SÃO PAULO, OPEN CITY

This project uses an open-block structure to “reurbanize” the CEAGESP site. Analysis of the current situation, at the regional and local scales, is presented in the competition booklet, coupled with design gestures. References to urban design texts and literary sources are complimented by site-specific studies and official urban plans. Attention to a holistic and inclusive model of development is present throughout the design. The cultural value of existing structures and landmarks is clearly prioritized. Multimodal transportation is embedded in the project, from new cycle tracks to a rethinking of private motor vehicle transport. A regular gridded block structure is overlaid on the site. Buildings are structured to achieve porosity and flexibility. This allows for the creation of public space throughout the site, following a calculation of density by typology and use. A palette of trees for the green spaces is outlined for the linear park along the river, part of the project’s overall focus on issues of climate and environment.

The clear and strong design language of this project attracted attention throughout the jury process. The open block typology was remarked upon as referencing Cerda by many, and in a way that seemed appropriate. “Correct, responsible, interesting and beautiful,” commented one juror, and another that it was “well-resolved and convincing.” Yet some wished the project took more risks in terms of urban design conventions. The jury praised the presentation as embodying a “degree of professionalism rare in a student contest.” The “integration of diverse modalities of transport,” stood out, along with the decisions made about balancing density with open space within the open blocks.

Honorable Mention
Team 919
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Academic Supervision
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Prize Amount
US$ 7,500
TRANSPORT | ROAD SYSTEM

The transport system in São Paulo, Open City, is designed to connect the city with its surrounding regions and to facilitate efficient travel throughout the metropolitan area. The road system is integrated with the regional and local transport systems, ensuring seamless connections and accessibility.

SURROUNDING AREA

The surrounding area includes important landmarks and natural features that contribute to the city's identity and character.

LANDMARKS

Key landmarks in São Paulo, Open City, include cultural heritage sites, historical buildings, and modern architectural wonders, each contributing to the city's rich tapestry.

REGIONAL TRANSPORT SYSTEM

The regional transport system connects São Paulo with its neighboring regions, supporting economic growth and social integration.

LOCAL TRANSPORT SYSTEM

The local transport system focuses on the efficient movement of residents within the city, ensuring that all neighborhoods are well-served.

WATERWAYS | TRANSPOSITIONS

The waterways play a crucial role in the city's transport network, facilitating navigation and connectivity.

CONNECTION | METROPOLITAN REGIONS

The metropolitan regions are interconnected, with a focus on sustainable and efficient transport solutions.

The structures in the image represent important transport nodes, such as bridges and viaducts, that aid in the smooth flow of traffic.

The text on the image provides additional commentary on the transport system, emphasizing its significance in the city's development and growth.
DRAINAGE

In the rain gardens, the soil solution also carries out the process of drainage and purification of water. In the bioporous concrete, bacteria and microorganisms are introduced, which together with the water, create a microsystem that purifies water. The system also includes plants, which help to clean the water through photosynthesis. The rain gardens serve as ecological filters, absorbing contaminants and providing oxygen. The water is retained in the soil, reducing the amount of water that reaches the drainage system. The rainwater is used for irrigation, cleaning, and other purposes, thus reducing the load on the drainage system.

PURITY

The rainwater is purified by sedimentation, filtration, or biological assimilation. The detained water is returned to the drainage system or temporarily stored.

RETENTION

The water is retained for a period of time (two hours of rain, approximately) until it is possible to direct it to the drainage system.

INFECTION

Infection is the process of purifying the soil (passing through a process of purification) to recharge the water table and aquifers.
São Paulo, Open City

DENSITY CALCULATION

Block's propose
- Lift division
- Pedestrian occupations with open area in the middle of the block
- Pedestrian occupations with UII meters each
- Block's area
- Block's traditional lot division, with infill block and related buildings

Pedestrian flow

Net Density
- 7/5 of abovely 0.05m² floor area + people
- 1274 people/hec

Gross Density
- 7/5 of abovely 0.05m² floor area + people
- 1125 people/hec

DENSITY CALCULATION

Grass/Ip Total Area
650,000 m²

Private Area
532,750 m²

Building Destination Area
275,411 m²

Building 4 Floors

4129.86 m²

Ideal Block with Streets
- 11,943.75m²

Deal Block
- 7,573.68m²

20% circulation

80 m²
- 12 people
- 12 dwellings of 4 people
- 48 people per floor
- 504 people per block

120 m²
- 18 people
- 18 dwellings of 4 people
- 72 people per floor
- 864 people per block

180 m²
- 27 people
- 27 dwellings of 4 people
- 108 people per floor
- 1218 people per block

416 people in 160 square meters
- 26 people per floor

160 people in 160 square meters
- 26 people per floor

80 people in 80 square meters
- 26 people per floor

688 people working

1364 people
136 Armature Urbanismo

**STRATEGIC FRAMEWORK**

**Catalyze armature growth**
Foster connections between renovated and repurposed structures; incorporate developing areas into evolving infrastructural network. Providing an initiative for investors to construct new buildings on the site and incentivise construction of public squares for community use.

**Expand multimodal mobility**
Connect to existing transit networks, including Av. Dr. Gastão Vidigal, CPTM L09, Estação Imperatriz Leopoldina, enable newly emerging forms of mobility, such as bike sharing, and establish efficient transportation hubs linked to the Armature. Shuttle networks mobilize resources and large groups of people across the site while bike lanes and pedestrian walkways allow for interaction at the urban scale.

**Cultivate adaptability**
Anticipate varying density scenarios and encourage hybrid programming. Armature runs through selected points which reflects upon context and adds a new program to accommodate a projected density influx, in turn creating a new atmospheres within the site after the market’s removal.

**Diffuse site edges**
Increase accessibility from Vila Leopoldina by activating street edge program. Provide access from Jatapu through MLP extension and water treatment facilities. Recuperate river edge as a functioning ecological landscape.

**Sponsor hybridity**
Promote mixed-use and hybrid typologies to generate resilient urban activity by reusing existing structures and transforming them for public use. Facilitate new modes of work, live, and play through diverse, interdependent exchange and interaction with emerging structures that operate at an urban scale.
ARMATURE URBANISMO

This project sets up a strategic framework that operates at multiple scales. Strategies, including those for mobility and adaptability, are linked with the creation of an armature, grounded in public and circulation space, but also including areas above street-level. Existing resources on the site are linked into this armature, which also generates new resources and opportunities. The armature is designed to be a new type of urban infrastructure, knitting together both connections within the site and beyond its borders. Stakeholders as contributors, tactical urban interventions and the creation of hybrid conditions to encourage coexistence are some of the central means to support the creation of the armature – and, in turn, positive change on the CEAGESP site. The project proposes the use of established social and political means to accomplish goals at multiple scales. The intricate three-dimensional drawings and diagrams explain various facets of the scheme in detail.

A “wise approach to the site” was one comment about this project, which the jury generally found “a good approach to the competition’s key questions.” The project was seen as well structured and was commended as a comprehensive design with depth and rigor. There was some confusion about the physical ramifications of the armature, and if it was intended to be built as drawn. The jury appreciated the intricacy and care in the proposal, especially for its allowing “cohesion and an incremental way of development.” Many jurors found the presentation and graphics sophisticated, noting it “must be lauded for its imaginative, beautiful and multi-valent visualizations.”
INCREMENTAL DEVELOPMENT TO SUPPORT OPPORTUNISTIC GROWTH

Reclaim underutilized lots

Demolish underused facilities

Demolish underused facilities

Absorb and create urban activity

Establish armature nodes

Amplify network

Activate growth

Deploy multi-scale elements
HYBRID CONDITIONS TO CULTIVATE COEXISTENCE

Elevated hotel

Warehouse gym

Urban pavilion

River connection + water treatment

Educational pavilion

Vila Boêmia

Feira Leopoldina

Urban jungle
MULTIPLE STAKEHOLDERS AS ACTIVE CONTRIBUTORS

TACTICAL URBAN INTERVENTIONS

8 Bike Charging Station
9 Food Trucks
10 Bus Library
11 Bridge Overpass
12 Water Treatment
13 Bridge Colonnade
14 Water Purification
15 Marketplace
16 Parking Structure
17 Algae Skyscraper
18 Food Cart

6 Spring Festival
7 Cultural Plaza
8 Solar Energy Collector
9 Passage Art Scope
10 Bike Share Service
11 Multimodal Drop
12 Traffic Jockey
13 Can-Share Let
14 CEAG Services
15 Greenhouse Conversion

2 Needed Incubator
3 Site Resilience
4 Sculpture Playground
5 Green Roof Platforms
6 Interior Courtyard
7 Skinned Warehouses
8 Site Gala
9 Zen Exchange
10 Storm Management
Faveloso

Improving Lower Class Everyday Lifestyle

The project slogan “Improving lower class everyday life” reflects the overall ambition of “Faveloso.” The scheme is inspired by the spatial qualities of favelas, characterized by high density, a finely branched public space network, and small-scale housing typologies. The favela is then reinterpreted as an organizing structure for desirable densities and mixed use, along with social and communal value. A street structure is laid out on the site, with the close grain typical of favelas but reconfigured into rectilinear order to allow better circulation. Space is allotted for the provision of services and function of industry. Recycling and waste handling are central components of the scheme. Construction materials are drawn from these processes to build a palette of small-scale and high-density structures. A phased plan for development is proposed. The project uses a straightforward graphic strategy, including a detailed and layered masterplan and annotated diagrams.

This project gave rise to fierce debate about the appropriation of the favela as a typology for development. Certainly “provocative,” the project enabled discussion about a range of important social and urbanistic issues. According to the jury, it “allows a space for experimentation” for reconciling top-down and bottom-up development tendencies, along with attention to fundamental issues about the right to the city for low-income people. One juror proposed renaming the project “Fabuloso” to avoid possible glorification of slum-like conditions. It was lauded for the “courage to tackle a global problem in an innovative way” and for opting to have a strong focus on social housing. The jury found the combination of a fine-grained urban fabric, large-scale elements, and the articulation of corresponding public space noteworthy, commenting that it “produces a rich environment.”

Honorable Mention
Team 996
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Academic Supervision
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Prize Amount
US$ 7,500
20-YEAR AREA DEVELOPMENT SCENARIO

After the removal of the existing market area, begins the reconstruction of the Centre for waste recycling and separation, as well as the final adaptation of existing market building, in which apartments are built.

Next phase includes construction of the entire infrastructure for planned housing, arranged in the vicinity of recycling center and on the roofs of the storage facilities. Residential tower blocks near existing commercial zones and parking garage are also built. Existing surrounding buildings are converted into an elementary school and new services.

In the next few years, the southern part of the area is filled by arranging the infrastructure and foundations for construction of regulated housing by using recycled materials from the waste separation center. This phase begins with the construction of biomass plant and additionally new service activities in the vicinity.

In the following years, the wastewater treatment plant is built, followed by the construction of a school centre including a kindergarten, an elementary and a secondary school and their accompanying sports facilities. Further construction and land sites continue to be developed for intended housing.

Furthermore, the northern part of the region is filled with the rest of the facilities including a health center, a nursing home, a bank, a post office, a new parking garage, a movie theater, a shopping center, a construction material store, etc.

With the expansion of housing, parks and squares also begin to link, forming important connection links throughout the area and a common open public space dedicated to the residents and the visitors.
Favelas that occur spontaneously due to the needs of the poorest population are characterized by very dense settlements in erosion and flood-prone areas, poor infrastructure and, consequently, water pollution, poor quality of construction, and the presence of crime. (geocases2.co.uk)

With arranged favelas we tend to eliminate defects and contribute to the positive effect of dense settlements, and care for the life-friendly environment for the poorest. By constructing the broad, open and well-lit streets we take care of pedestrian welfare, the regulation of dimensions, and infrastructure for the quality of life in the favelas. Mixed use and placing of various activities within the new favelas contributes to the development and popularity of sites for external visitors.

REGULATED FAVELAS STRUCTURE PLAN

STRUCTURE
The main component of regulated favelas are streets with predetermined dimensions, including built-in foundations for residential houses and new green areas.

INFRASTRUCTURE
Arranged and regulated public infrastructure including the complete recycling system for waste water and rain water, as well as electricity production.

GARBAGE SYSTEM
Nearby establishments, also offering new job opportunities, include recycling of all waste, occurring within the favelas, and reusing them for construction and production of various materials and energy.

PROGRAM
Regulated favelas are open and traversable, including many services offered by their local residents, making the life in general and a walk through the streets a pleasant experience.
PRESEVERED AND NEWLY PLACED STRUCTURES WITH CONSTRUCTION SYSTEM SCHEME

PROGRAM IMPLEMENTATION

CONNECTIONS PRINCIPLES AND PUBLIC OPEN SPACE SYSTEM