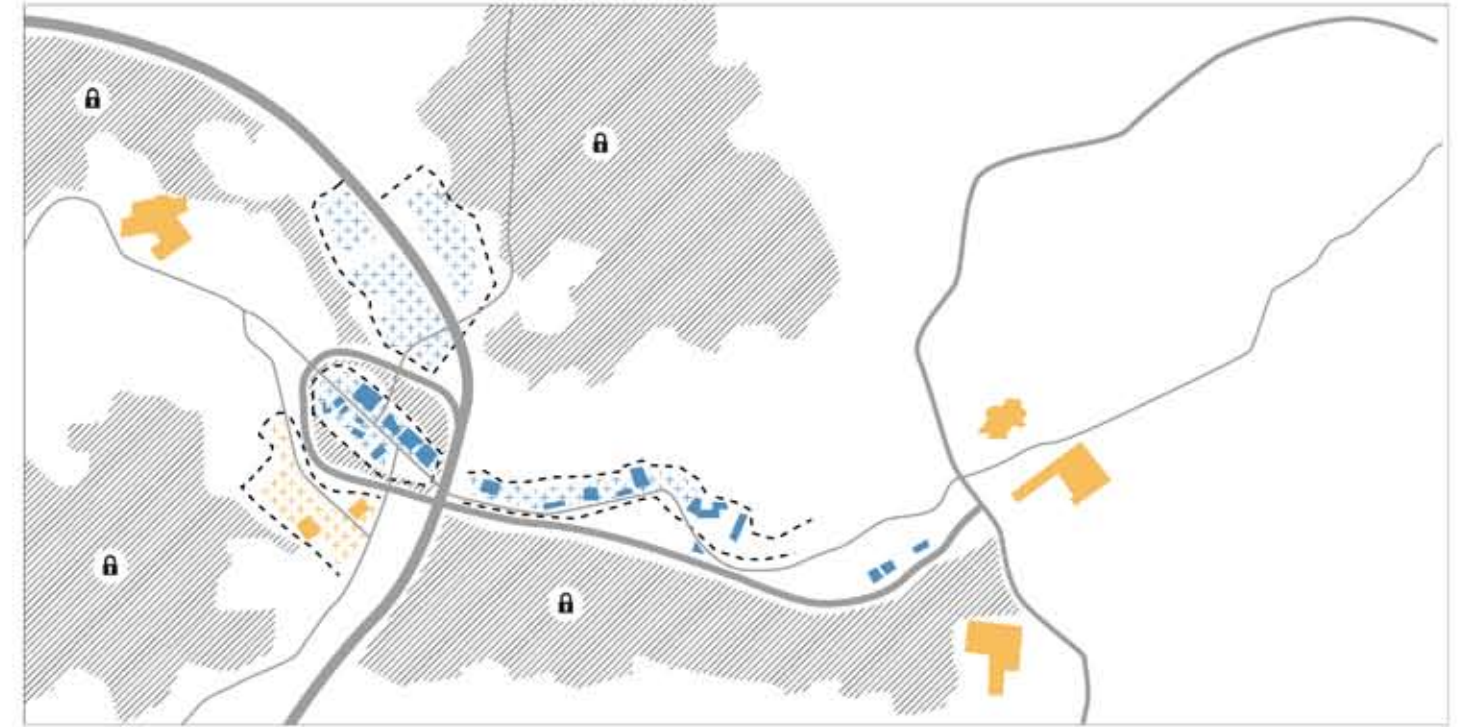
In this context it is possible to reduce economic constraints for the society as a whole and his individual habitants, **reinforcing social cohesion**.



8/IMPLEMENTING NEW ACTIVITIES

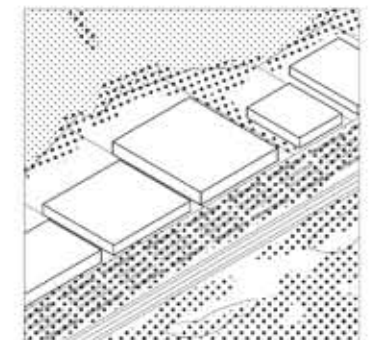
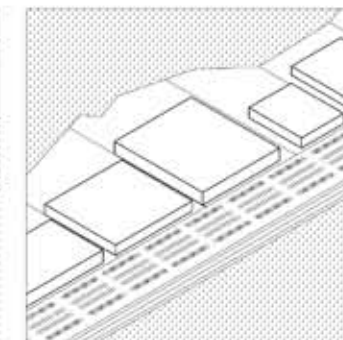
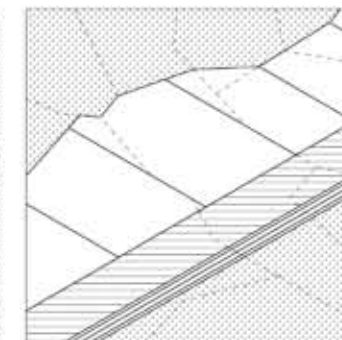
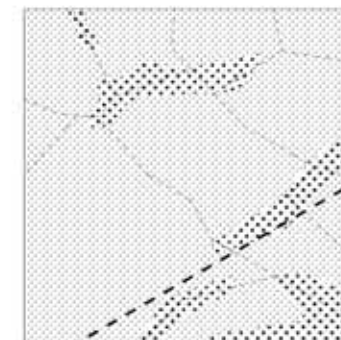
In order to preserve the assets of landscaped area, **two main areas** for the implementation of retail and logistic spaces can be defined. The first one includes the new retail shops that recently emerged close to the ring, but its perimeter is strictly defined not to trespass the new limit for dwellings of Silves.

A new large zone for logistic spaces is defined north to the ring, close to the motorway, to ensure a better integration.



THE RETAIL PARK

The planning of the retail park stimulate the possibility of a **coherent image** at the territory scale. In this context the building alignment create the possibility of mutualised parking areas, as well as their common landscape treatment along a sport park that will follow the track way. The mutualisation of this surfaces make also possible a coherent system of water collection helpful in the construction and maintenance of the adjacent park. In this context, the organisation of the commercial buildings allows a permeable urban issue made of landscape penetrations that will link the forest units in the centre of the ring.



MASTER PLAN

1/MOBILITY NETWORK

The centre of the ring becomes the meeting point of the new mobility circuits: the new landscape green ways allow the connection of the units of forest in the north and south of the site. Those linking the agriculture plots are based on existing water courses that come together along the national road transformed now in a urban boulevard.

2/GREEN LANDSCAPE

On one hand, the agriculture plots come together following the highway ring geometry, organised in various sequences. On the other hand, the tree alignments along the national road are connected to the forest units arriving from the surrounding levels.

3/BUILDING LANDSCAPE

A commercial strip along the national road together with a civic centre developed in connection with the town hall, church and school allows urban density able to integrate residential functions as logistic ones.

