

1ST SEMESTER:

## INTEGRATED PROJECT III

Master in Architecture with Specialization in Urbanism | 5th Year | 2023/2024 | Faculty of Architecture | University of Lisbon

2nd SEMESTER:

## PROJECT . FINAL MASTER'S WORK



Póvoa de Santo Adrião station of the Metro Violet Line

Metro Ligeiro de Superfície do Vale das Mouras (Linha Violeta). Estação de Póvoa de Santo Adrião. Perspetiva 7  
Fonte: <https://shiam360viewer.apambiente.pt/26/0mto/Default.htm?IdJc=08&value=3560>

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**1ST SEMESTER: INTEGRATED PROJECT III**

**2ND SEMESTER: FINAL MASTER'S WORK PROJECT**

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### The framework and purpose (i)

The **5th year** of the Integrated Master's Degree in Architecture with Specialization in Urban Planning (hereinafter referred to as the Master's) is, admittedly, an **exceptional moment** in the academic journey - scientific, pedagogical, but also social and personal - of the students.

Being the moment of completion of this path, it is necessarily a moment of **synthesis**, but also a moment of approach – or rather of passage – to another path: the professional, whatever the aspect of this 'new universe'.

In this way, the structuring of the 5th year will have as its **central purpose to bring the 'academic universe' closer to the 'professional universe'**, an approach that is crucial in any university education, but absolutely fundamental in a Master's in Architecture and Urban Planning.

In line with the tradition of the Faculty of Architecture, also in this last year, **design disciplines assume a central role** in this conclusion/approach/passage.

This 5th year, like the previous years of the Master's, has two sides that materialize, temporally and organizationally, in the two semesters. In the case of this year, the first semester corresponds to the Integrated **Project III** discipline and the second semester to the **Final Master's Project/Work** (considering the new study plan in force from this academic year 2023/2024).

### **The framework and purpose (ii)**

Recognizing the autonomy of the two semesters, the objective is to build a **consistently coherent path throughout the entire academic year.**

This consistency is even more valid in the 5th year as the reasons that lead to the work carried out in the 1st Semester (in Project) being applied and developed in the 2nd Semester, in the Project/Final Work, become evident.

In the 2023/2024 academic year, this evident coherence - read necessity - is enshrined through continuity in the two semesters of the **Motivation [Light Metro Odivelas-Loures, Violet Line]** and the **Territory [Municipality of Odivelas].**

As part of the development of the work of the 5th year of the Master's degree in the academic year 2023-2024, a **collaboration will be established between the Faculty of Architecture and the Municipal Council of Odivelas.** This collaboration has a dual purpose:

- to cross-reference the work of Master's students with the so-called '**civil society**':
- to **face the challenges** arising from the Odivelas-Loures / VIOLETA LINE Light Rail project.

In addition to the undeniable strategic and operational interest that the project has for the Lisbon Metropolitan Area in general and for the Municipalities of Odivelas and Loures in particular, it poses challenges that are of greatest interest in the context of teaching architecture, urban planning and territorial planning, with the challenges that arise in the context of **HOUSING** – and in its relationship with the VIOLETA LINE – requiring special attention.

### The challenges

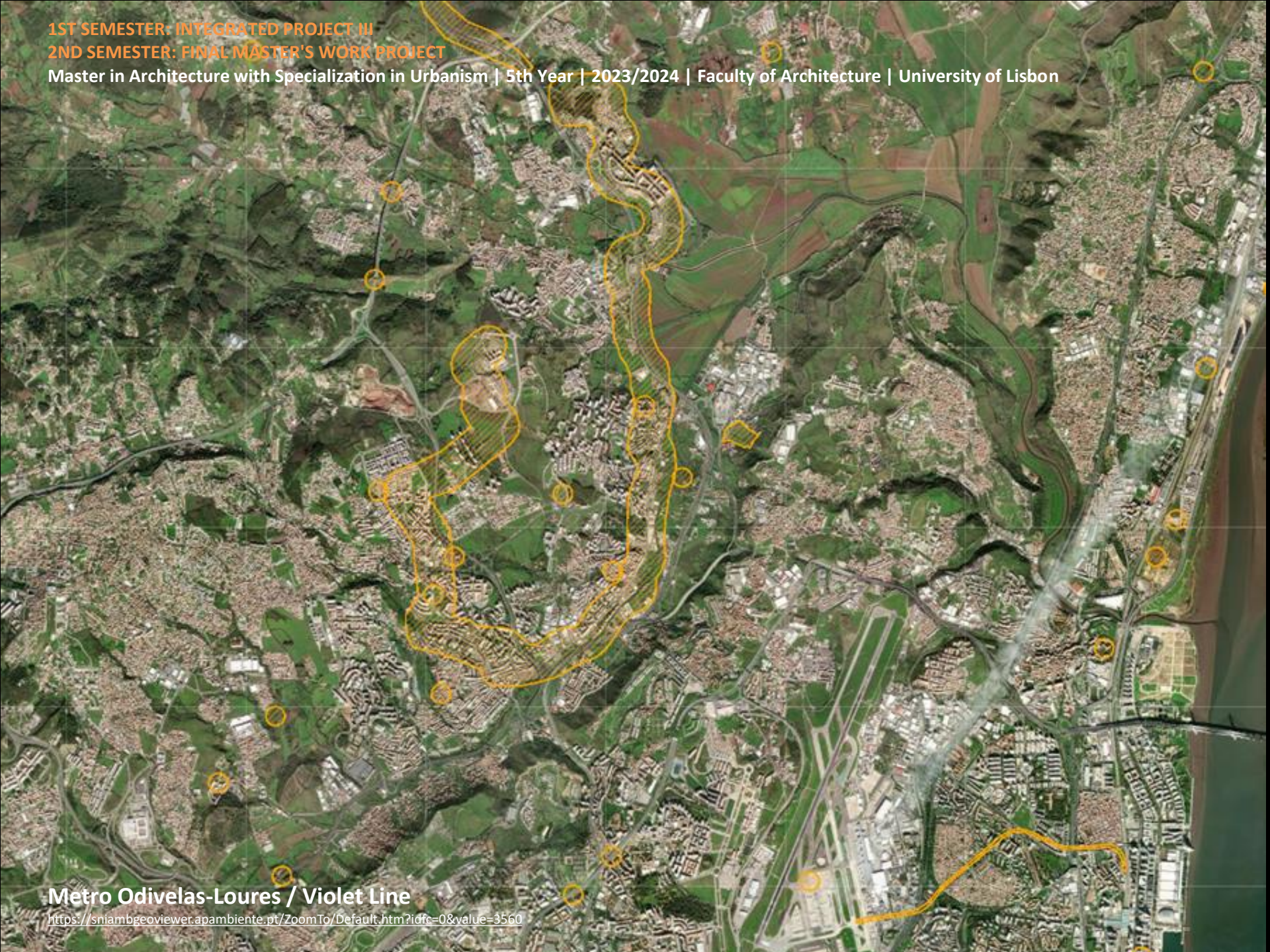
The structuring of the 5th year Master's program will be based around some of these challenges - in different aspects - that the Violet Line poses:

- in terms of **regional and urban planning**, recognizing the different logics, from intermunicipal planning (the 'cross' relationship between Odivelas, Loures and Lisbon) to local planning (the intersection between management instruments and concrete changes in the territory);
- in the aspect of **urban rehabilitation, which is central to the challenges that arise** given its close connection with the construction of the 'urban environment' and the (re)qualification of the system of public spaces;
- in terms of **sustainable urban mobility**, noting the relevance of both (heavy) public transport infrastructures, soft modes of mobility and connections to the 'universal' city (accessible by and for everyone);
- in terms of **housing**, both due to the absolute centrality it has in society and the city and the need to undertake a path of crossing – ethical and aesthetic – between **'housing' and 'habitat'** and in its relationship with the mobility system(s);
- in terms of the interaction of **different actors** (public and private) in the development of a project.

Students facing these challenges will always have as their guiding principle the presence of the **two most relevant contemporary structural phenomena: climate change and demographic transition.**

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Metro Odivelas-Loures / Violet Line

<https://sniambgeoviewer.apambiente.pt/ZoomTo/Default.htm?idfc=0&val ue=3560>

### **About Motivation: the Violet Line**

Source: PROFICO AMBIENTE E ORDENAMENTO, LDA FOR THE LISBON METROPOLITANION. ENVIRONMENTAL IMPACT STUDY OF THE VIOLET LINE PROJECT. NON-TECHNICAL SUMMARY. NOVEMBER 2022

The investment related to the implementation of the **Violet Line is 250 million euros.**

Additionally, for the components of urban and road reorganization and expropriations, the following values are estimated:

- Municipality of Loures: 80 million euros.
- **Municipality of Odivelas: 70 million euros.**

Within the scope of this urban reorganization, and to make it possible to implement the Violet Line, the municipalities of Loures and Odivelas are planning to develop it in the areas surrounding some **urban rehabilitation projects** in the areas of the above-ground stations. (including highways).

This Project is developed in an **urban space with a high density** of predominantly residential buildings, being crossed by important road circulation arteries with relevant traffic and by the Yellow Line of the Lisbon Metropolitan Network.

The Light Rail System, such as the Violet Line, is based on a different philosophy of public transport with urban characteristics that meets land occupation, mobility and environmental policies, which aim **to make cities more sustainable**, promoting the abandonment of individual transport through the availability of high quality public transport.

This project also aims to attract new users to the Lisbon Metropolitan system, due to the proximity of one of its stations (Odivelas) to the **Odivelas Station** on the Yellow Line (connection made in 2004).

### About the Territory: Municipality of Odivelas

The Municipality of Odivelas is located immediately north of the Municipality of Lisbon, making it one of the 18 Municipalities that make up the **Lisbon Metropolitan Area**.

In administrative terms, it is a very 'young' municipality – one of the few created in the last century in Portugal – as it was only created in 1998, separated from the municipality of Loures.

It is not only one of the newest municipalities but also one of the smallest, but also **one of the most densely populated in Portugal**.

It currently has almost 150,000 inhabitants (2021) and its resident population **increased explosively in the second half of the 20th century**, forming part – together with part of the municipality of Sintra and the municipalities of Amadora and Loures – of a 'first crown' - commonly called of 'suburban' and 'peripheral' - of the 'big' city of Lisbon.

Even without the explosive population growth of the 20th century, the resident population in Odivelas increased by around 10% in the last two decades.

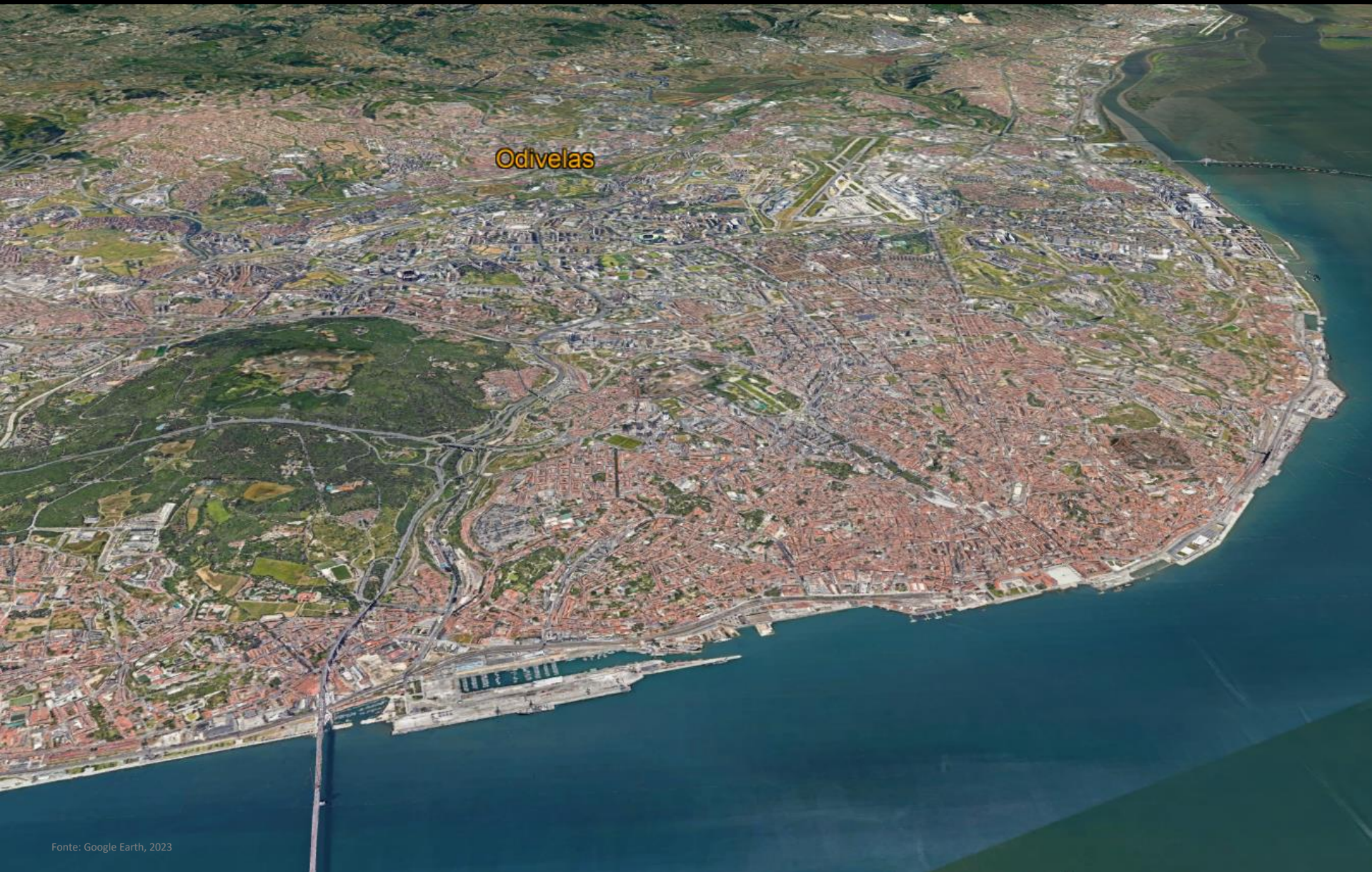
Despite a turbulent path full of vicissitudes, the municipality of Odivelas ends up having, in contemporary metropolitan logic, a central position, both in territorial and socioeconomic terms.

Taking this brief description into account, it becomes clear that the **territory of Odivelas has a set of highly complex problems-challenges** – many of them resulting from unbridled urban pressure – that must be faced decisively and urgently.

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**Master in Architecture with Specialization in Urbanism | 5th Year | 2023/2024 | Faculty of Architecture | University of Lisbon**





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Surrounding area of the future Odivelas station of the Metro Violet Line

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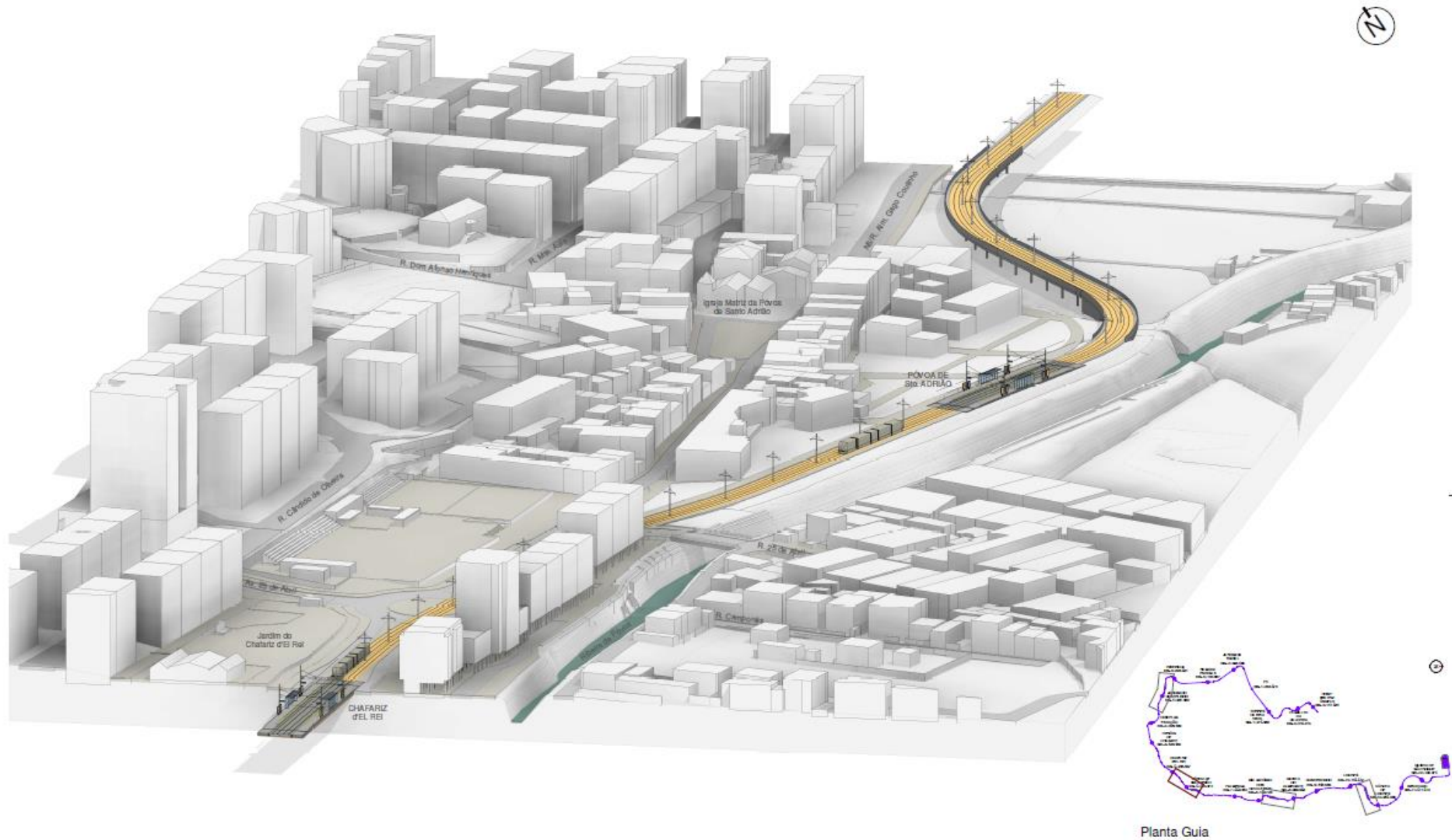
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Surrounding area of the future Póvoa de Santo Adrião station of the Metro Violet Line

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**Póvoa de Santo Adrião station of the Metro Violet Line**

Metro Ligeiro de Superfície Odivelas-Loures (Linha Violeta) Estação de Póvoa de Santo Adrião, Perspetiva 3  
Fonte: <https://3nimageviewer.apambiente.pt/ZoomTo/Default.htm?ofr=0&value=3560>

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### The convergence of theme/motivation, territory and program

Taking into account what was mentioned at the beginning about the spirit of this 5th year - of synthesis but also of connection between the 'academic universe' and the 'professional universe' - it becomes clear that this is the time for there to be **a triple complexity: of the theme (the urban rehabilitation that derives from the Violet Line); of the study territory (Odivelas) and consequently of the program** to be implemented in the two semesters.

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### Organization of Semesters

In the 1st semester, the class integrates two groups of students:

- Students of the INTEGRATED PROJECT III subject of the Master in Urban Planning;
- Students of the URBAN DESIGN discipline of the Master's in Spatial Planning and Urban Planning (MOTU), a master's degree that works in partnership between the Faculty of Architecture, IGOT and IST;

In the 2nd semester, the class only includes students from the MASTER'S FINAL WORK subject of the Master's in Urban Planning, which corresponds to the completion of the undergraduate and master's degree course at the Faculty of Architecture.

The possibility of **strengthening collaboration between the Faculty and the Odivelas City Council** will be studied so that the municipality can **welcome, as interns, some of the 'future' Masters** in Urban Planning who will complete their studies in the 2023-2024 academic year.

1ST SEMESTER:

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## Schedule of Classes for the 1st Semester (INTEGRATED PROJECT III)

It should be remembered that the Project subjects of the two semesters: i) will have the support of the Odivelas City Council; ii) their 'motivation' is the future Violet Line; iii) their central subject is urban rehabilitation; iv) the ever-present phenomena include climate change and demographic transition.

In the first semester, classes are of 4 different types:

**Laboratory** (development of work in class);

**Visits** (work trips to the study territory or other places of interest to fulfill the objectives of the subject);

**Guests** (special sessions related to the territory, the violet line or the global phenomena present)

**Presentation** (public presentation moments of work by students)

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Weeks	Classes*	Class Type	Theme	Brief Description
7	26	Laboratory	1st Phase, Group Work: Strategic Study [the PLAN]	Which considers two moments: Moment 1: Recognition of the Territory; Moment 2: Construction of a Preliminary Program for an Specific Area
	3	Guests		
	4	Visits		
	2	Presentation		
	35	<i>total</i>		
7	26	Laboratory	2nd Phase: Individual Work: Urban Rehabilitation Project [PROJECT]	Which considers two aspects: Design side and Programming side
	3	Guests		
	4	Visits		
	2	Presentation		
	35	<i>total</i>		
14	70	<i>total semester</i>		

\* Considering 2-hour classes; each week there are 5 2-hour classes

# INTEGRATED PROJECT III

## 1st Phase, Group Work: Strategic Study to define and program an Execution Unit [the PLAN]

Study focusing on the territory of the Municipality of Odivelas covered by some of the future Violet Line stations and which must consider the following moments including (without prejudice to the integration of other matters):

**Moment 1: Recognition of the Study Territory** (Municipality of Odivelas) considering two aspects:

- Identification of the determining characteristics of that territory (for example: resident population, households, accommodation, accessibility & mobility, equipment and green areas for collective use, etc...);
- The articulation between the various territorial management instruments and operational and/or financing programs (including the local Housing Strategy)

**Moment 2: The construction of a Preliminary Program** for an Execution Unit Area – whose intervention area must necessarily be around one of the future Violet Line stations and which involves (among other aspects):

- Delimit an Execution Unit Area
- Formulate – and substantiate – a Vision
- Determine Strategic Objectives
- Express territorially (territorial design) this Vision
- Identify the Lines of Action to be undertaken
- Build the programming, phasing and financing framework



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## 2nd Phase: Individual Work: Urban Rehabilitation Project [the PROJECT]

Following the 1st Phase of building a Vision and a Preliminary Program for a Execution Unit Area - Planning phase - we then move on to the project phase, which involves (among other aspects):

- Identify the intervention area to be rehabilitated - which must be a part of the Execution Unit directly related to one of the future stations - and which must include elements of the public space and elements of the building structure surrounding these spaces;

- **Design aspect:** preliminary study of the requalification of public space and intervention in the surrounding buildings

- **Programming aspect:** execution program and cost estimate of interventions

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## MI Architecture Class Schedule with Specialization in Urban Planning

Horas	Segunda 18-09-2023	Terça 19-09-2023	Quarta 20-09-2023	Quinta 21-09-2023	Sexta 22-09-2023
08:00 - 08:30					
08:30 - 09:00					
09:00 - 09:30	Reabilitação Urbana [[CARLOS ALHO]] [4.0.13]	Projeto Integrado III (URB) [[LUÍS CARVALHO]] [4.0.13]	Sistemas Vários e Transportes [[FRANCISCO SERDOURA]] [4.0.13]	Projeto Integrado III (URB) [[LUÍS CARVALHO]] [4.0.13]	Seminário de Apoio ao Trabalho Final de Mestrado - TFM(Urb) [[JOSÉ LUÍS CRESPO]] [4.0.13]
09:30 - 10:00					
10:00 - 10:30					
10:30 - 11:00					
11:15 - 11:45	Reabilitação Urbana [[CARLOS ALHO]] [4.0.13]	Projeto Integrado III (URB) [[LUÍS CARVALHO]] [4.0.11]	Sistemas Vários e Transportes [[FRANCISCO SERDOURA]] [4.0.13]	Projeto Integrado III (URB) [[LUÍS CARVALHO]] [4.0.13]	Projeto Integrado III (URB) [[GRACA MOREIRA]] [4.0.13]
11:45 - 12:15					
12:15 - 12:45					
12:45 - 13:15					
13:15 - 13:45					
13:45 - 14:15					
14:15 - 14:45					
14:45 - 15:15					
15:15 - 15:45					
15:45 - 16:15					
16:30 - 17:00					
17:00 - 17:30					
17:30 - 18:00					

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