

The Evolution of Lisbon's Urban Morphologies between 1850 – 1950

Carlos Alho, Luísa Reis Paulo, Dulce Marques de Almeida ,
Francisco R. Costa, Isabel Gaspar

CIAUD, Faculdade de Arquitectura, Universidade Técnica de Lisboa
Rua Sá Nogueira, Pólo Universitário do Alto da Ajuda, 1349-055 Lisboa
Telefone: + 351 213615054; +351 919771843
carlosalho@gmail.com; mgaspar@fa.utl.pt

This research began in 1994, based on the study of homogeneous areas for the preparation of the Lisbon's MMP. To date, the objective was to formulate a set of regulatory criteria that supported the legislation. The review of MMP, now in approval process, resumed the characterization of these units, with particular emphasis on defining, within the urban bound, in the period between 1850 and 1950.

Until today, the research focused on the definition of urban networks in order to fit "the plans and existing projects in border areas with the stabilized urban tissues, reconciling urban planning and the architecture project with the city scale".

Was taken as reference the definition of Urban Morphologies, appearing in the lexicon of DGOTDU.

Based in "case studies" of cartography survey, with the historical evolution of this period, and using the *Delphi* method, with a Specialists panel, from different disciplines of knowledge, about the city of Lisbon, concluded that the analysis period can be subdivided into four temporal divisions: (1) from the middle to the last quarter of XIX century; (2) from 1879 to the beginnings of XX century; (3) from the Republic advent to the end of the decade of 1920; (4) from 1931 to the decade of 1950.

The first temporal division triggered by political regeneration corresponds to a time of experiences with regular and regulators tracings with green spaces. In the XIX century, from 1852, emerges a new urbanism, in particular: Campo de Ourique, the eastern side; Aterro; D. Carlos; Estefânia; Rua

da Palma; Calvário. Define new limits for the city, through the ordered ring, which will give a first wide blur to the city for the second half of the century.

In 1853, in order to proceed to the alignment of the streets, improvement of squares, sanitation, construction of docks among other works, stipulate the topographical surveying of Lisbon, performed in 1856-1858 – Topographical Letter(1856-1858) - by Carlos Pezerat together with Francisco and Cesar Goullard. So, comes the first topographic map of Lisbon on the scale 1:1000 – topographic map of Filipe Folque.

The year of 1879 it's a symbolic period, given the inauguration of Avenida da Liberdade, the project of "Passeio Publico do Rocio grand avenue", pursuing, with the new urban park to the ring road (Marquês da Fronteira).

This plan valued for the first time in the history of this city the growth axis in the direction South-North, that now found the social and economic conditions to be fully realized, becoming «nuclear – radio centric» Lisbon.

In 1887 e 1888 are proposed two avenues, one that connects Campo Grande with Praça do Marquês and other that connects the Avenida das Picoas to the Campo Grande (Avenidas Novas). With the increased population appear new centers, that settle in peripheral areas, near the production and transports centers, starting the “roads” e “patios”, poors e collectives dwellings that are also a way to fragment functionally the urban system as “symmetricals” in relation to the Avenues: the illegal and tents’ neighborhoods – in which the Bairro da Liberdade in the before rustic Vale de Alcântara is paradigm.

In the transition between these two periods at the urban level highlights the implementation of plan of Avenidas Novas and the beginning of the electrified urban transport in 1901 that came to assure the access to areas away from the traditional center of Lisbon.

These new Lisbon's avenues led to a formal discontinuity understood to the additive pre-existing city.

In 1910-15 the lease system is replaced by the sale system, leading to social and economic rise of small manufacturers. The postwar period has led to runaway inflation and to the application of materials of poor quality, which led to the decline of the construction.

However, is from this period the Valmor Prize, the “iron architecture” – Carmo elevator, near the the decade of 20. The concrete application arises in the industrial buildings, already generalized in the dwellings of the decade of 30.

A new expansion of the city appears in the decade of 30, driven by a boom of private construction, in reinforced concrete. It installs a policy of “Public Works” – Lisbon’s Urban Plan. This Plan reorders the town and gives it a scale, structure and functionality.

In 1948-52 proposes new rules for the city: hierarchical system of streets; buildings in open block; new ways of implementation and construction management; the multi functional recognition of the new urbanized areas, coordinated with surrounding tissues.

These Great periods of Urban History constitute important matter for the study of urban morphologies, evidencing and allowing the comparison of these expressions, as architectonic and urban culture of the city of Lisbon.

Keywords: Urban Morphology; Homogeneous Areas; Urban History.

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