OF SPACE AND TIME

COOPERATIVE SPACE, OWNERSHIP AND RESPONSIBILITY

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 greater 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 starting point of this project is dealing with commute time. Paulistanos spend on average one month per year in a private or public transportation vehicle.[a] By proposing area for flexible and shared working spaces where people can also live, this will shorten average commuting times. In addition, the design proposal also calls for an new regional public transportation mode to provide residents with a variety of options in commuting alternatives. A set of small interventions with flexible structures will transform the site over time into a hyper mixed urban structure.

The design proposes a series of chronological snapshots from 2017 - 2050 to show a bottom-up approach in the emergence of a hyper mixed urban structure to transform the city:

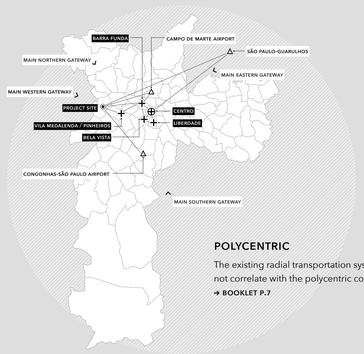
+ In **2017** interventions of a limited duration gives people awareness of the changes taking place in the project site, as the CEAGESP market moves into its new projected location.

+ 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.

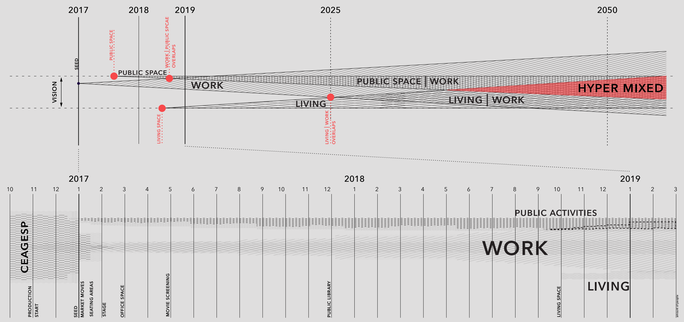
a | BOOKLET P.14



POLYCENTRIC

The existing radial transportation system do not correlate with the polycentric concept.

→ BOOKLET P.7



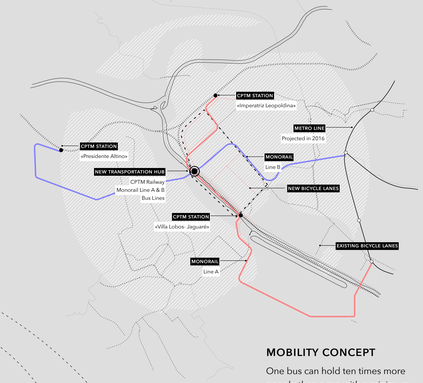
TIME

Time is somehow endless, straight forwardm 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.

→ BOOKLET P.5

SÃO PAULO

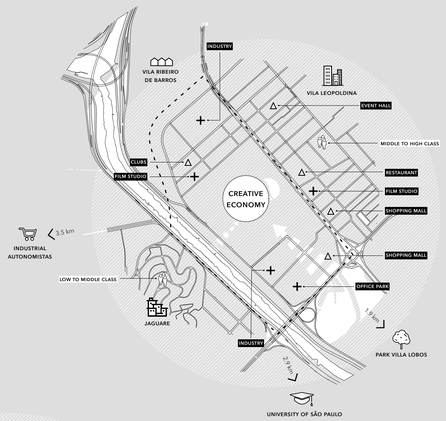
São Paulo is an engine of one of the fastest growing economic countries in the world and the most economically developing city in South America. This situation has engendered a rise in population. However, there will also be an increase in the city's already existing traffic problem. New strategies in 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.



MOBILITY CONCEPT

One bus can hold ten times more people than a car, with a minimum of space on the street.

→ BOOKLET P.9



IMMEDIATE NEIGHBORHOOD

For the last few years Vila Leopoldina is in a change from a landscapes of old industrial sheds to a middle-class neighborhood.

→ BOOKLET P.8

COMMUTE TIME

Paulistanos spend one month per year in traffic.

→ BOOKLET P.4

CO-WORKING

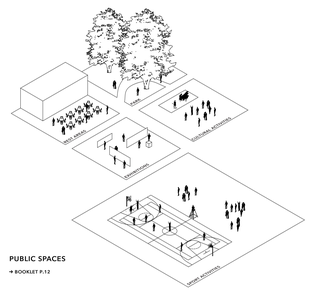
The number of co-working spaces grew from 2015 to 2016 roughly by 36%.

→ BOOKLET P.6

2017

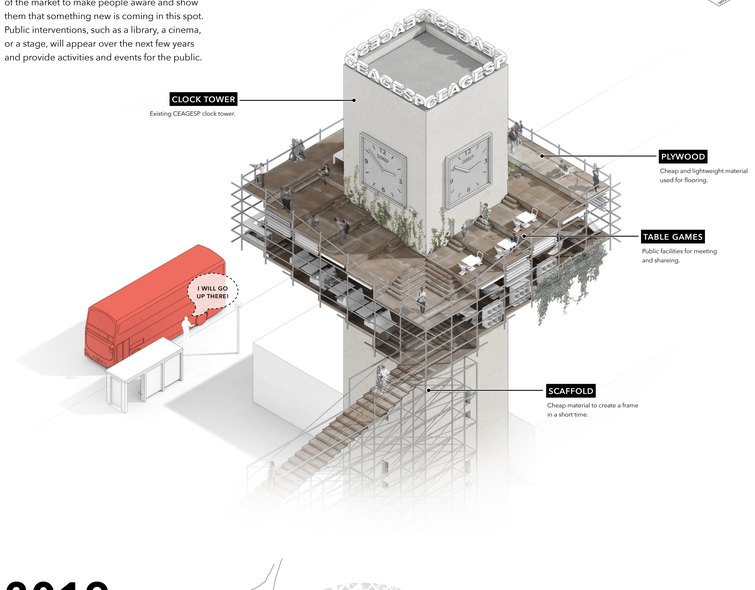
Population	8'900
Average age	32.1 years
Labor (15-65y)	68.8%
Density	4'800 people per sqkm

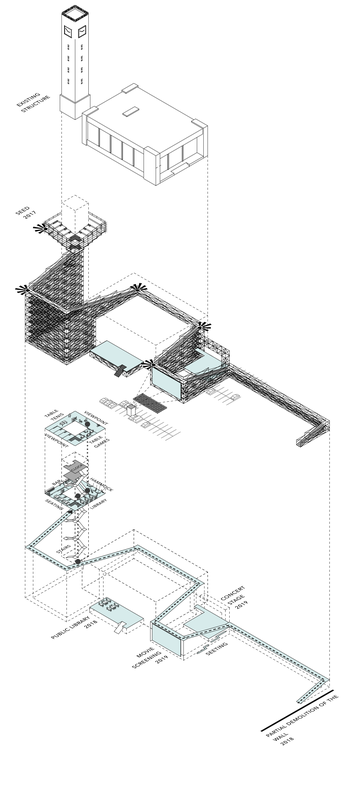
In 2017, the wholesale market is still operating in Vila Leopoldina. Our first intervention occupies the CEAGESP clock tower as a platform for public negotiation. A long path built out of scaffolding leads to different observation points, which overlooks the area from different levels on the path. The platform has a good view over the wholesale market and the whole project site. This Intervention will stay throughout the relocation of the market to make people aware and show them that something new is coming in this spot. Public interventions, such as a library, a cinema, or a stage, will appear over the next few years and provide activities and events for the public.



PUBLIC SPACES

→ BOOKLET P.12

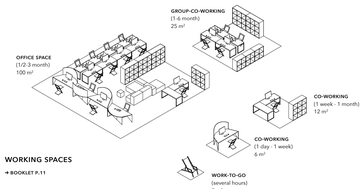




2019

Population	10'270
Average age	32.8 years
Labor (15-65y)	68.7%
Density	5'500 people per sqkm

In 2019, in the main pavilion, a temporary steel formwork construction will provide a variety of co-working and office spaces (**→ BOOKLET P.11**). They will be built in workshops after the market moves out. Such workshops will be located next to the main pavilion. The ground floor and the space in front of the pavilion will be public and can be used for sport facilities, events, or leisure time (**→ BOOKLET P.12**). New bus lines will be implemented to connect the old marked plot with the neighborhood and the existing transportation system.



WORKING SPACES

→ BOOKLET P.11

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STRATEGIC PLAN

A strategic plan is a new tool in urban planning to give more flexibility to the site and to create an urban environment according to people's need. In our case, it is an x-ray plan through time. The plan shows how the plot could develop with changing footprints of buildings, roads, and mobility in the next 33 years. It also indicates the location of our four defined interventions in 2017, 2019, 2025, and 2050.

RAILWAY
CPTM L08

RAILWAY
CPTM L09

EXISTING HOUSING

BUS LINES
052
586
846m-10
9589-10
6262-21

BICYCLE LANE

EXISTING HOUSING

MONORAIL
Line A

EXISTING HOUSING

BUSLINES
178I-10
917H-10
957T-10
6262-10
6262-21
728J-10
8058-10
8047-41
8060-10
N852-11
N855-11

TO «LAPA»

TO «LAPA»

TO «JULIO PRESTES»

TO «CENTER»

TO «IMPERATRIZ LEOPOLDINA»

TO «JULIO HOLLANDA»

TO «JULIO HOLLANDA»

TO «JULIO HOLLANDA»

TO «INDUSTRIAL AUTOMOBILE»

TO «JAGUARÉ»

TO «JAGUARÉ»

TO «JAGUARÉ»

TO «CERRO CORÁ»

TO «CERRO CORÁ»

2050

+ TRANSPORTATION HUB
+ CO-WORKING
+ CO-LIVING
+ SEMI-PUBLIC SPACES
+ PUBLIC SPACES

PUBLIC STRIPE
Access to the River
(after cleanup until 2050)

PUBLIC PARK

RED BUS

TUNNELS
Higway
Railway

BICYCLE LANE

EXISTING INDUSTRY

OFFICE PARK

HIGHWAY
SP-015

OFFICE PARK
Vila Lopos Office Park

working
housing
public space

STATION «VILLA LOBOS-JAGUARÉ»
CPTM L09
Monorail Line A

MONORAIL
Line B

EXISTING HOUSING

SHOPPING MALL
Supermarkets
Shops!
Car Dealer

2017

+ FIRST INTERVENTION

2019

+ CO-WORKING AREAS

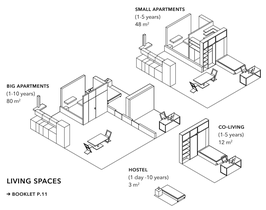
2025

+ CO-WORKING
+ CO-LIVING
+ SEMI-PUBLIC SPACE

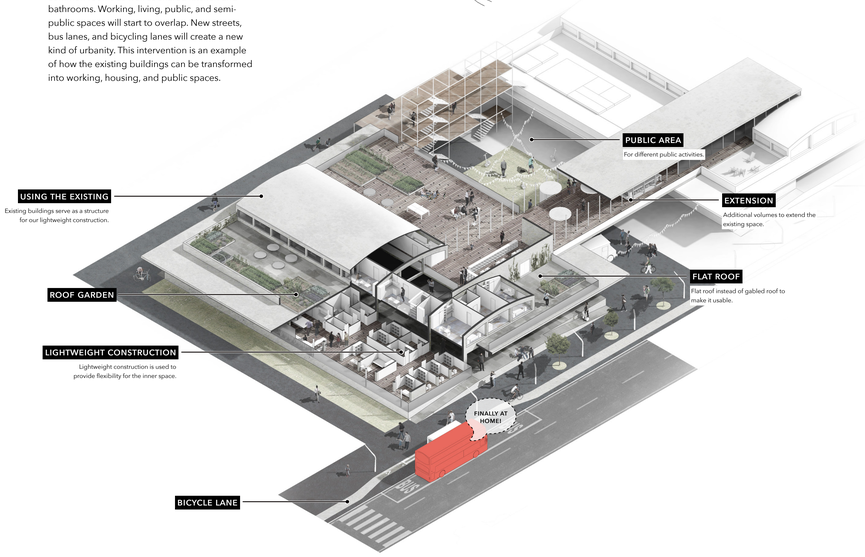
2025

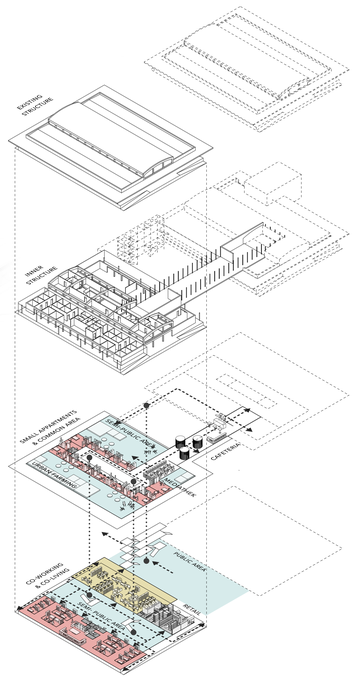
Population	22'400
Average age	35.0 years
Labor (15-65y)	68.4%
Density	12'000 people per sqkm

In 2025, the existing buildings will be converted and extended. Housing will emerge next to working and public spaces in a variety of forms, from staying for one night to several month or years (→ **BOOKLET P.11**). The biggest part of the housing will consist of co-living with shared common rooms as well as shared kitchen and bathrooms. Working, living, public, and semi-public spaces will start to overlap. New streets, bus lanes, and bicycling lanes will create a new kind of urbanity. This intervention is an example of how the existing buildings can be transformed into working, housing, and public spaces.



LIVING SPACES
→ **BOOKLET P.11**

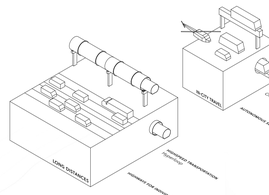




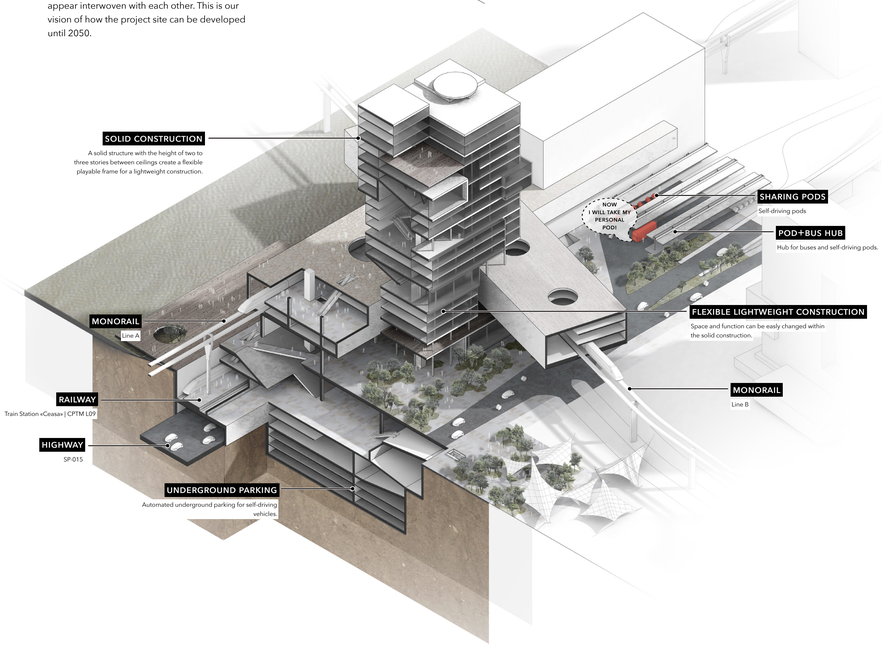
2050

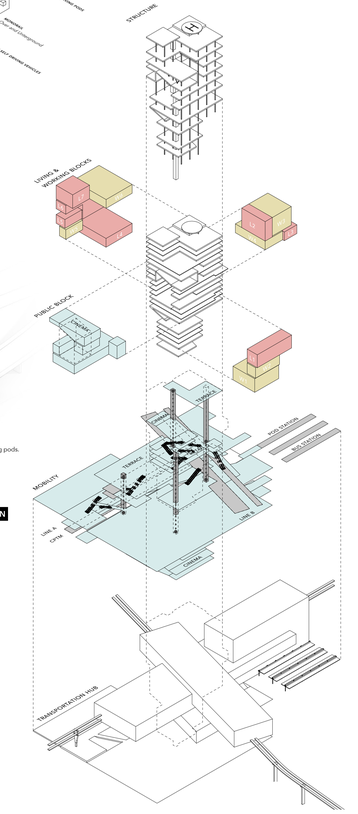
Population	28'000
Average age	42.2 years
Labor (15-65y)	62.6%
Density	15'000 people per sqkm

In 2050, density will have increased and new monorail lines will add a new layer to the existing public transportation system. These lines will intersect at a new transportation hub, with CPTM railway lines, bus lines, a highway, and a self-driving pod station. Next to this transportation hub, public, working, and living spaces will appear interwoven with each other. This is our vision of how the project site can be developed until 2050.



TRANSPORATION MODES
→ **BOOKLET P.13**





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