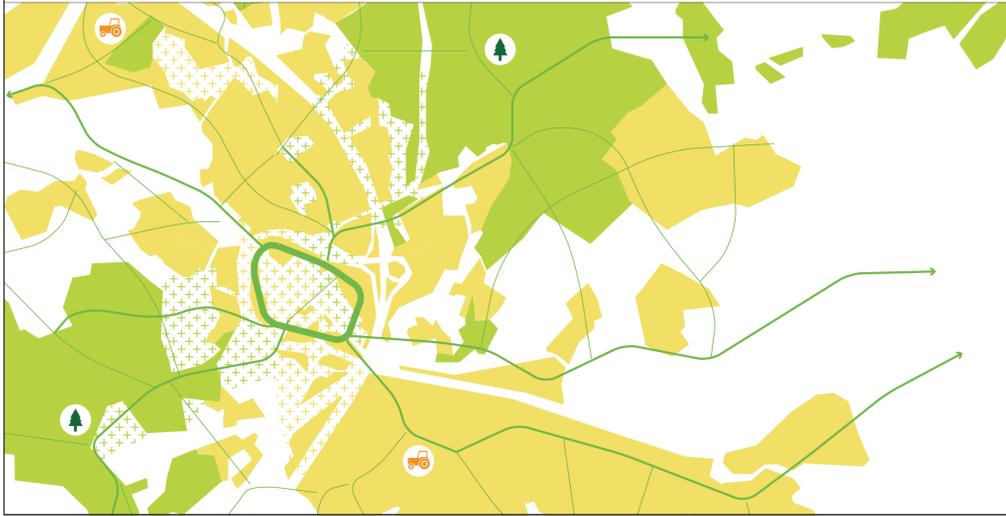


1/A/VOIDS AS A STRUCTURE

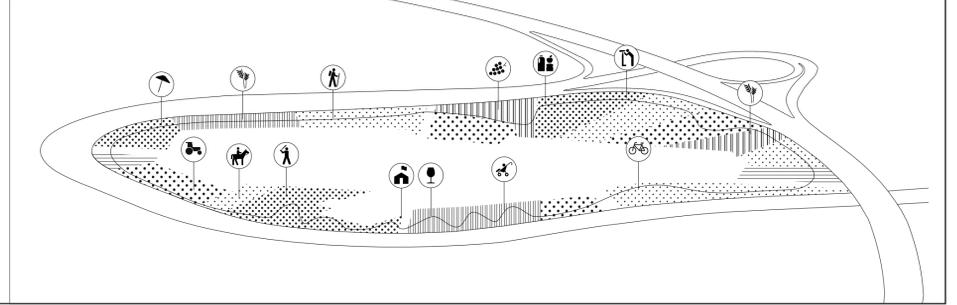
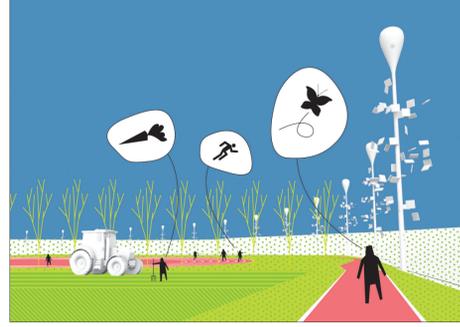
Landscape units made of forest, agriculture plots and waste lands can be considered together as voids that structure the urbanization process. They establish continuities at the territory scale allowing to preserve and valorize the local ecosystem. One aim of the project is to **reconnect** the agricultural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



1/B/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/A/THE RN206 AS A VECTOR OF LIFE FOR THE CONURBATION

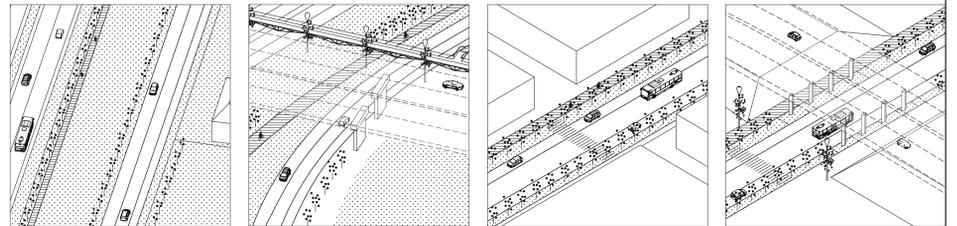
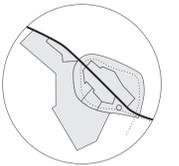
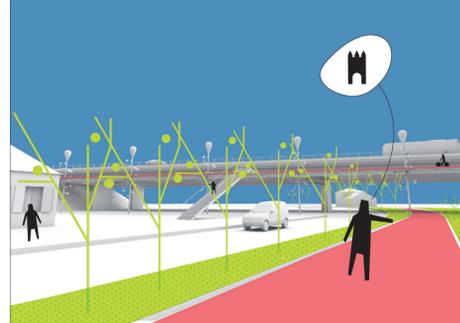
The existing mobility network hierarchically organized strongly defines this territory: the curve of the national highway, the National Road 206, the secondary ways, allow together the irrigation of the territory by a **permanent flow of traffic**. Through the construction of the large shopping mall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



2/B/THE URBAN BOULEVARD

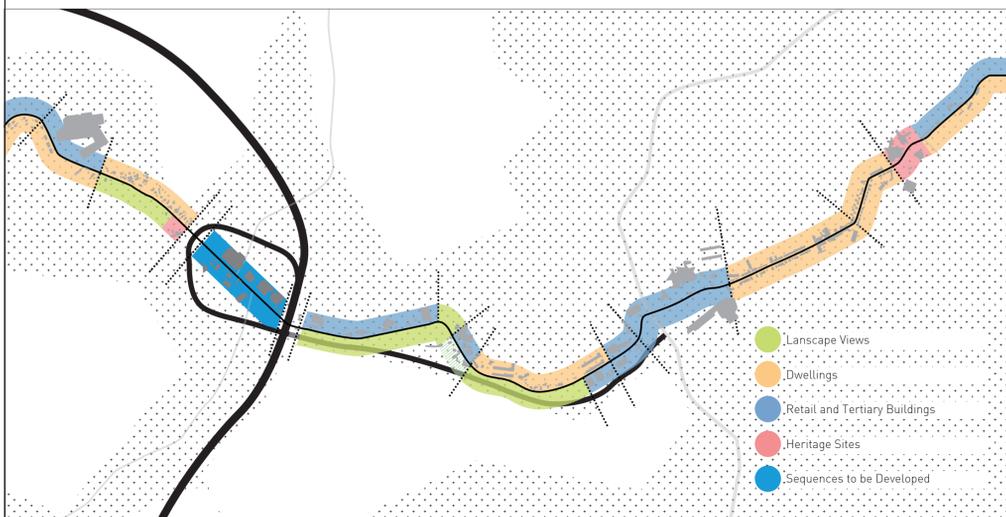
The "backbone" responsible for part of Guimarães urban development can **become a boulevard** once taking advantage of the position of the lanes of the adjacent fast track. It enables a new organization of the mobility network: **bike lanes** can be drawn, as well as a **dedicated lanes for public transportation** and a green landscape stripe linking softly the city centre of Guimarães to Silvares. 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/A/SEQUENCES

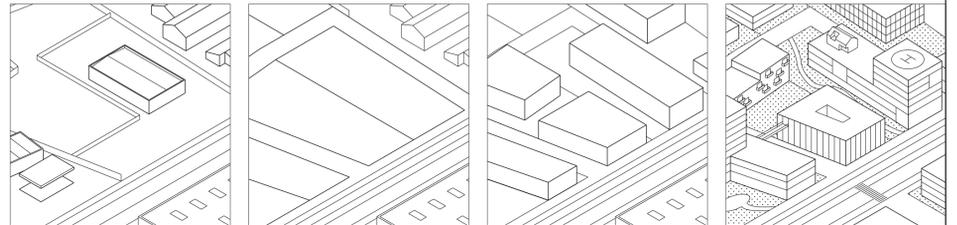
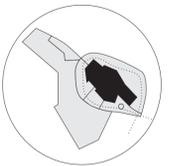
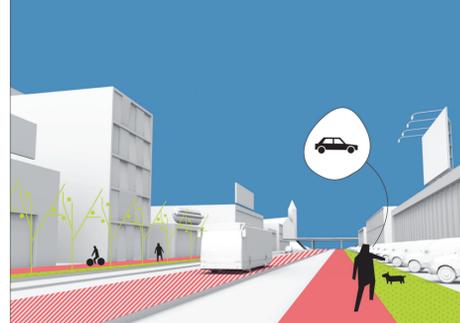
The analysis of the national road crossing the site shows an element rhymed by different sequences clearly defined even if the limits between them are fluid. Some are strong green landscape units, other commercial, other residential. The **identity of the sequence** inside the highway ring distinguishes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



3/B/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/A/THREE GATES

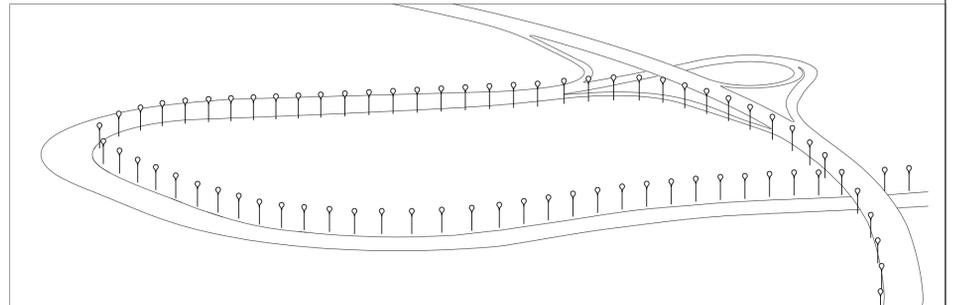
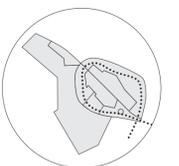
There are three gates to access to the Guimarães territory by the West. The main one is the **ring** connecting the national territory to the local scale. The second one corresponds to the crossing of **Guimarães circular road**, a node that links the consolidated inner city with the sprawled suburbs. 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.



4/B/THE THIRD GATE

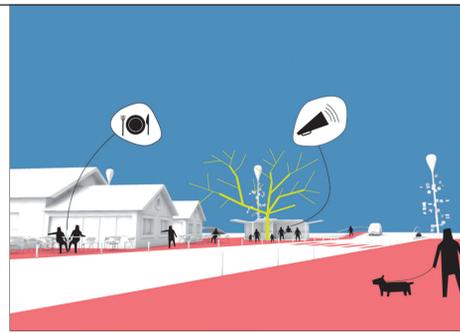
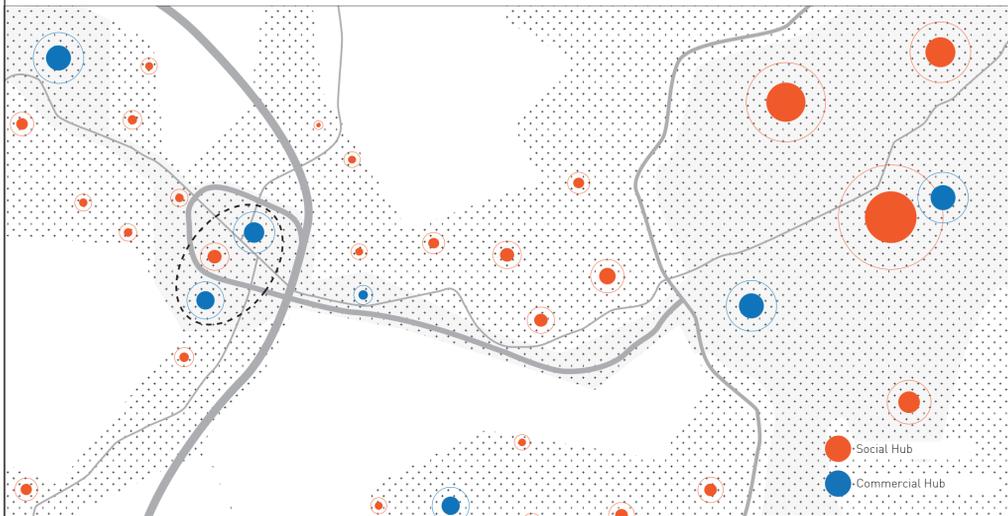
The valorization of the highway ring transforms it into a symbol at the territory scale, with a **clear visibility from the highway**. Its identity is underlined by the implementation of a **scenic tool** that brings to evidence its curve, building an attractive image very beneficial for the site and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



5/A/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.

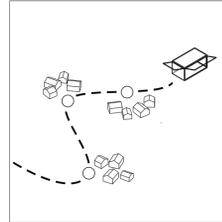
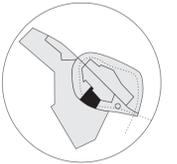
The challenge is to be able to articulate these two spatial logics and geometries, one being diffuse and the other radial, around a strong and attractive social node: the existing city hall, cemetery and church.



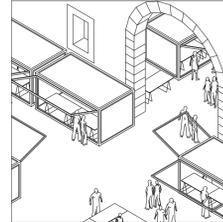
5/B/THE CIVIC CENTRE

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.

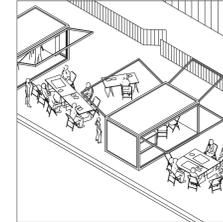
The city hall is supported by an element of urban dialogue, bringing to the scene tools of civic participation to the process of urban fabric development.



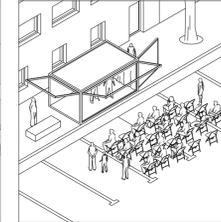
1/Sowing the territory
One identifiable element will be placed on each identified social node in order to establish a network of centralities.



2/Flexible uses
Different possible uses of this micro and temporary architectures stimulate a multiplicity of supports to discussion and territory participation.



3/Tools for cultural mediation
This elements for culture use make possible the diffusion of culture above this territory making attractive the whole set.

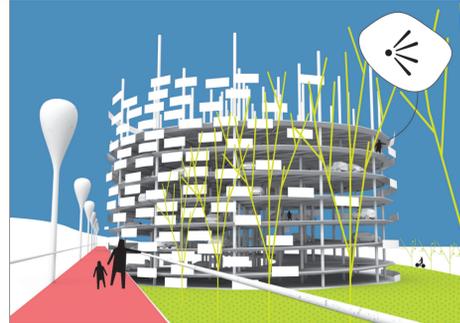


4/Local events
The sporadic assemblage of this "micro architectures" provide in certain moments easy organization of local events.

6/A/ARCHITECTURAL LANDMARKS ALONG THE RN206

The axis linking Silveiras to Guimaraes 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.

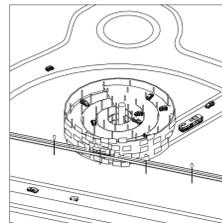
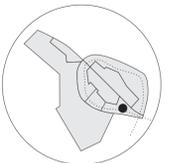


6/B/THE CAR PARKING BUILDING

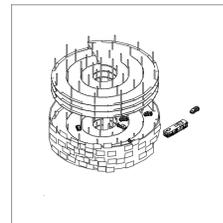
The multimodal pole is organized around the existence of a relay parking. Attached to it is a pedestrian footbridge, as well as other elements such as a bus stop, tramway station or a bicycle parking.

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

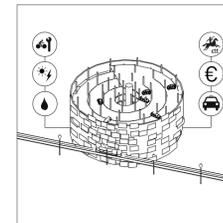
Its evolutive character is able to convey a positive image of a territory in mutation, able to adapt itself to new conditions.



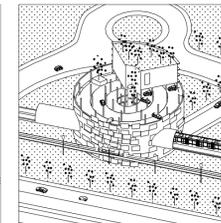
1/A multimodal pole
In order to preserve the centre of Guimaraes from the harmful effect of cars and traffic, a multimodal centre is created.



2/One flexible construction
An "open architecture" able to react to different possible evolutionary scenarios.



3/An increasing role
Assuming the importance of this structure other functions can be added. The possibility of adding services will increase the traffic related capacities.

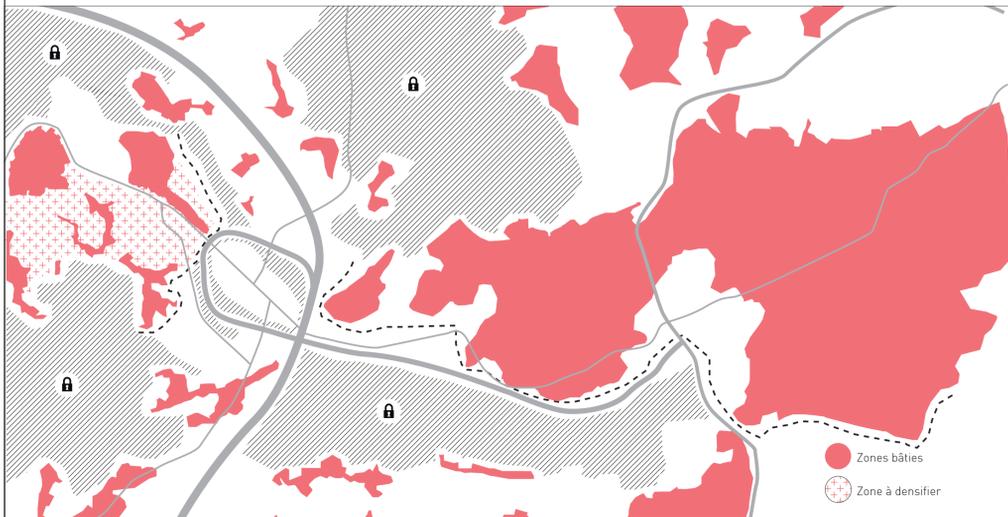


4/A central role
A multimodal centre works as a real exchange pole at the territory level.

7/A/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 Silveiras in the conurbation. Should the municipality be absorbed or should it remains 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

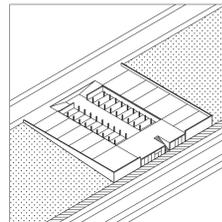
small "green voids" between existing residential areas. The margins defined between Silveiras and Guimaraes by the motorway and by the spaces around the ring mark a real break between the two, thus indicating that linking the dwellings seems inappropriate. Hence the strategy is to clearly define those limits.



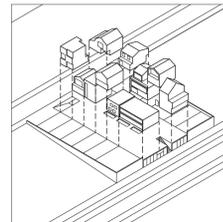
7/B/A NEW TYPOLOGY

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.

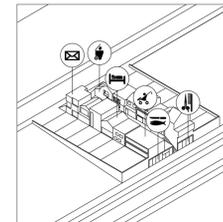
Still based on an individual way of living, the concentration of the housing allows a reduced neutralization and a consequent optimization of several urban spaces. In this context it is possible to reduce economic constraints for the society as a whole and his individual habitants, reinforcing social cohesion.



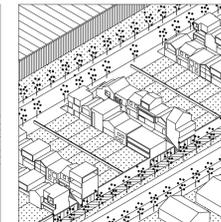
1/Topography as an asset
The use of the level differences allows the realisation of parking areas in withdrawal of one commercial strip.



2/Variety of architectures
Once the plots are defined, each future inhabitant is still free to develop the architecture he wants.



3/Collective programmes
Some shared programs can be developed using this typology.

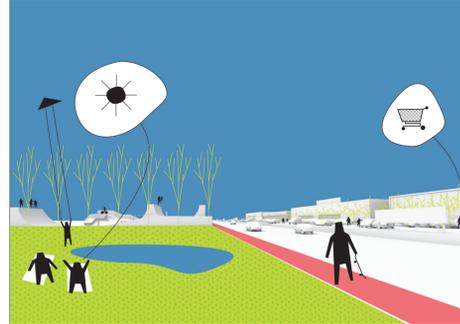
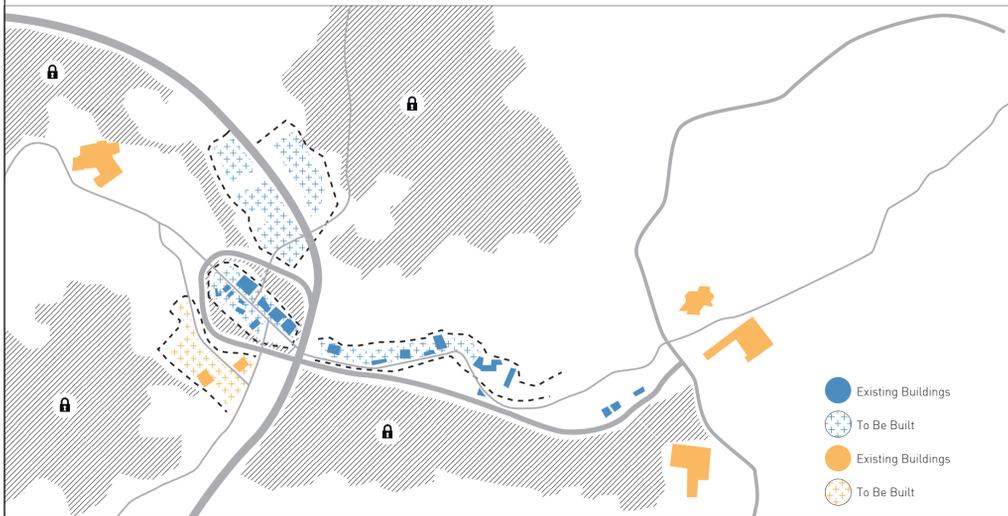


4/Rule of multiplication
The multiplication of this principle allows the development of a large variety of urban zones in coherence of the surroundings.

8/A/IMPLEMENTING NEW ACTIVITIES

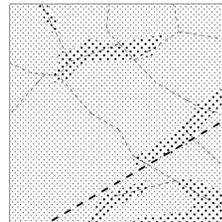
In order to preserve the assets of landscaped area, two main areas for the implementation of retail and logistic spaces can be defined. The first one includes the new retail shops that recently emerged close to the ring, but its perimeter is strictly defined not to trespass the new limit for dwellings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

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

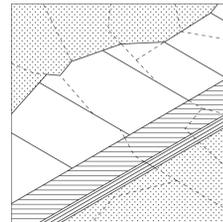


8/B/THE RETAIL PARK

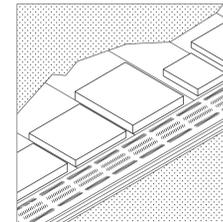
The planning of the retail park stimulate the possibility of a coherent image at the territory scale. In this context the building alignment create the possibility of mutualised parking areas, as well as their common landscape treatment along a sport park that will follow the track way. The mutualisation of these 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.



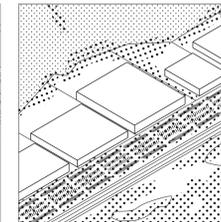
1/Existing landscapes
The existing landscape will be sowed by small units of forest.



2/Plot design
Plots redesign to structure the future construction along the mutualised parking.

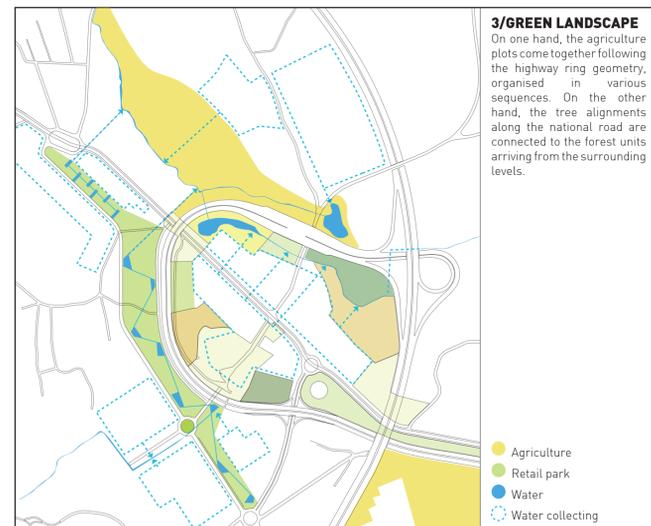
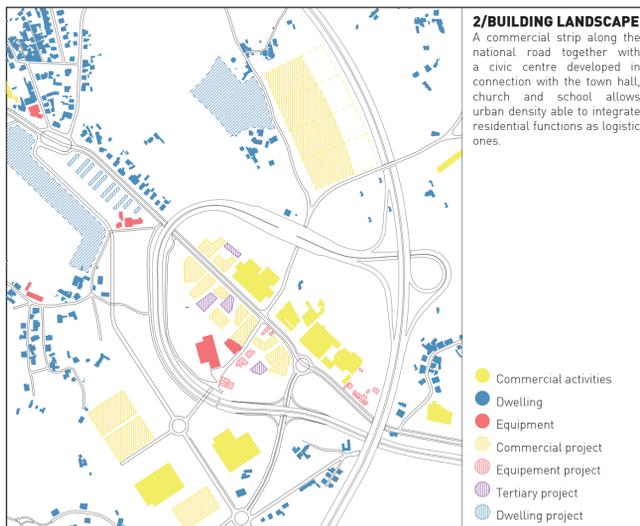
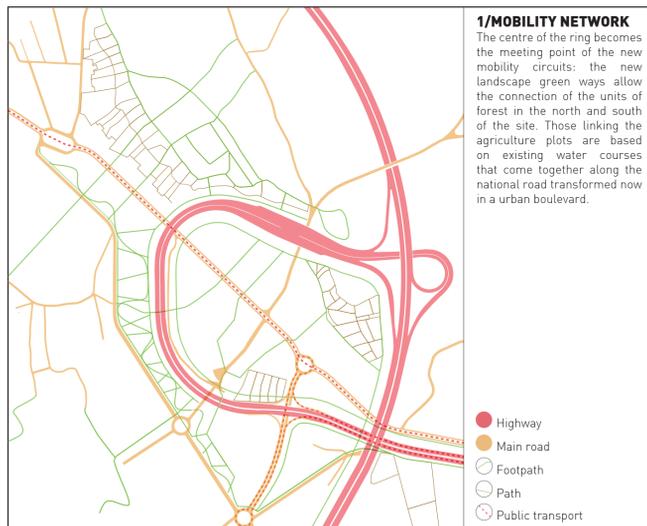


3/Implementation rules
Definition of rules to structure the building alignments assuring the coherence of the zone.



4/Landscape structure
The parking lot vegetation, the park of sport implementation and the establishment of forest continuities will help to structure this tissue.

LANDSCAPE SECTION



MASTER PLAN 1/2000 +10 YEARS

