Students Reinventing Cities

Marvila/Beato Riverside, Lisbon

Caminho do Oriente, East Lisbon

Located between downtown and the modern Parque das Nações district, the parish of Marvila is bordered by a railway line and the River Tagus. The area is home to ancient aristocratic villas, monasteries, factories, warehouses and a 13 million-year-old geological monument. Despite overlooking one of the clearest stretches of the river and being home to historical industrial architecture, the area has been neglected over the years, with many buildings requiring renovation.

Over the last decade, efforts have been made to regenerate Beato Marvila. The neighbourhood now attracts several creative industries, like the Beato Creative Hub, 8 Marvila, cultural spaces like Fábrica de Braço and leisure green spaces like the Oriente Riverside Park.

Future investments are planned in the area, such as the construction of the third River Tagus crossing, the expansion of the railway line, and new housing outlined in the *Matinha Urban Plan*. The cultural route *Caminho do Oriente*, which stretches from Beato to Braço de Prata, is also undergoing a gentrification process.

Through this competition, students are invited to propose an urban regeneration for Marvila/Beato Riverside along a 2 km street called Caminho do Oriente, considering inclusivity and water management strategies. Due to its characteristics, the site lends itself to hosting various functions, such as new residential uses, offices, local commerce, creative industries, tourist facilities and leisure and recreational spaces.

Figure 1) Marvila Riverside | Lisboa E-Nova

Approx. site area: 109ha is the total area of Marvila/Beato Riverside. Students are invited to focus specifically on the 2 km street,

Caminho do Oriente

Key Information:

The Marvila/Beato riverside area has 3088 inhabitants per km^2 (2021 census). Its population density is 57% of the average density of the city.

Priority areas & main expectations: Teams should expand on regeneration efforts in Beato-Marvila by focusing on specific nodes along the cultural route, Caminho do Oriente, and Poço do Bispo dock (see Fig. 4).

Students should seek to create green and thriving neighbourhoods, improve conditions for the Beato-Marvila population, and foster community amongst newcomers, homeless people, and entrepreneurs.

Presentation of the Site & Development Expectations

Marvila is one of the city's most historic neighbourhoods and is typical of eastern Lisbon. The name Marvila derives from the Arabic *marble*, which means "soil abundant in bushes", because of its fertile land, nourished by the River Tagus. Dom Afonso Henriques, the first King of Portugal, donated the land to the Mitra Convent after conquering Santarém and Lisbon from the Moors in 1147.

Until the 19th century, the neighbourhood was rich with farmland but was exploited by migrants from the north of the country to supply the street markets that expanded throughout the capital. The agricultural legacy lives on through farms and vegetable gardens, such as Quinta dos Ourives, Rosa, Flores, Amendoeiras, Leal, Marquês de Abrantes, and Mitra Palace.

The site hosts various cultural facilities like Meridional and Ibérico theatres and Fábrica de Braço de Prata). Recent urban interventions, like the Oriente Waterfront Park, 8 Marvila Cultural Center, Beato Creative Hub and Innovation District) and Beato Convent, have transformed parts of the area into a vibrant cultural hub. Additionally, urban artists in the area have led to an increase in co-working spaces, art galleries and workshops along Capitão Leitão Street. Future investments are planned in the area such as the construction of the third Tagus River crossing, the quadrupling of the railway line, and the development of 1400 residences outlined in the Matinha Urban Plan.

However, challenges persist, particularly in terms of social and economic inequality. Well-being indices in Marvila show discrepancies between the low income of existing residents and migrant communities and the much higher income of newcomers and foreigners. While the riverside offers modern amenities and cultural attractions, inland areas grapple with energy poverty, low education levels, and limited mobility options. This stark contrast underscores the need for balanced development and equitable access to resources and opportunities within Marvila. In addition, the urban fabric is currently disconnected, as the waterfront (sea level) and the higher ground (escarpment) are divided by the railway track.

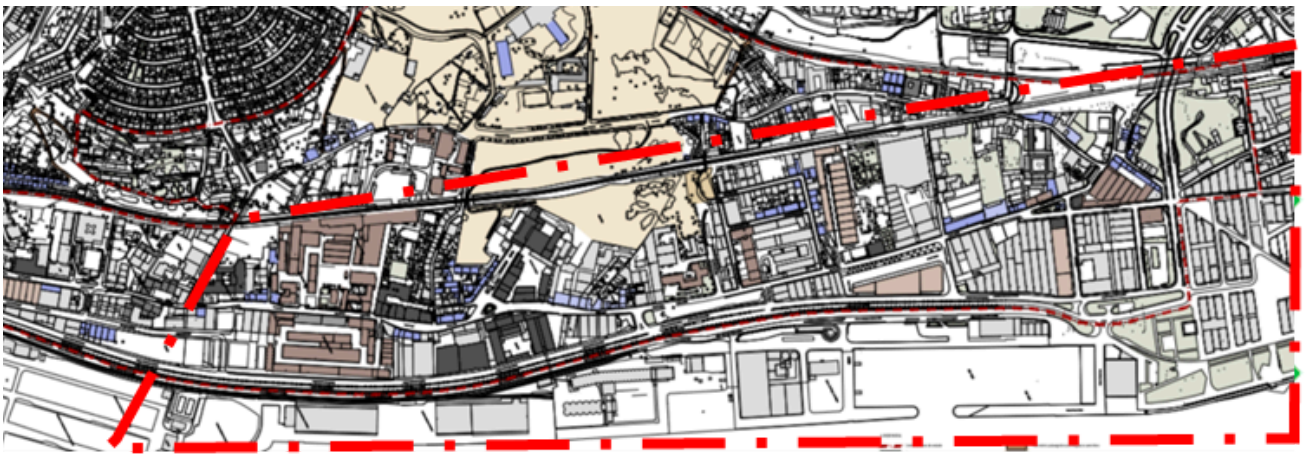

Figure 2) Marvila/Beato Riverside Site Boundary / *Lisboa E-Nova*

Figure 3) Images of Marvila Riverside - Lisboa E-Nova

The **Caminho do Oriente** Cultural Route (fig. 4) is the heart of Marvila/Beato Riverside and stretches from the Xabregas neighbourhood (Grilo Street and Beato Street) to Poço do Bispo (Açucar Street). Intersections along this route have created five nodes, which have the potential for residential and cultural clusters.

Teams should focus their proposals on transforming the **five nodes** into green and thriving neighbourhoods, aligned with the 15-minute city concept, and creating an inclusive public space in the **dockland of Poço do Bispo**. The transformation of these spaces should align with a wider strategy for the holistic regeneration of the total area of Marvila Riverside. These nodes are presented in more detail in the Autocad file and include:

- **Node 1** includes Manutenção Militar obsolete facilities.
- **Node 2** includes the Patio da Quintinha neighbourhood.
- **Node 3** includes Rua do Capitão Leitão and the geological monument.
- **Node 4** includes Rua Direita de Marvila.
- **Node 5** includes the neighbourhood around the Railway station of Braço de Prata.
- **Dockland of Poço do Bispo** (in yellow). Teams should address this as a future public area and propose solutions to protect it from rising seawater levels.

Figure 4) Five nodes and dockland of Poço do Bispo, Marvila-Beato Riverside | Lisboa E-Nova

Proposals should detail an urban regeneration process with consideration for the environmental impact, inclusivity and the New European Bauhaus values. In their designs, students should integrate the following missions:

- ***Mission 1***: Connecting green transformation, social inclusion and local democracy in Marvila, an industrial area under gentrification.
- ***Mission 2***: *Promoting circular and regenerative approaches for Marvila, considering new developments and urban plans (River Prata Riverside and Matinha Urban Plan).*
- ***Mission 3***: *Innovative funding and new business models to transform Marvila.*

When integrating these missions into their designs, students should consider the following solutions:

- Integrate nature-based solutions in outdoor spaces to reduce the urban heat island effect and the impact of heat waves.
- Enhance the reuse of local water resources and promote circular solutions. e.g. stormwater capture and reuse of non-potable water.
- Empower local communities to experiment with art as a vehicle for climate awareness.
- Promote waste as a resource, such as in industrial symbiosis, secondary raw materials, and waste prevention.
- Participatory practices and governance models.
- Promote social connection, a sense of belonging and local democracy.
- Promote cultural and creative industries.
- Promote local food systems. The Swale Floating Food Forest provides an interesting point of reference.

City Climate Priorities & Specific Environmental Challenges

The main climate risks facing Lisbon are the increase of extreme events, in particular intense precipitation and winter storms followed by heavy rain and wind, the increase in the frequency and intensity of heat waves and droughts, as well as the increase of days with high temperature (≥35°C) and tropical nights (≥20°C).

The increase in mean sea level rise is also a concern, especially when combined with storm surge events. These concerns have always been a threat to Lisbon's resilience and are expected to be aggravated by climate change.

Given that the city is impacted by increasing intensity and frequency of precipitation, green interventions that promote infiltration and retention of stormwater would be beneficial to prevent flooding and decrease pressure in the drainage system. There is an opportunity to capture stormwater and reuse it for non-potable uses on-site, such as irrigation of the green areas, to reduce water scarcity.

- LISBON CLIMATE ACTION PLAN 2030: is focused on integrated strategies towards resilience and Carbon Neutrality by 2050. It aims to be an instrument of integration and management of city policies and instruments in mitigation, adaptation, energy poverty eradication and promotion of quality of life and well-being.

- MUNICIPAL STRATEGY FOR ADAPTATION TO CLIMATE CHANGE (EMAAC): EMAAC focuses on identifying adaptation options and actions aimed at promoting the minimisation of the effects of climate change. The main concerns in terms of climate change risks for Lisbon are the increase of extreme events, in particular intense precipitation and winter storms followed by heavy rain and wind, the

increase in frequency and intensity of heat waves and droughts, as well as the increase of days with high temperature (≥35°C) and tropical nights (≥20°C).
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- LISBON SOLAR STRATEGY: the Lisbon solar strategy is one of the main axes of the Lisbon Climate Action Plan 2030 and is one of the main strategic axes for achieving climate neutrality and eradicating energy poverty by 2050.

- GREEN ECOLOGICAL STRUCTURE - PRIORITIES: the Municipality of Lisbon promotes a set of programs and measures aimed at developing and preserving the ecological structure of the city. Lisbon's ecological structure is composed of three types of articulated and complementary infrastructures: green corridors, green and leisure spaces and horticultural parks. Indeed, Lisbon has a strong focus on green infrastructure, promoting the creation of green spaces near urban areas (maximum 10 minutes walking distance) and green corridors.

- Decontamination of soils - Students are invited to explore remediation techniques for the contaminated soil and water in Marvila, using research from The Instituto Nacional de Saúde Doutor Ricardo Jorge (INSA), a public organisation of the Ministry of Health as a reference.

Planning Rules & Regulations

Within Node 1, The *Manutenção Militar* facilities are owned by the Ministry of Defense. Nodes 2, 3 & 4 are within municipal and private land. The railway station in Node 5 is managed by the *Infraestruturas de Portugal* (Portuguese Road and Rail Infrastructure Management Entity). The Lisbon Port Authority manages the dockland of Poço do Bispo and the first line of industrial warehouses. Teams are advised to consult the Study of the Structure of the Beato Riverside Zone - Marvila for information on the planning regulations and land ownership of the site.

Language Requirements

Proposals must be submitted in English.