

# REHABILITATION OF THE EXTERIOR SPACES OF THE ALTO DAS AMOREIRAS SQUARE

2018

## Location

Lisboa, Portugal

## Client

City Council of Lisbon

## Service Type

Urban Occupation  
Regeneration

## Estimated Cost

4 400 000 EUR

## Scope

Mobility Structure and  
Redevelopment of Public  
Spaces

## Tender

Public Tender - 3<sup>rd</sup> place

## Area

2,9 ha

The object of the competition is to restructure a public space with several constraints: irregular building alignment, the presence of underground infrastructure (Amoreiras road tunnel and shopping center access) and the axes of the streets crossing the top of Amoreiras.

The proposal is based on a roundabout solution ensuring greater efficacy in fulfilling the traffic requirements, with the introduction of a bus lane. This solution further articulates with lowering the pedestrian area on one side of the roundabout, which connects the Amoreiras shopping center to the forthcoming Artilharia Um square. This reduces the number of pedestrian crossings and improves the pedestrian connectivity of the new central square, where recreational and multimodal usage is proposed. In the surrounding areas, where there is a weak relationship with existing buildings, pavements are widened

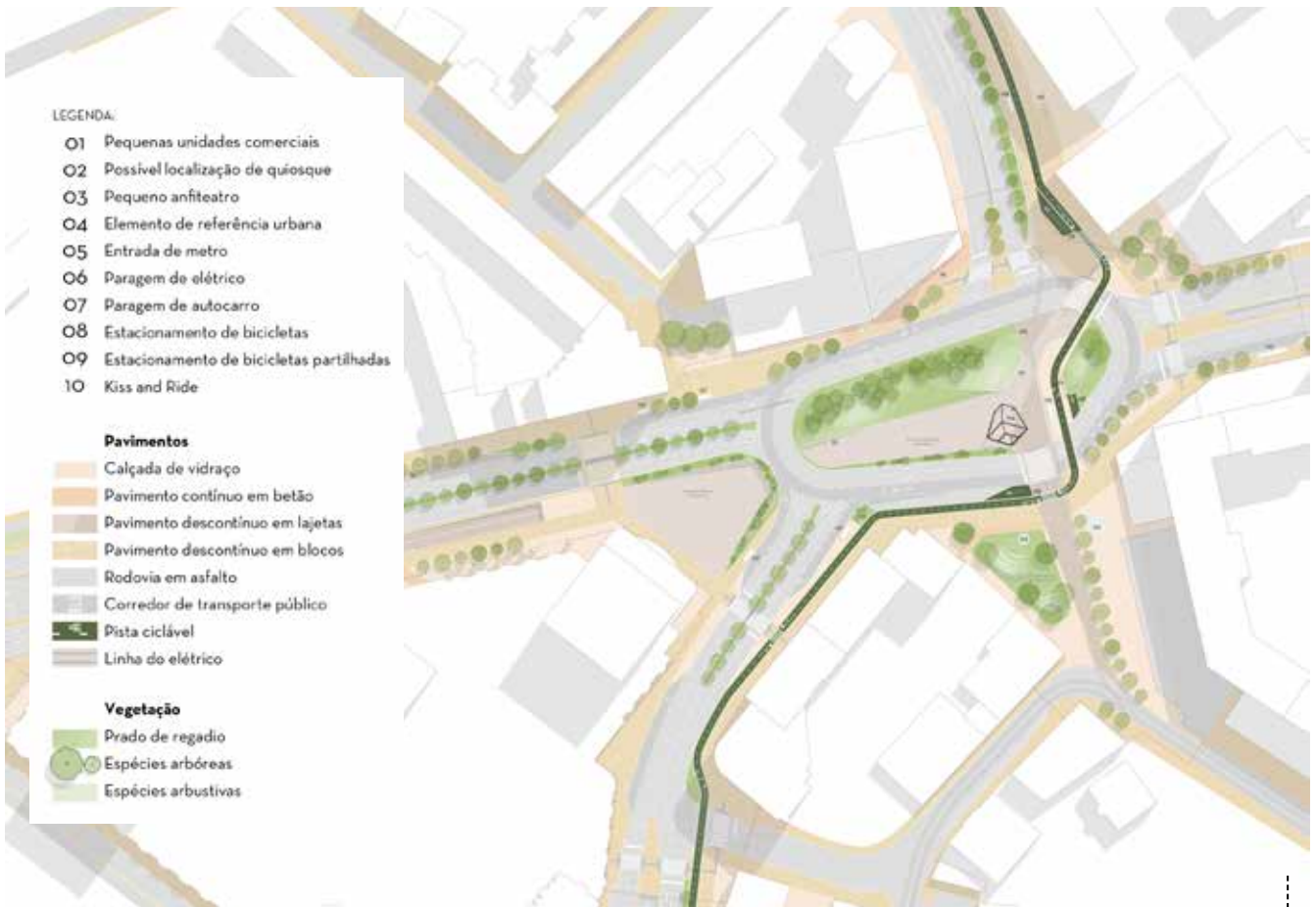
and rectified and a continuous comfort lane is installed.

This central space starts where the curbed triangular island stood, in front of the shopping center, which becomes the new square entrance followed by a pathway along several uses such as small kiosks, commercial units and terraces. A sculpture of a traditional Lisbon street lamp is installed as a landmark.

The new pedestrian area is designed by means of a slight elevation of the roundabout, defining an underpass that runs parallel to the existing road tunnel, sheltered by shrubbery. By means of this ground leveling operation, the end section of Carlos Mota Pinto Street is rectified and appears as a built continuum 1m above the shopping center street level.

AERIAL VIEW ACROSS THE AV. ENGENHEIRO DUARTE PACHECO





GENERAL PLAN OF INTERVENTION

The centrality of this pathway is reinforced by an intermodal area integrating an underground station, a tram stop and a cycle path.

The landscape integration is centered on vegetation as an element of spatial composition (namely with a large green roof covering the small commercial units) with an ecological and environmental function as well as serving as acoustic barrier.

STREET VIEW OF THE NEW SQUARE



AERIAL VIEW THROUGH SHOPPING CENTER

