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ABSTRACT

Streets are fundamental urban elements, defining continuous armatures and framing the sequential organization of private spaces, i.e. parcels and buildings. Nevertheless, the possibilities of using hitherto subsidiary private space elements as urban joints to create new public space articulations can be of interest in contemporary processes of urban transformation and adaptation.

The article explores the possibilities of assembling and recombining different public and private urban elements to devise and structure a new ordering layer in the city. Lisbon's Downtown and surrounding hills are used as a case to illustrate the argument using recent public space and urban requalification projects to link relevant nodes and sites, assemble new important pedestrian paths and therefore complexify the Lisbon's ground plan in a truly three-dimensional frame.

Resorting to a diversified set of urban interventions, a fundamental axis between Lisbon's Downtown two hills was reinforced, becoming a three-dimensional streetscape that now permeates through both the existing streets and the new vertical connections that belong(ed) to the private domain. In this recombined streetscape, buildings become infrastructure and the porous nature of the built fabric becomes a potential source for urban publicness.

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The Public and the Private in the Street-making: Joints, Links and Networks in Lisbon's Downtown

INTRODUCTION

The article explores the possibilities and potential of assembling and recombining different elements of public and private urban spaces to devise and structure a new ordering layer in the city¹. A case in Lisbon's central historical districts is used to explore and decode the process and the morphological components through which a new axial connection is superimposed on the urban layout, combining a sequence of existing streets and squares with new and adapted connections embedded in the built (private) fabric.

On one hand, the combination of public and private spaces is a fundamental realm to understand and design urban space, as it defines the thresholds between the components of collective life and the private, individualized and more domestic parts that make the most of urban fabric. On the other hand, the role of public space as a structural system is under continuous adaptation and redefinition across multiple scales and under ever-changing needs, technological requirements and ways of living.

Lisbon's case illustrates a situation in which public space is primarily owned and managed by the public sector,

with municipalities as the main entities in charge of this task, while the built fabric is predominantly private owned. Therefore, adaptive changes in the urban fabric require a complex articulation of interests and stakeholders, in which morphological and typological issues emerge as part of spatial equation. How to reorganize new flows of people in existing heritage-valued sites, in response to an everchanging metropolitan city and its networked structure, while acknowledging the cultural values and of a centuries-long layered urban production as an opportunity for urban regeneration?

The paper integrates the contributions of two ongoing research projects², one dealing with recent processes of public space development in Lisbon's metropolitan area, the other focusing on the complex time shaped transformations of large scale conventual buildings in Lisbon and their adaptation potential. Two scales – local and metropolitan – and two urban morphological elements – public space and large-scale buildings – are, therefore, articulated in an argument that seeks to unveil innovative and synergistic

combinations of public and private spaces in contemporary urban production.

The research stems from the methodological articulation between a Lisbon's metropolitan area-wide inventory of public space qualification projects in the past two decades³, that allows a comprehensive overview of the processes and rationales through which more or less continuous spatial assemblages are produced in different parts of the territory, and a systematic inventory of buildings, streets and urban blocks, in which accurate architectural representation is the basis for typological analysis and interpretative redrawing⁴.

Streets and the building of a public space network

Public space is widely acknowledged as a central concept in contemporary thinking⁵, a structural urban and territorial system⁶, providing a range of socially valuable services⁷ and holding a fundamental relationship with urbanism⁸ and architecture⁹. In contemporary urban spaces, shaped by large scale urbanization and metropolitan development, public space can also be conceptualized as an infrastructural support¹⁰, an operative element to tackle territorial complexity and to articulate multiple networks and urban fabrics, in different situations.¹¹ As fundamental elements of urban public space, streets integrate multiple layers and functions through diverse mechanisms of bidimensional partition¹² and three-dimensional articulation,¹³ holding a key role in interaction between the city's public and private domains, defining the way in which collective and domestic spaces unfold in thresholds.¹⁴

Many of today's metropolises are constructions in which centuries-long processes of incremental growth and transformation clash and overlap under various morphological configuration patterns. Some parts of the city were clearly shaped by linear elements, old roads that became high streets, defining continuous threads supporting more localized development of built fabrics. Others were shaped under planned, regularly laid and designed guidelines, some of them based on the street-corridor paradigm, others promoting its dissolution into a relatively fluid field of open space. The changing nature of commercial streets and of collective spaces of consumption is particularly relevant as it showcases major transitions in the functional, typological and morphological realms of public space in today's urban and metropolitan territories.¹⁵ The recovery of a morphological perspective and attention to urban rehabilitation and older city core regeneration, along with new demands, users and urban challenges (mobility, environment, population ageing, touristification), brings older streets into a new important role. The acknowledgment of its value as inherited and organic trace of collective city-making process, along with the recognition of their morphological and typological consistency, site adaptation, material and constructive coherence, and aesthetic quality, are often supporting the multiple rehabilitation interventions.¹⁶

Nevertheless, under today's urban dynamics, even the older streets and fabrics in which more persistent patterns are clearer, are subject to very strong pressures

towards change, if not in its geometry, surely on the way in which they interact with larger scale networks (mobility, communications, utilities), and with the social and economic life of the buildings around them. In other words, existing street patterns in consolidated urban fabrics are open to change in more or less explicit and transformative ways. The introduction of a special use in a specific building, the opening of a metro station, the temporal reorganization of a cluster of activities, or the change of the traffic and mobility flows in a given area may trigger polarization, diversion or repulsive effects around.¹⁷ In terms of use and network importance, the street hierarchy will accordingly change, even if its spatial layout remains relatively stable. Such fluid networking configurations, dependent on more unstable flows of city users, their spatial practices and temporal frames, in their dependency with the building elements of the private domain, are a layer that needs to be taken into consideration when looking at streets from a morphological perspective.

Three-dimensional articulations and building porosity

A second perspective on public space is brought by the third dimension. Beyond a two-dimensional surface that allows movement and territorial connections, public space negotiates the topographical characteristics of each urban site as well as the multiple levels of urban space, including the underground and, in some cases, upper levels of buildings. Stairs, ramps, terraces and different platforms organize changes in the topographical condition. But also elevators, funiculars, cable cars as mechanized assistants, that bring a specific relationship with technical facilities and a specific public space configuration. In some cases, private buildings are also deeply entangled with publicly accessible paths, often using a specific timetable, less often on a 24-hour basis.¹⁸

In these cases, the issue of property boundaries, control of access, maintenance and development management raise a number of challenges making these situations relatively exceptional. That's why they are usually found in relatively dense and intensely used areas, often articulated with compatible uses with the collective access, such as commercial and shopping spaces, or large public transport infrastructure.¹⁹

This possibility of using buildings to establish publicly accessible passages through their interior spaces can be conceptually called porosity.²⁰ This characteristic can be seen in its most simple configuration in the articulation of commercial shopfronts on the ground floor, defining a transitional space between public and private, and a potential extension of private uses to the exterior (terraces). But it is also possible to read it in more complex situations in which deeper relationships are explored, such as the use of backyards, galleries, and passages through one or multiple buildings and urban plots.²¹

The process of time and layering

A third perspective on the reconfiguration/adaptation/layering of a networked public space is introduced by time.

In cities that went through relatively long development processes, it is possible to read patterns of persistence, many of them associated with structural public spaces, that resist more circumstantial, individualized and land-use changes, such as building adaptation, reconstruction, or re-functionalization.²²

When larger scale transformations occur in the urban fabric, public space structure can be redefined, although in a complex relationship with elements of constraining and resistance. Earthquakes, fires and wars have reshaped considerable extensions of many cities. Planned urban renewal and redevelopment have also been common processes in derelict and brownfield areas with considerable urban fabric impacts. In these cases, the redefinition of public space structure becomes an interesting mechanism through which urban articulations are redefined or newly introduced. Large building complexes (convents, military quarters, industrial yards, large infrastructure) tend to become elements of persistence in these processes, but also with the potential to reorganize internally or in its external thresholds in order to play an active role in a public space system.²³ On a smaller scale, the gaps, interstitial and in-between spaces that are produced as a result of incremental additions, subtractions and transformations in the topographic ground and in the plot and built fabric can also be of importance to (re)activate (old and) new passages²⁴ and introduce a fine-grained system of public-accessible porosities.

A CASE IN LISBON: A LINK BETWEEN THE DOWNTOWN AND THE HILLS

Lisbon's Downtown is an important urban and architectural site acknowledged as an outstanding example of the Enlightenment urban practices and rationales, introduced on its global reconstruction after the severe 1755 Earthquake. Its grid-iron pattern and complex hierarchies that organize its street and plazas layout reveal a highly sophisticated public space design approach, in which representational, infrastructural, constructive and economic realms converge to produce a new city centre. Like many European cities, this centre lost its importance as a political, business, and residential district during the 20th century, particularly after the 1960's, as a result of larger scale spatial and functional reorganization of Lisbon's commercial dynamics²⁵ and metropolitan growth.²⁶

Investments in metropolitan transportation networks in the late 1990's had a significant impact on Lisbon's Downtown where major railroad, metro and riverboat stations, hitherto working independently, were articulated into multimodal interfaces, re-positioning the Downtown as a complex hub in terms of metropolitan mobility.

As part of this process, and along with the promotion of car parking limitation on open public space, multiple pedestrian-oriented qualification projects were delivered in the past two decades.²⁷ Accessibility, attractiveness, and heritage valorisation were the main objectives under which these projects were implemented by the municipality,

hoping to attract young residents after decades of resident population decline and to provide better conditions for the different city users.²⁸

In the following sections, we will present and discuss the incremental development of a public space system that has been layered on Lisbon's Downtown, connecting it to the surrounding hills, using the diverse possibilities earlier identified: 1) a hierarchized network combining important and multi-scalar urban elements, 2) a three-dimensional and topographical integration of the public space system with the private realm of buildings and infrastructural spaces and 3) a reuse and urban recomposition of relevant buildings to recover old connections that were lost under the passage of time, and to promote new collective space porosities.

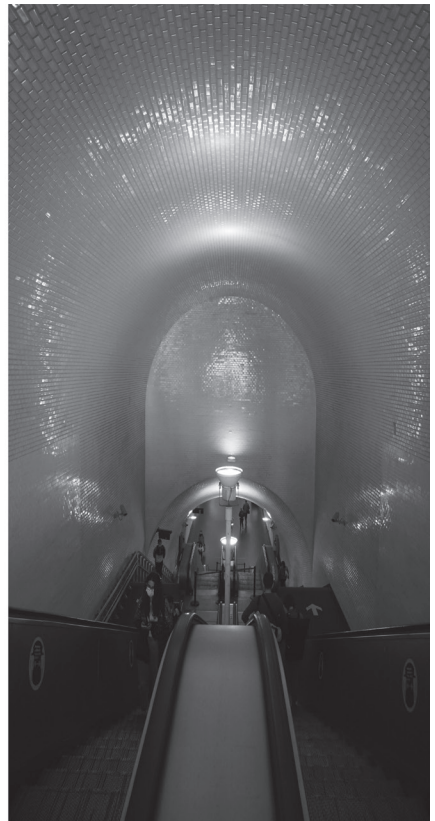
Defining a public space system: linking metropolitan connections with local spaces

The first step towards a structural reorganization of Lisbon's Downtown public space system **Fig. 1** was taken with the expansion of the metro network with the aim of connecting it with three railroad terminal stations that converge on the Downtown's limits. This expansion connected Rossio station (served by metro since 1959), Cais do Sodré (1999) and Santa Apolónia (2007), creating smooth links between national and suburban lines with the city's transportation backbone. This expansion also allowed to create interfaces with the riverboat terminals of Cais do Sodré and Terreiro do Paço. Public spaces around these interfaces were incrementally requalified to simultaneously organize public transport (bus, taxi, tram), create leisure spaces and promote the city's architectural quality. These station squares became focal points from which a considerable number of users converge, thus activating their immediate surroundings. As part of the metro expansion, a new station (Baixa-Chiado) was built in 1999 in a position that served both the Downtown (Baixa) and the Chiado hill **Fig. 2** to the west, becoming one of the busiest and most important in the whole network. A second step, at the metropolitan scale, was the building of a new cruise ship terminal (2017) in the vicinity of Santa Apolónia railroad and metro station, offering easy access to tourists arriving at and departing from Lisbon, while creating a qualified public space on the Tagus riverfront. An intermediate scale of structural transformation is associated with the city's traffic network, which historically converged in a radial pattern on the Downtown and the riverfront. With the improvement of the public transportation network, conditions for a more restrictive traffic policy were created and progressively implemented. In the 1960's, four of the district's main squares were used as large open-air car parkings, denoting a fundamental impoverishment of the urban environment. From the late 1990's, they were redesigned to become representational spaces in which car-traffic was limited and disciplined, along with the building of several underground parking facilities to serve the neighbourhood. Since then, cross-through traffic has been widely limited thanks to traffic



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diversion policies and spatial restrictions, mainly visible in the riverfront redesign of what used to be an arterial road that served the port and was used as a major traffic distributor. The result of these actions improved public transport connection and facilitated pedestrian users, improving the Downtown and adjacent neighbourhood for tourist, leisure and commercial uses.

Such change in the city users had a strong impact in the Downtown and adjoining areas, which were faced with residential and commercial decline. A paramount expression of that decline was the 1988 fire that broke in a department store in Chiado, quickly spreading to destroy a wide area around. However, that catastrophic event had an unexpected beneficial outcome, with the reactivation of a strong commercial dynamism after more than a decade of reconstruction, under the architectural supervision of Álvaro Siza. The interplay between Chiado, the Downtown and the Castle hill started to get stronger, benefiting from improved connections and new threads of urban life **Fig. 3**. As will be discussed in the following section, specific components of the Chiado reconstruction plan had an important relationship with the public space system, opening parts of the built fabric to cross-through, defining a significantly more permeable and three-dimensional pedestrian network.

Links and joints: the use of buildings to articulate the public space network

With a relatively stable urban structure, based on the regular post-1755 urban plan, Chiado hill reconstruction didn't change the overall street structure and the main built masses. In fact, much of widely acknowledged Álvaro Siza's approach²⁹ was based on a contemporary interpretation of the site's typological, compositional and constructive system, keeping its architectural coherence. However, the programmatic update of most of the buildings, aimed at fostering a more mixed-use district, with housing, offices and relevant of commerce, required a more interventive restructuring of the ground floors – including the backyards – and of the main buildings, namely the old department stores of *Grandes Armazéns do Chiado* and *Armazéns Grandella*. These buildings, themselves a reuse of the large convent of Espírito Santo da Pedreira, were internally reorganized, the former as a shopping centre and the later as a multi-story flagship store. Common to both is the possibility of using their internal vertical circulations (i.e. stairs, escalators and lifts) to allow publicly accessible multi-level connections with the streets around them. In fact, being in an in-between position on a sharp 15-meters slope that divides Chiado

- 1
Plan of Chiado-Downtown-Castle hill link overlaid on map of public space qualification projects in central Lisbon (1998–22) (Authors' Edition, 2022).
- 2
Photos of Chiado Square with metro station entrance (left) and of the underground metro station gallery and escalators (right) (Authors' Edition, 2022).
- 3
Photos of Rua da Vitória, on the Downtown district, connecting Armazéns do Chiado and Baixa-Chiado metro station (left) and the public elevator to Caldas square, embedded on the exiting building on the top of the street (right) (Authors' Edition, 2022).
- 4
Photos of Armazéns do Chiado shopping center urban block (left), on its south corner adjacent to Escadinhas do Espírito Santo da Pedreira public stairs (right), bearing the name of the convent that was converted to the commercial department store in the mid-19th century, and opened through a small gap between its neighboring buildings (Authors' Edition, 2022).
- 5
Photos of publicly accessible passage (right) from Rua Garrett (left) and Largo do Carmo, using the backyards of existing buildings (Authors' Edition, 2022).
- 6
Photos of ground-level passages (left) and courtyards (right) on Chiado urban blocks, rebuilt under an Álvaro Siza's project, after the devastating 1988 fire (Authors' Edition, 2022).

and the Downtown, these new connections reinforce these building's role as complex *urban joints*.

In the case of *Armazéns do Chiado*, the building reconstruction included two more contributions to the public space network: the introduction of a new flight of public stairs that allow 24-hour access on its south side, **Fig. 4a** taking advantage of a gap between the department store and its neighbouring buildings, and the accommodation of one of the gates to the Baixa-Chiado metro station under it. **Fig. 4b** This gate is widely used by people who want to use the station's long escalator system to climb to Chiado hill's upper part, where the second station gate is located. In a nearby position, several buildings in the block of Sacramento church, between Rua Garrett **Fig. 5a** and Largo do Carmo, were also completely redeveloped according to the architectural design of Gonçalo Byrne, again introducing a generous publicly accessible stair **Fig. 5b** and escalator that permeates between the two urban fronts, linking a 10-meter topographical difference. The now opened block's backyards became the space from where accesses to commercial and office spaces are located, reinforcing the district's micro-scale of (privately-owned) public space network. **Fig. 6**

On the Downtown's opposite side, the Castle hill is also undergoing considerable changes as part of a new public

space connection system. Topped by the city's castle and surrounded by important historic monuments and old districts on its slopes, the hill has always been a challenge to climb through winding streets and steep stairs. Unlike its burgeoning western counterpart of Chiado, the castle hill was never served by any lift or funicular, denoting a more popular social composition which persists until today. Alfama, on the southern slope, with its medieval and geo-morphic street pattern, and Mouraria, on the north-western slope, historically housing migrants and the lower income strata of population, have been relatively forgotten in post-19th century urban development, keeping much of its morphological integrity. A strong residential decline was felt in the last decades of the 20th century, leaving large tracts of the housing stock in poor condition. In the wake of the 2008 financial crisis, however, important changes in the housing and real-estate market, together with the development of tourism, impacted strongly in these neighbourhoods, namely with the exponential growth of short-term accommodations and tourist-oriented commerce.

In 2013, the first of five major mechanically assisted paths to the Castle hill³⁰ was opened, assembling the eastern tracts Chiado-Downtown-Castle Hill public space link. This axial link is superimposed over the Downtown's main



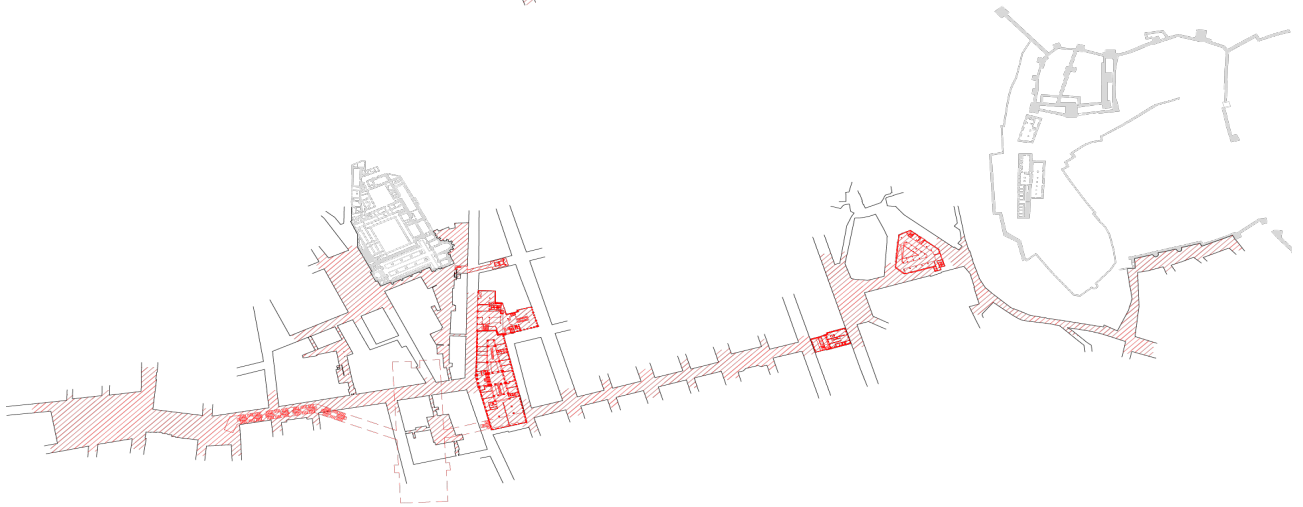
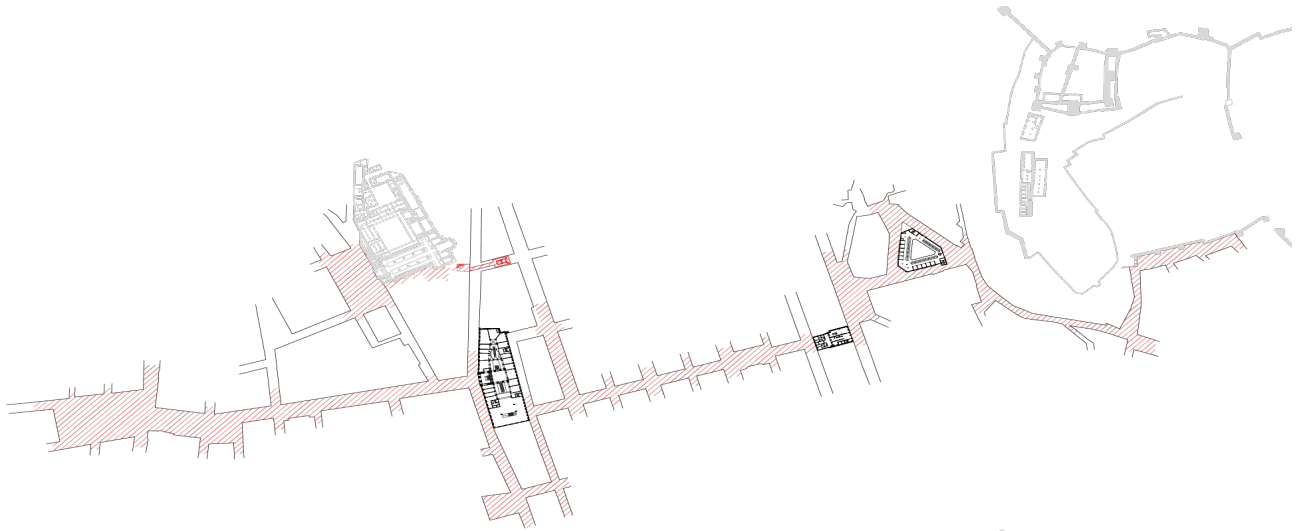
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Plan of Chiado-Downtown-Castle hill link in two dates: pre-1988 (above), 2022 (bottom). Section through the link (Authors' Edition, 2022).

8

Plan of Chiado-Downtown-Castle hill link overlaid in early 18th century urban layout (Authors' Edition, 2022).

9

Photos of the public elevator connecting the Downtown with Largo do Caldas, with the lifts occupying the existing building's backyards (left) and the passage to the street on the upper level (right) (Authors' Edition, 2022).

10

Photos of public elevator connecting Largo do Caldas and the Castle upper hill street, reusing a former vertical market building (left) and its entrance at the upper level (right) (Authors' Edition, 2022).



9

north-south axis of Augusta Street, taking advantage of Baixa-Chiado metro station entrance to create a new hierarchically relevant street running on an east-west orientation. **Fig. 7** The Downtown's gridded layout, hitherto clearly organized along the north-south axial predominance, with limited permeability to its surrounding hills, becomes a more complex system with a new transversal connection. In a way, this system restores the pre-1755 winding system of narrow streets that connected the downtown to the surrounding hills. **Fig. 8**

The key to organize this new spatial axis was, like the link to Chiado on the opposite hill, a sequence of surgical interventions in existing buildings, in which two free and public accessible lifts were introduced to facilitate vertical connections in a topographically challenging site, without heavier changes in the urban fabric. The lifts are embedded in existing buildings **Fig. 9a** which were renewed and refurbished, not only to become vertical connections, but also to accommodate new activities. The overall project includes three components:

- The renewing and adaptation of two old residential buildings to accommodate the first lift, between Downtown (Figueiros Street) and an intermediate street and square at mid-level (Madalena Street and Caldas Square). The two buildings were redeveloped under a single project, in which the new public passage **Fig. 9b** is integrated, along with new facilities, namely a visitor welcome and interpretation centre, local government offices and residential apartments on upper floors;

- The renewing and adaptation of the former Forno do Tijolo Market, a modernistic multi-level building located in a strategic position in which it overcomes a 20 meters vertical slope, where the second public lift is introduced.

Fig. 10a The building was completely refurbished to a multi-functional structure with a retail supermarket on the ground floor, an art gallery and creative industries offices in the intermediate levels, and a restaurant and open-air terrace with outstanding vistas, along with several levels taken by a vertical public car-silo;

- The qualification of the linear sequence of public spaces along paths, connecting the metro station and the Downtown's commercial streets with the lift buildings, an existing square at mid-level and the upper hill street **Fig. 10b** encircling the castle wall. As a result of this incremental development, a strong flow of users crosses through a system of different horizontal and vertical connections, which not only facilitates movement, but significantly improves the area's commercial attraction. The transversal axial link thus created between Chiado, the Downtown and the Castle hill, became a multi-ground street that unfolds on a porous built fabric. As noted on the following concluding remarks, this new *streetscape* can be interpreted as the material and morphological construction of the time-space overlapping of the contemporary metropolitan territoriality, with its embeddedness on larger scale system of flows and centralities, over the older and more persistent structures, which allowed a highly adaptable and tightly knit typological frame with strong



relationships between the buildings, their topographical integration and a clear public space structure. In other words, this process introduced a collective use layer in formerly restricted access areas, bringing public space into private buildings and courtyards.

CONCLUSION

Stemming from a 130-year-old Lisbon's tradition of having funiculars and elevators as part of its transportation system on its steep hills and valleys, the Chiado-Downtown-Castle hill link offers an enlarged perspective on public space, including its thresholds and porosities between and across built private spaces, opens valuable opportunities to intervene in consolidated urban fabrics in order to adapt them to today's and future needs. The case of Lisbon's Chiado-Downtown-Castle hill link can be seen as an experience from which several lessons can be identified: 1) the use of the above-mentioned funicular and lift transport system, it opens new typological possibilities to articulate common buildings with collective infrastructure in complex spatial *joints*; 2) the development of this multidimensional *link* includes concerns regarding social inclusiveness, accessible mobility, mixed-use development and heritage-based urban regeneration, notwithstanding potential conflicts in terms of touristification and private appropriation of public investment, namely by fast-growing real-estate prices; 3) the link's incremental development is the result of an intersection between a larger strategic vision regarding

the future of the city's core districts, based on a *network* of pedestrian-friendly public space, easy transport interfacing, parking control and traffic-calming measures, and an operative design approach which seeks to use and further promote local three-dimensional connections; finally, 4) although it cannot be seen independently from many different factors, the layering of the new link has produced a significant change in the uses of both the private and the public domain in the adjoining spaces, with a multiplication and renewal of commercial areas, outside terraces and a more lively urban life atmosphere across the day and night. This case in Lisbon is a good example of an ever-changing urban organism in which the definition of a larger scale public space network is tackled by surgical interventions, and not necessarily by heavy and disruptive infrastructure. Streets being fundamental and timeless urban elements in the shaping, ordering and expansion of cities, they can also be imagined and revealed in the more discrete, three-dimensional, time-layered porosities that bring together the architectural and the urban dimensions of contemporary metropolitan territories.

Acknowledgements

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- ¹ This work is financed by national funds through FCT – Fundação para a Ciência e a Tecnologia, I.P., under the Strategic Project with the references UIDB/04008/2020 and UIDP/04008/2020.
- ² MetroPublicNet – Building the foundations of a Metropolitan Public Space Network to support the robust, low-carbon and cohesive city: Projects, lessons and prospects in Lisbon, funded by FCT Ref: PTDC/ART-DAQ/0919/2020; Rehabit Convents in Lisbon. Built heritage, adaptive reuse and urban form transformation, funded by CIAUD Ref: UIDB/04008/2020.
- ³ João Rafael Santos, "Public Space, Tourism and Mobility: Projects, Impacts and Tensions in Lisbon's Urban Regeneration Dynamics," *The Journal of Public Space* 4, no. 2 (2019): 29–56.
- ⁴ Building Typology. Morphological Inventory of the Portuguese City, funded by FCT Ref: PTDC/ARTDAQ/30110/2017.
- ⁵ Daniel Innerarity offers an insightful perspective on the defining traces and role of public space in contemporary urbanized landscape and its societal framework. Fundamental changes in the functional and social relationships in contemporary societies had a structural impact not only in the physical form of the city but mostly on the conditions that frame individual and collective interactions. The author offers a critical perspective on what he sees as an increasingly privatized common realm, on which public space is often a simple scenario of cumulative individual claims. Daniel Innerarity, *El Nuevo Espacio Público* (Madrid: Espasa-Calpe, 2006).
- ⁶ Nuno Portas argues that the primary role of public space in the contemporary urban territory is to build a recognizable, unifying and identifiable structure within an increasingly heterogeneous and diverse territory made of multiple complementary parts. Nuno Portas, "Spazio Pubblico e Città Emergente," in *Le Architetture dello Spazio Pubblico: forme del passato, forme del presente*, ed. E. A. L. T. di Milano (Milan: Electa, 1997), 57–9.
- ⁷ Ana Brandão, and Pedro Brandão, eds, *O Lugar de Todos. Interpretar o Espaço Público Urbano* (Lisbon: IST-ID, Associação do Instituto Superior Técnico para a Investigação e Desenvolvimento, 2019).
- ⁸ For a comprehensive collection of seminal works on the street as a multidisciplinary object, see Ángel Martín Ramos, ed., *La calle moderna en 30 autores contemporáneos y un pionero* (Barcelona: Edicions UPC/ETSAB, 2014).
- ⁹ Xavier Monteys, *La Calle y La Casa. Urbanismo de Interiores* (Barcelona: Gustavo Gili, 2018).
- ¹⁰ "Aujourd'hui [...] c'est plus que jamais à l'espace public de jouer un rôle structurant du cadre de vie. [...] Il est l'appui de la mise en valeur de certaines thématiques locales: le rapport à l'eau, la ville diffuse, le renouvellement urbain, l'hybridation vert-bâti, les déplacements doux. Il établit l'imaginaire du territoire, pour ceux qui y habitent, pour ceux qui viennent d'ailleurs, pour ceux qui le croisent. C'est à l'espace public de jouer ce rôle essentiel d'infrastructure de la métropole, de support du cadre de vie." Oriol Clos, "L'Espace Public, Infrastructure de la Métropole," in *Espace(s) Public(s) Métropolitain(s): Travaux 2013-2015* (Lille: Agence de développement et d'urbanisme de Lille Métropole, 2016), 6.
- ¹¹ Using relevant recent cases from Portuguese cities, Rodrigo Coelho explores three urban and territorial situations in which public space qualification projects played a prominent role: 1) ordering expansions, 2) reconstructing the unplanned city, 3) (re) structuring the metropolitan city. Rodrigo Coelho, "Designing the City from Public Space. A Contribution to (Re)Think the Urbanistic Role of Public Space in the Contemporary Enlarged City," *The Journal of Public Space* 2, no. 1 (2017): 95–108.
- ¹² "Partition," the sectional organization of street surfaces and pavements according to their different functions, is one of the analytical lens used by Sérgio Proença on his morpho-topological decoding of Lisbon's streets, the others being the "layout" and the "transversal section." Sérgio Proença, *A Diversidade da Rua na Cidade de Lisboa: Morfologia e Morfogenese* (Lisbon: Faculdade de Arquitectura da Universidade de Lisboa, 2014).
- ¹³ The idea of material three-dimensionality is explored by João Rafael Santos in three tiers: 1) depth, in which the vertical axis of symbolic, topographic and gravitic characteristics are articulated on a vertical axis; 2) network, as the realm in which functional interconnection, accessibility and distribution are coherently organized and integrated; and 3) tectonics, as the built and constitutive dimension that materialize public and private transitions, characterize the ground and the pavements, define the objects and elements that spatially colonize and frame public space. João Rafael Santos, "A Tridimensionalidade Material do Espaço Público," *Atlântida – Revista de Cultura* 66 (2021): 69–86.
- ¹⁴ The interpretation of public space as a complex system of layers, boundaries and thresholds is extensively explored, with important insights from Manuel de Solà-Morales, Martha Crawford and Kris Scheerlinck. Kris Scheerlinck, "Insights on Collective Spaces, on Collectivity, on Signs of Collectivity," in *Collective Spaces Revisited Streetscape Territories Notebook*, ed. Kris Scheerlinck (Ghent-Brussels: KU Leuven, 2018), 10–21.
- ¹⁵ Miquel Martí Casanovas, and Estanislau Roca, "Urban Visions for the Architectural Project of Public Space," *The Journal of Public Space* 2, no. 2 (2017): 13–26.
- ¹⁶ Manuel de la Solà-Morales, "La Segunda Historia del Proyecto Urbano," *UR - Urbanismo Revista* 5 (1989): 21–7.
- ¹⁷ The infrastructural nature of public space is a fertile field to understand its spatial and socio-technical evolution. Katrina Stoll, and Scott Lloyd, *Infrastructure as Architecture. Designing composite networks* (Berlin: Jovis Verlag, 2010).
- ¹⁸ The idea of multiple levels of public accessibility is graphically explored in Jonathan Solomon, Clara Wong, and Adam Frampton's book on Hong Kong's urban structure. Jonathan D. Solomon, Clara Wong, and Adam Frampton, *Cities Without Ground. A Hong Kong Guidebook* (San Francisco: ORO Editions, 2012).
- ¹⁹ As outstanding examples of multi-level complex urban and architectural organisms, the transport interfaces are explored in different geographies and with an updated technological perspective in Dominique Rouillard, and Alain Guiheux, *Le Projet Hub. L'Architecture des Nouvelles Mobilités* (Geneva: Métis Presses, 2020).
- ²⁰ The conceptualization of porosity in architectural and urban perspectives has been widely explored. Sophie Wolfrum's edited book *Porous City*. From Metaphor to Urban Agenda and her later discussion on the architectural condition of the city are of interest. Sophie Wolfrum, ed., *Porous City. From Metaphor to Urban Agenda* (Basel: Birkhäuser, 2018); Sophie Wolfrum, and Alban Janson, *The City as Architecture* (Basel: Birkhäuser, 2019).
- ²¹ Xavier Monteys and Rehabitar research group offer an interesting view of the street as holding a potential role as place for domesticity, namely by the capacity to adapt, to be colonized and to be used as an extension of the built spaces at ground-level. Xavier Monteys, coord., *Rehabitar. 4 - Las Plantas Bajas* (Barcelona: Ministerio de Vivienda y Universidad Politécnica de Cataluña, 2010).
- ²² Using Zagreb and its urban and architectural transformations under fundamental economic, social and political changes, the work of Eve Blau and Ivan Rupnik resorts to relevant drawn-morphological decoding tools that articulate multiple scales and components of the urban fabric. Eve Blau, and Ivan Rupnik, *Project Zagreb: Transition as Condition, Strategy, Practice* (Barcelona, New York: ACTAR, 2007).
- ²³ José Miguel Silva, "The (re)creation and monumentalization of the Portuguese urban heritage," in *Heritage 2018: 6th International Conference on Heritage and Sustainable Development*, vol. 1. (Barcelos: Green Lines Institute, 2018), 951–60.
- ²⁴ An interesting view on the role that small scale connections may play in bridging gaps, barriers and discontinuities in complex metropolitan territories is brought by the research developed in *Barcelona Metropolitan Passages*. Ramon Torra, Eduard Saurina, and Carles Llop, eds., *Passatges Metropolitanans: Una mirada als projectes metropolitanans des de la petita escala* (Barcelona: Àrea Metropolitana de Barcelona, 2015).
- ²⁵ For a perspective on the commercial dynamics of Lisbon's Downtown and its relationship with the wider urban and metropolitan frameworks, see: Teresa Barata Salgueiro, "Da Baixa aos Centros Comerciais: A Recomposição do Centro de Lisboa," *Monumentos* 21 (2004), 214–23; Teresa Barata Salgueiro, Luís Mendes, and Pedro Guimarães, "Tourism and Urban Changes: Lessons from Lisbon," in *Tourism and Gentrification in Contemporary Metropolises: International Perspectives*, eds. Maria Gravari-Barbas and Sandra Guinand (New York: Routledge, 2017), 255–75.
- ²⁶ For a multidisciplinary perspective on Lisbon's Downtown and its cultural value and urban management challenges, refer to *Monumentos* journal, no. 21, edited by DGEMN. For a specific view on the urban plan and its evolution, see Walter Rossa's contribution on the number: Walter Rossa, "Do Plano de 1755-1758 para a Baixa-Chiado," *Monumentos* 21 (2004): 22–43.
- ²⁷ For a mapping of recent public space transformation projects and their impact and criticalities in Lisbon's central districts, check João Rafael Santos, "Public Space, Tourism and Mobility: Projects, Impacts and Tensions in Lisbon's Urban Regeneration Dynamics," *The Journal of Public Space* 4, no. 2 (2019): 29–56.
- ²⁸ Urban policies aimed at the revitalization of Lisbon's Downtown in the late 1990's and early 2000's have been subject to intense political debate and among institutional stakeholders. Heritage conservation and market-led regeneration have often been at odds in a complex and controversial political debate in Lisbon's Municipality. Câmara Municipal de Lisboa, *Revitalização da Baixa-Chiado. Relatório – Proposta de Setembro de 2006* (Lisbon: Câmara Municipal de Lisboa, 2008).
- ²⁹ For a global perspective see V. M. Pessanha Viegas, "El Chiado. Una Cuidadosa Recuperación," *Urbanismo: Revista Oficial del Colegio de Arquitectos de Madrid* 26 (1995): 36–47.
- ³⁰ The pedestrian and assisted path program has been under development by Lisbon's Municipality since 2009. Câmara Municipal de Lisboa. *Plano de Acessibilidade Suave e Assistida à Colina do Castelo* (Lisbon: Câmara Municipal de Lisboa, 2009).

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Il pubblico e il privato nel fare strada: giunti, collegamenti e reti nel centro di Lisbona

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rete di spazi pubblici; rapporto pubblico-privato; stratificazione; porosità; Lisbona

ABSTRACT

Le strade sono elementi urbani fondamentali, che definiscono linee di forza continue e incorniciano l'organizzazione sequenziale degli spazi privati, cioè dei lotti e degli edifici. Tuttavia, le possibilità di utilizzare elementi di spazio privato finora sussidiari come giunti urbani per creare nuove articolazioni di spazio pubblico possono essere interessanti nei processi contemporanei di trasformazione e adattamento urbano. L'articolo esplora le possibilità di assemblare e ricombinare diversi elementi urbani pubblici e privati per ideare e strutturare un nuovo strato ordinatore della città. Il centro di Lisbona e le colline circostanti sono utilizzate come caso per illustrare l'argomento, utilizzando i recenti progetti di riqualificazione urbana e degli spazi pubblici per collegare luoghi e punti rilevanti, creare nuovi importanti percorsi pedonali e quindi complessificare la pianta di Lisbona in una cornice veramente tridimensionale. Ricorrendo a una serie diversificata di interventi urbani, è stato rafforzato un asse fondamentale tra le due colline del centro di Lisbona, rendendolo un paesaggio stradale tridimensionale che ora permea sia le strade esistenti sia i nuovi collegamenti verticali che appartengono al dominio privato. In questo paesaggio stradale ricombinato, gli edifici diventano infrastrutture e la natura porosa del tessuto costruito diventa una potenziale fonte di pubblicità urbana.

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