

OF SPACE AND TIME

COOPERATIVE SPACE, OWNERSHIP AND RESPONSIBILITY

URBAN DESIGN
FOR COEXISTENCE
SÃO PAULO, BRAZIL

SCHINDLER GLOBAL AWARD
COMPETITION

2017

São Paulo is an engine of one of the fastest growing economic countries in the world and the most economically developing city in South America. This situation has engendered a rise in population. However, there will also be an increase in the city's already existing traffic problem. New strategies in sharing, working, housing, and mobility reveal how existing and emerging problems can be solved in a growing city like São Paulo. Our vision is based on recent trends that confirm a opportunity to provide flexibility to São Paulo's economy. In present-day São Paulo, the urban development approach has to change to become more sensitive. The top-down urban planning approach cannot deal with the fast changes in mobility, technology, and society. A variety of short-term and step-by-step interventions can provide solutions for people's needs and address issues (such as public spaces, green spaces, long commuting times, and traffic issues). Solving these problems can involve existing structures while simultaneously avoiding the creation of new borders and segregation.

THE CONCEPT

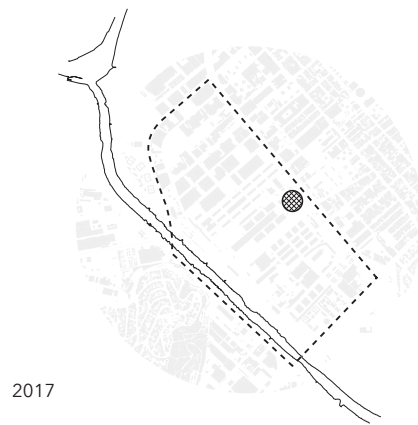
In **2017** interventions of a limited duration gives people awareness of the changes taking place in the project site, as the CEAGESP market moves into its new projected location.

Building up work spaces provides jobs for those who worked on the CEAGESP market. Two years later in **2019** workshops and co-working spaces will use the existing buildings and structures. New bus lines, bicycle lanes and other infrastructure will also be considered.

In **2025** the existing buildings will be adapted by new construction and people will work next to their new co-living spaces. In addition, new infrastructure and streets create an urban environment that provides special needs for future mobility.

25 years later, in **2050**, two new monorail lines will create an additional layer in the existing public transportation system which connects the immediate neighborhood with the rest of the city. By strategically providing a new mobility hub where bus lines, train lines, and the new monorail lines intersect, this creates an additional transportation node allowing São Paulo to become a polycentric city.

- center
- ▨ work space
- ⋯ living space
- ⊘ public space



2017



2019



2025



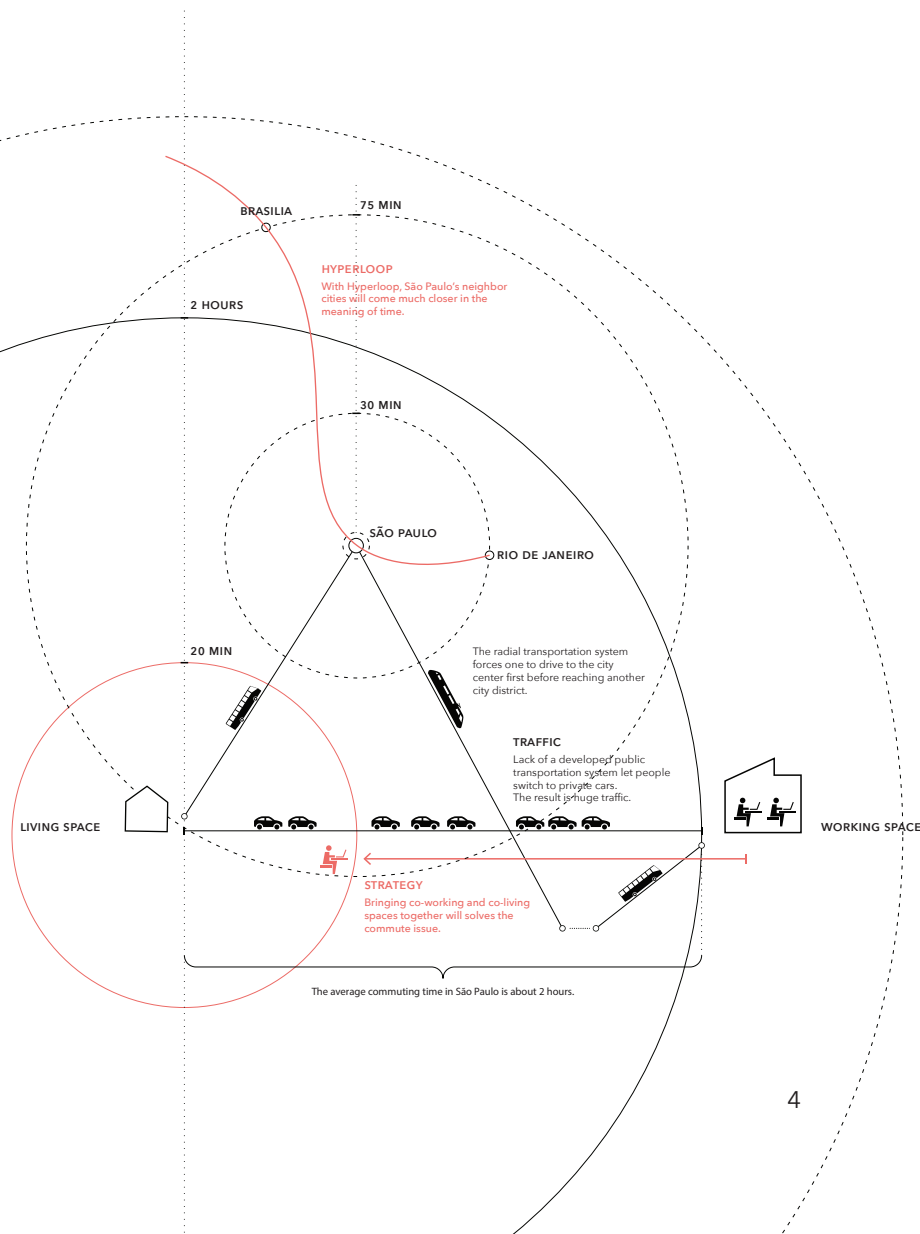
2050



A bus can hold up 10 times more people compared to vehicles. Moreover a bus needs just a fifth of the space on the road.

COMMUTE TIME

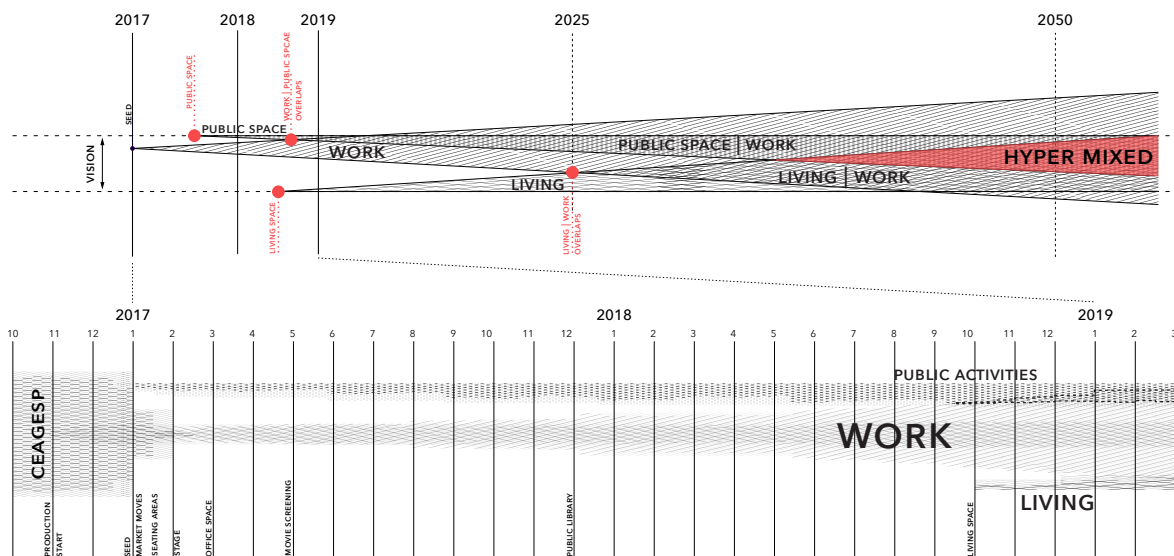
Commute time is a big issue in São Paulo. According to the Urban Mobility survey, some Paulistanos spend one month per year, or 2.4 hours per day, in traffic. These people are away from their families for around thirteen hours per day, and spend all of their freetime in traffic. More and more people are entering a new middle-class (defined by an income between \$586 and \$2500). These people are able to buy a car to avoid the undeveloped public transportation system, and most of them are doing so.^b However, this causes even more traffic on the already overloaded roads. In 2014, there were already more than 8.5 million motorised vehicles on São Paulo's streets.^c One-third of the participants of the Urban Mobility survey changed their commute behavior in the last five years: 67% from public to private transportation, and only 24% the other way around.

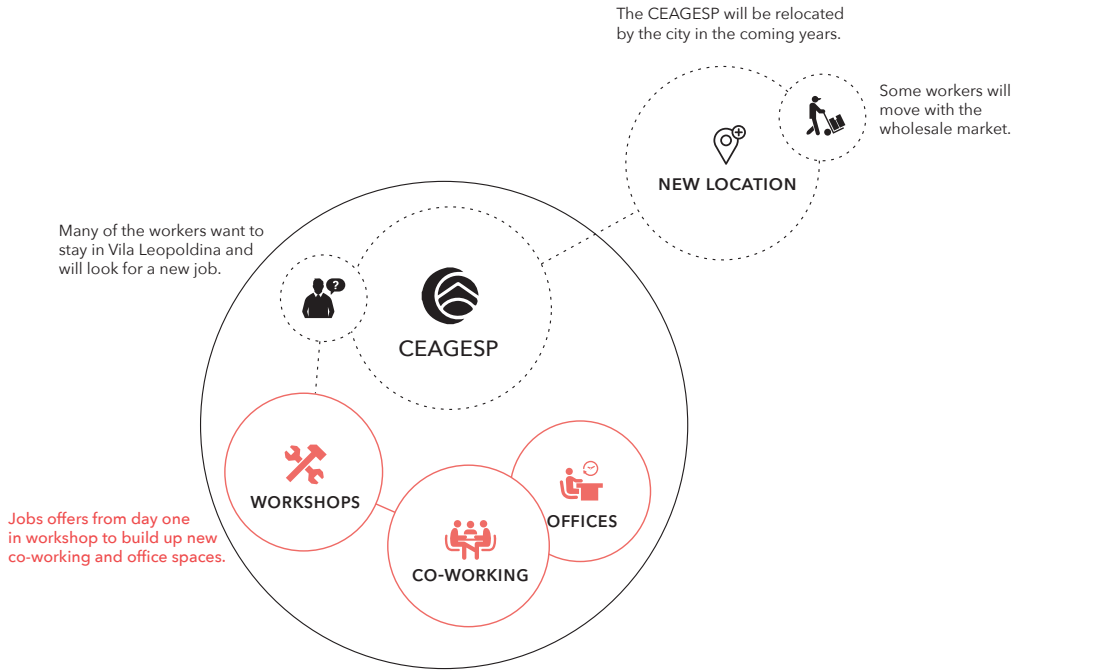


TIME

There are different ways in how time could be seen. Time is somehow endless, straight forward, and in the same way an endless loop. Such a loop can have a different length like a day, a month, a year, or even a century. Each loop has its own temporality. Also, interventions and structures can have a different degree of temporality.

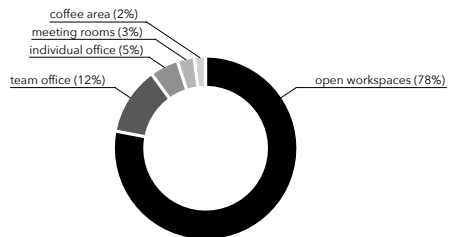
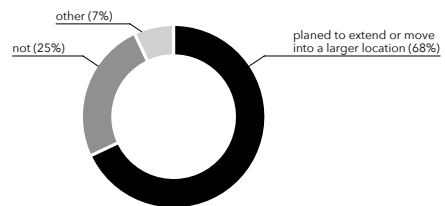
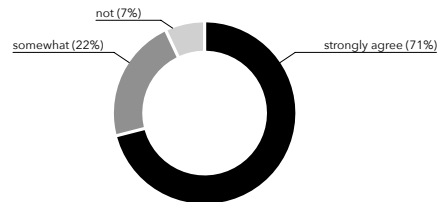
Our intention is to start with several small interventions to bring awareness and activity to this area. By always adding such interventions, while changing them temporarily, this area will constantly grow and develop, first from our starting points, then, later on its own. We believe that the overlapping of public spaces, work, and living with over time, create new forms of living and urbanity.

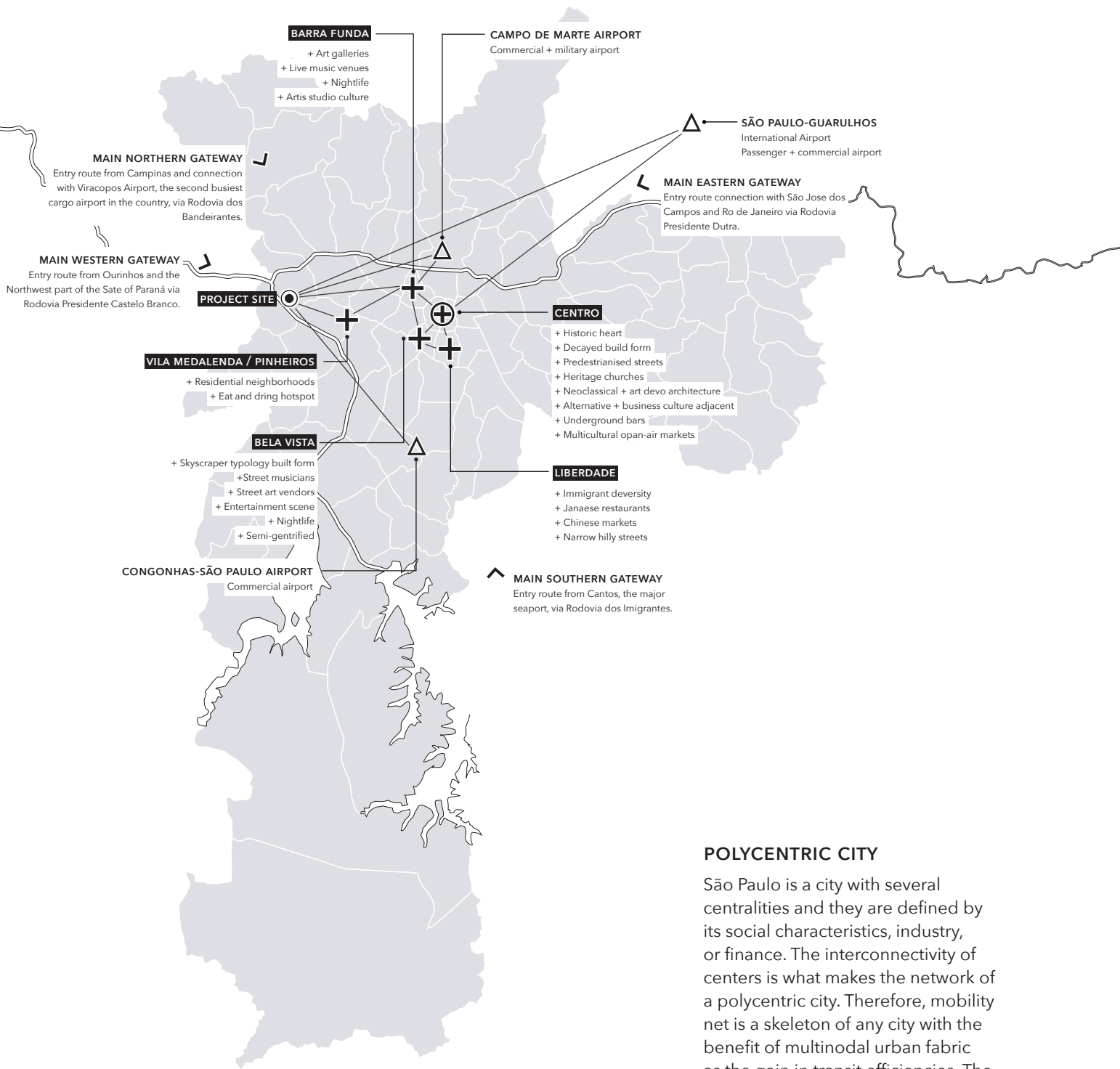




CO-WORKING

In the last few years, co-working became very popular all over the world, as well as in São Paulo. The number of co-working spaces grew from 2015 to 2016 by roughly 36%: from 3.400 spaces worldwide in 2013 to 7.800 in 2016. In early 2016, there were about 510.000 people who used co-working spaces with a satisfaction level of 8.36 out of 10.^d In Brazil, the first co-working space opened in 2008 in São Paulo. Today, there are about 170 co-working spaces in São Paulo, with the same growing rate as around the globe.^e

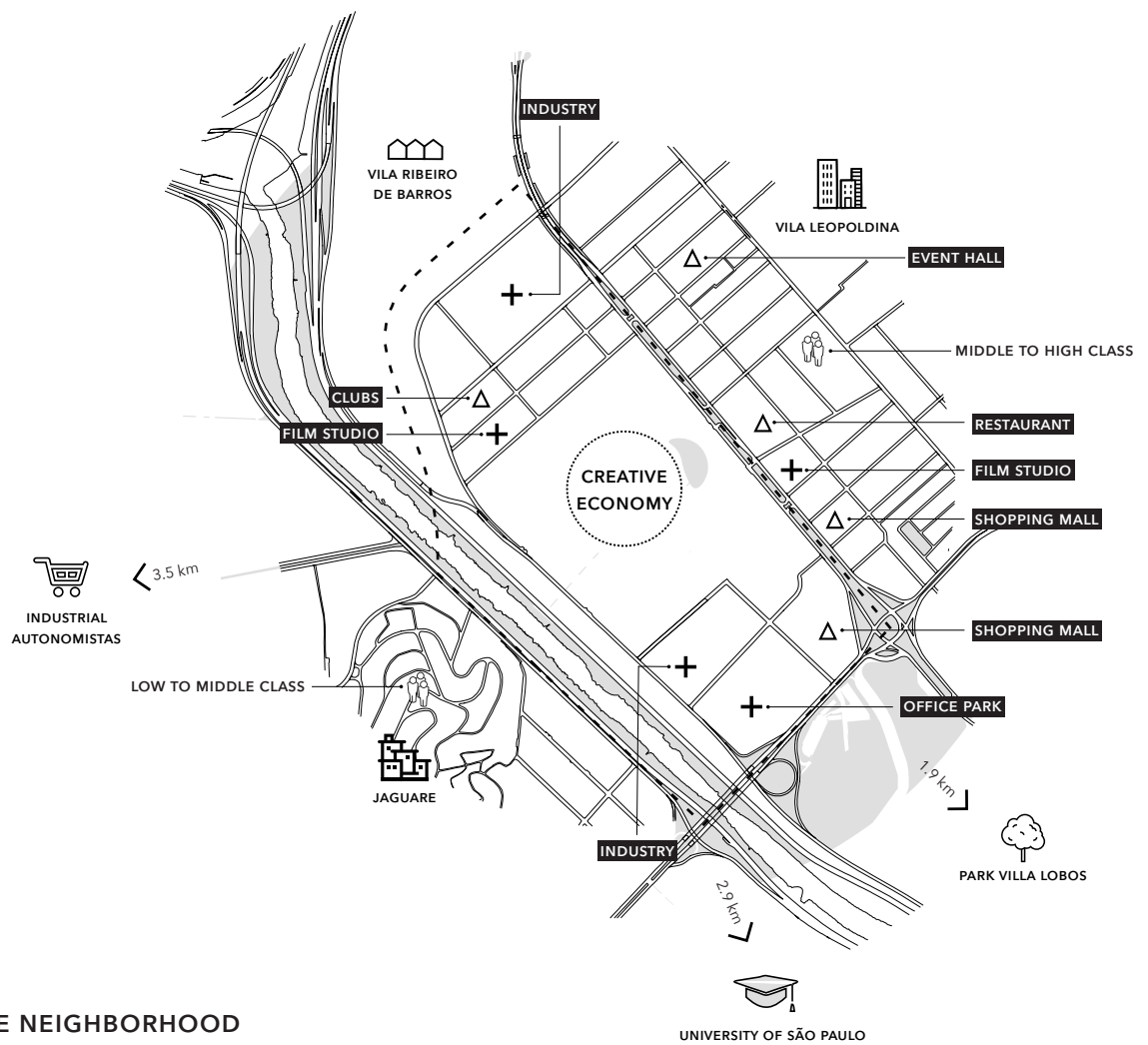




POLYCENTRIC CITY

São Paulo is a city with several centralities and they are defined by its social characteristics, industry, or finance. The interconnectivity of centers is what makes the network of a polycentric city. Therefore, mobility net is a skeleton of any city with the benefit of multinodal urban fabric as the gain in transit efficiencies. The existing radial transportation system do not correlate with the polycentric concept.

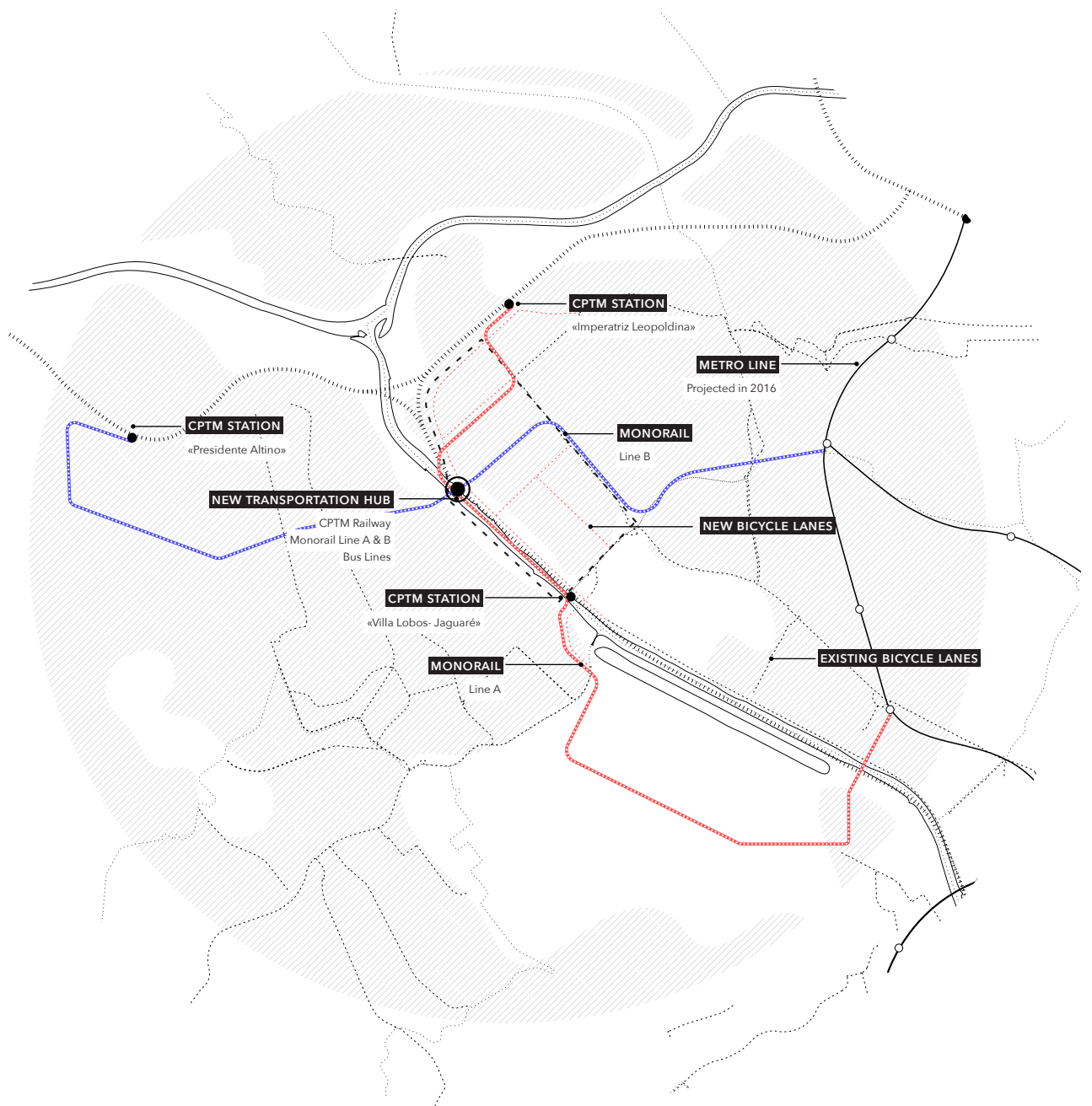
One aim of our concept is to create a center with a new model of social relationship in Vila Leopoldina and connect this area with new mobility modes to the rest of the city to make the site a part of this polycentric network.



IMMEDIATE NEIGHBORHOOD

Vila Leopoldina earned a high standard of living in the past few years. We continue the landscape transformation of old industrial sheds into a popular neighborhood for the new residents. The district got well-known for its industrial warehouses. Good services and high standard properties attracts families to live there.

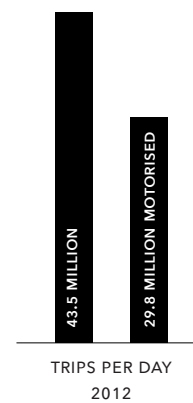
Those activities and attractions are included in our concept to use them as a starting point. The idea is to adapt them and create stronger connection of the plot with the surrounding. The Vila Lobos Park, the University of São Paulo, as well as business and shopping center (Industrial Autonomistas) are involved in our proposal. The highway and railway along the river will be partially underground to eliminate the border and to create access to a clean river in the future.



MOBILITY CONCEPT

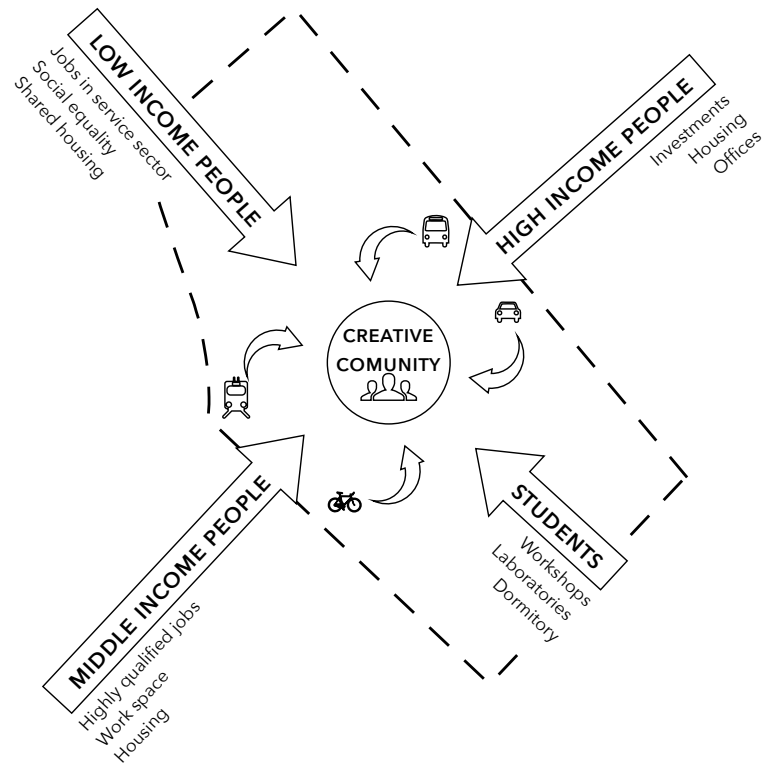
Expanding of the bicycling network and the separation from the roads will make bicycling more attractive for people. In addition, new bus lines and lanes will connect the market area with the neighborhood and the city. Throughout the site, a streetscape with sideways, bicycle lanes, bus lanes will emerge. Transportation system will be focused on non-motorised transportation mode for short distances and public transportation modes for traveling longer distances. For instance a bus can hold ten times more people than a car, with a minimal

use of space on the street. This transportation concept will reduce traffic and will be more save for people to move through the city. Two monorail lines will make transportation system more flexible and give residents more option. Both lines will cover a large area connect important transportation nodes. These two lines intersect at the new transportation hub with the existing CPTM train and bus lines. A trend towards autonomous driving vehicles will allow to clean the streetscape from traffic lights in the future.



PEOPLE

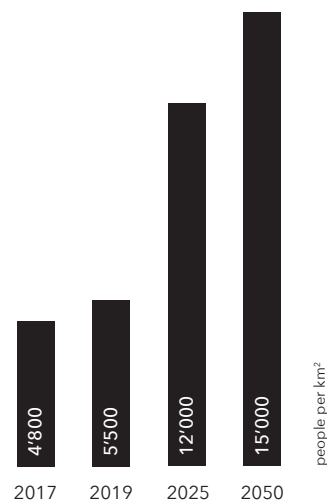
The project site adjoins different areas, which are inhabited and used by different classes: favelas, middle and high-class living areas and the University of São Paulo on the other side of the river. We do not want to concentrate attention only on one particular target group to avoid social segregation. This area will be attractive to a broad number of people as the project includes all verity of services and facilities. Housing from shared housing to private apartments, working spaces from co-working to office spaces and laboratories for students.



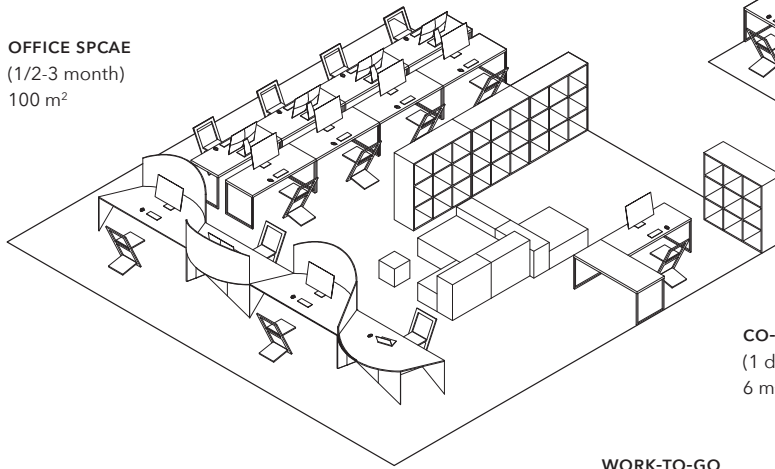
POPULATION

The Brazilian population will have its high in 2050, with about 238.3 million people according to current forecasts.^f The average density in the district of Vila Leopoldina is about 4,800 people per km², in the district Lapa around 6,000 people per km². Because of the future population growth in São Paulo, we calculated following densities by years for Vila Leopoldina according to the forcast data:

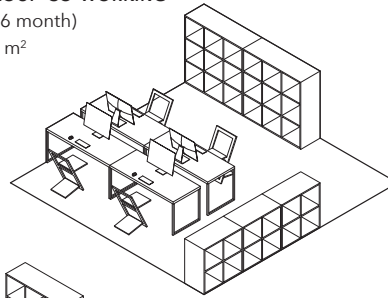
- + 2017: 4,800 people per km²
- + 2019: 5,500 people per km²
- + 2025: 12,000 people per km²
- + 2050: 15,000 people per km²



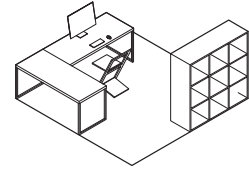
OFFICE SPACE
(1/2-3 month)
100 m²



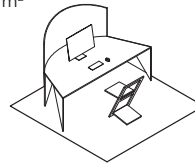
GROUP-CO-WORKING
(1-6 month)
25 m²



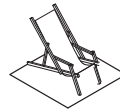
CO-WORKING
(1 week - 1 month)
12 m²



CO-WORKING
(1 day - 1 week)
6 m²



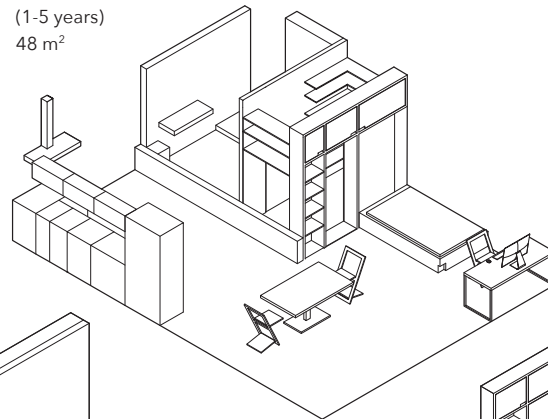
WORK-TO-GO
(several hours)
2 m²



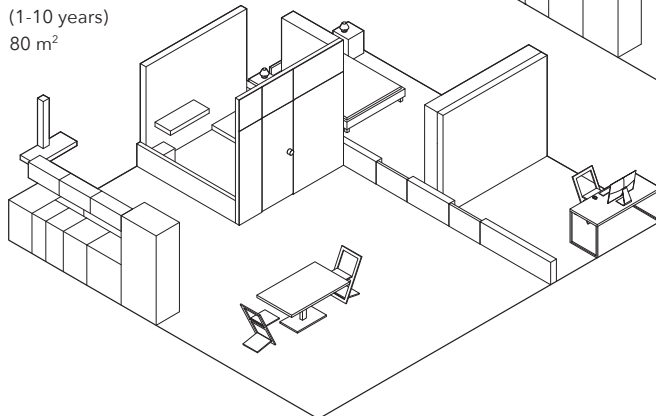
WORK AND LIVING

The project defines a new way of working spaces, shared spaces, and mixed spaces. People will work next to where they live, so they do not have to spend several hours commuting. These range of working and living spaces will offer variety of interiors and facilities for different professions and students.

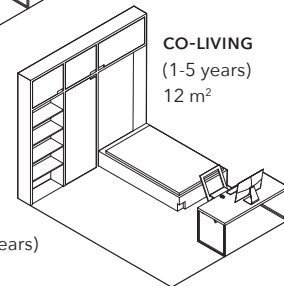
SMALL APARTMENTS
(1-5 years)
48 m²



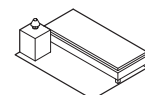
BIG APARTMENTS
(1-10 years)
80 m²

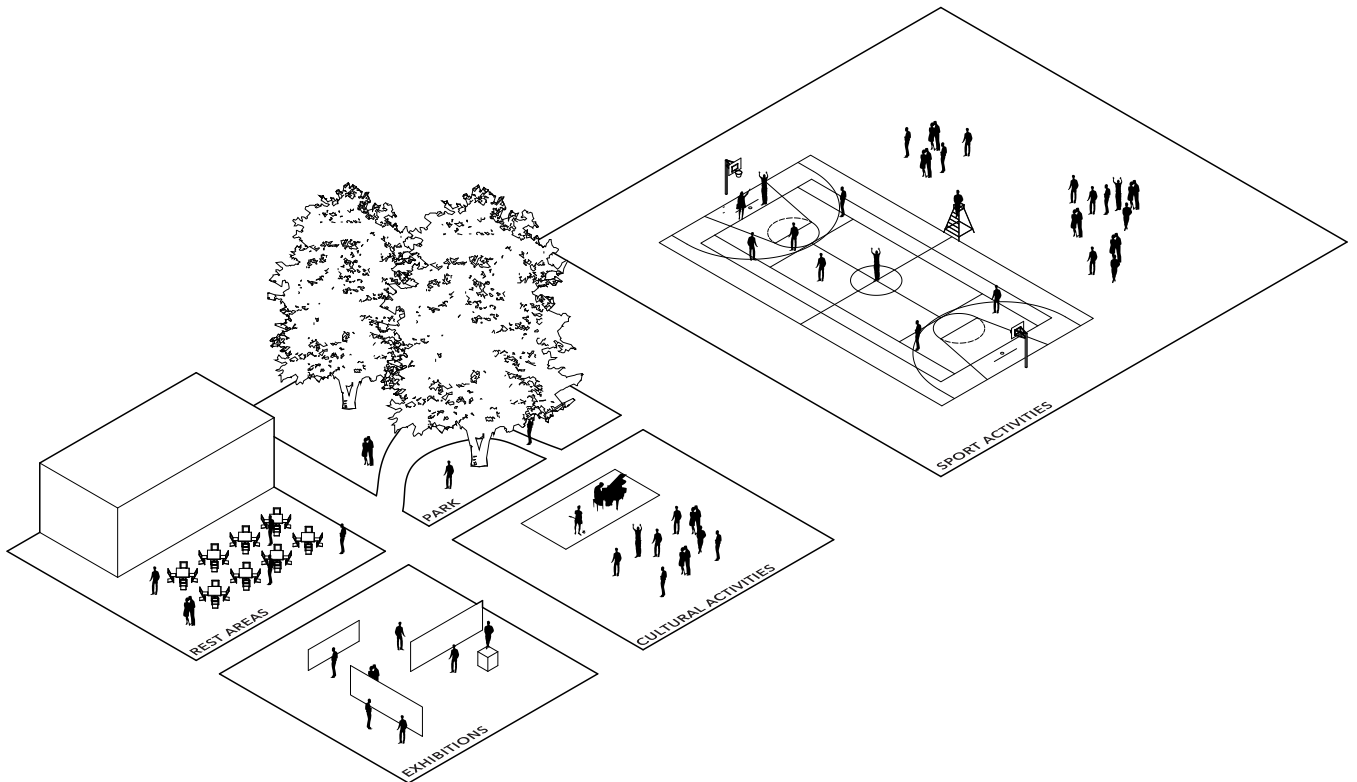


CO-LIVING
(1-5 years)
12 m²



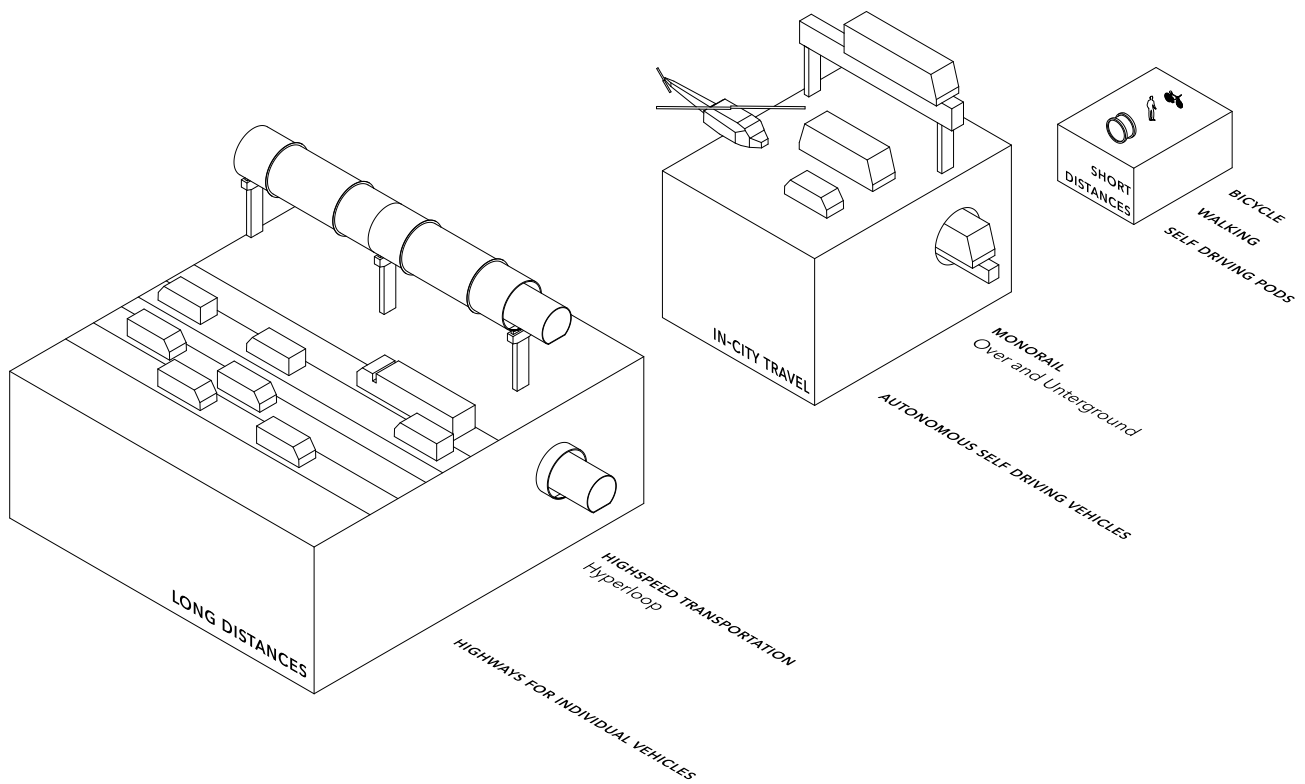
HOSTEL
(1 day - 10 years)
3 m²





PUBLIC SPACES

«A public space refers to an area or place that is open and accessible to all peoples, regardless of gender, race, ethnicity, age, or socio-economic level.»⁹ Like other considerations, public spaces will start with big and small scale interventions to create spaces for people which could be transformed by them according to their needs.



TRANSPORTATION MODES

Developing countries like Brazil will be a testing ground for future transportation systems. Traveling on long distances between cities is converting more and more to rail-based transportation modes like Hyperloop. In the future, in-city distances will be traveled with shared self-driving pods of different sizes, from one-seaters to small buses. An interconnected public transportation system with metro, monorails, and railways will also cover in-city transportation as well as Helicopters and self-flying pods. Short distances will be covered mainly by foot and non-motorised vehicles.

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