

SEWING BRASILIA

URBAN AND ARCHITECTURAL TRANSFORMATION PROJECT

IN BRASILIA

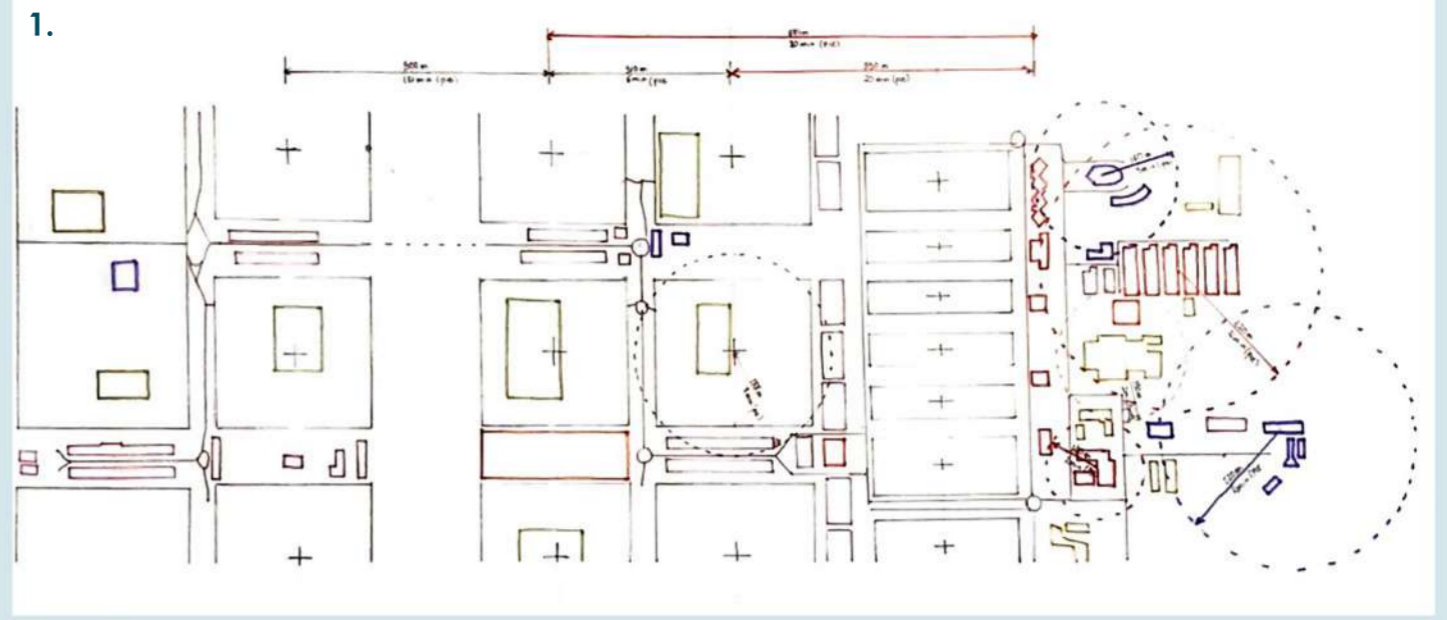
WORK MADE BY RAMIRO ISLA ESPADAFOR, URBANISM 1 GROUP C

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CURRENTLY BRASILIA HAS A POPULATION OF 3,015,268 INHABITANTS, AND IN THIS HYPOTHETICAL FUTURE THE CITY MUST HOUSE TWICE AS MANY CITIZENS AS IT CURRENTLY HOUSES, THAT IS:

$$3\ 015\ 268 \times 2 = 6\ 030\ 536 \text{ HAB.}$$

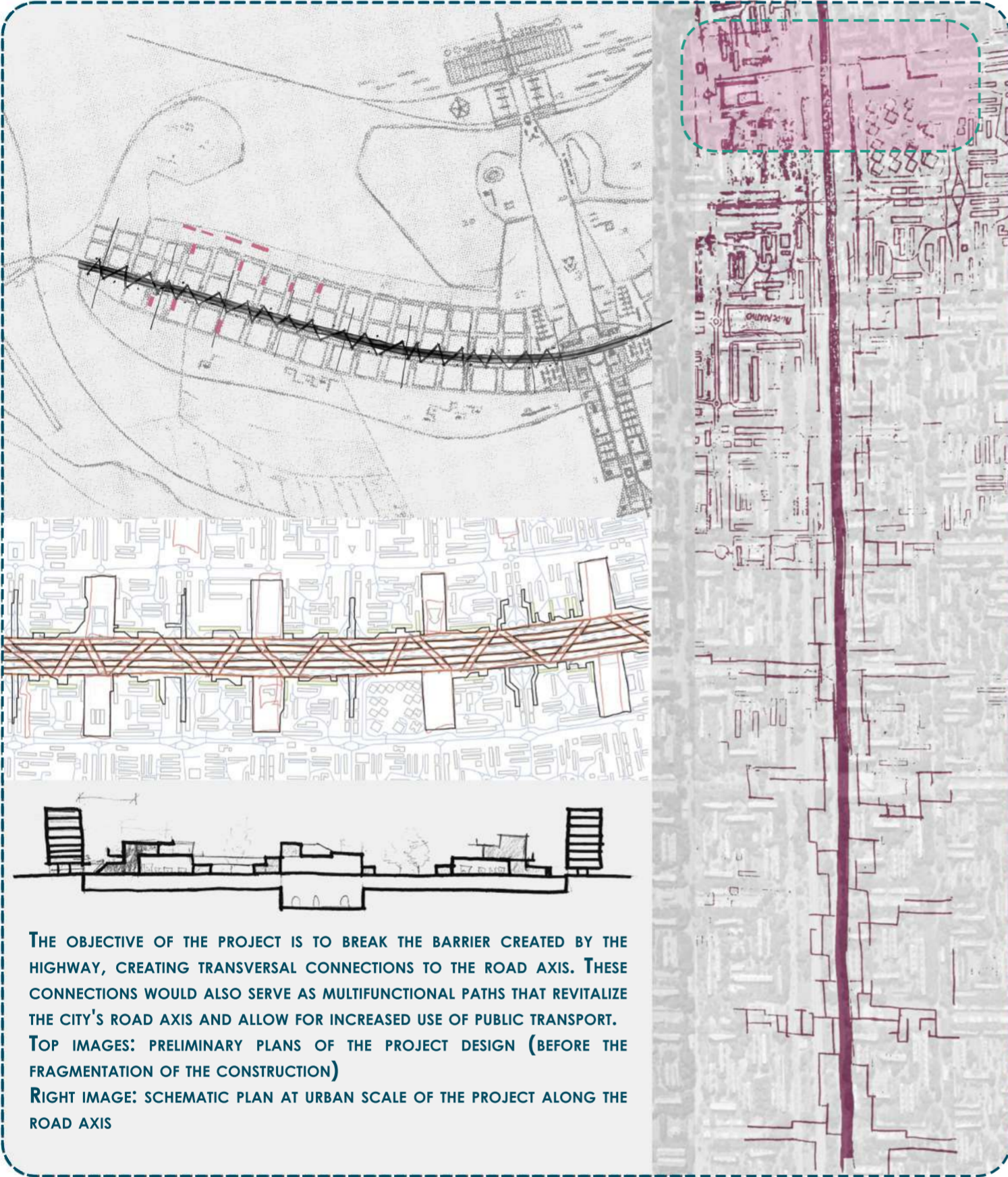
THIS REQUIRES AN EXTENSION AND IMPROVEMENT OF THE CURRENT URBAN STRUCTURE, ALLOWING FOR THIS INCREASE IN DENSITY AND TAKING ADVANTAGE OF THE INTERVENTION TO REDISTRIBUTE FUNCTIONS, OCCUPATION AND RELEASE OF PUBLIC SPACE AND TO RATIONALIZE MOBILITY INFRASTRUCTURES.



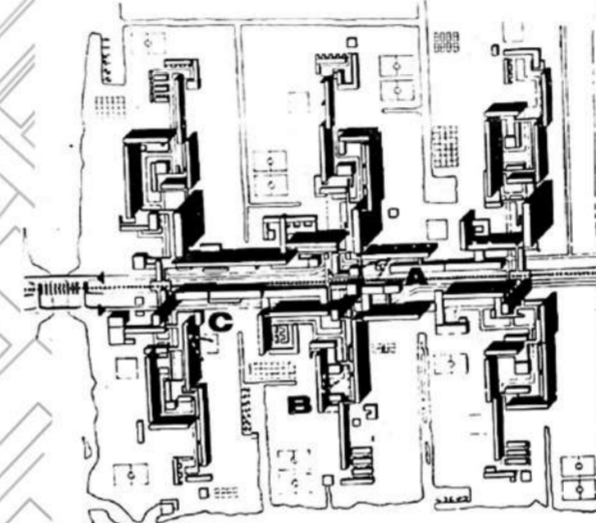
A MAJOR PROBLEM IN MODERN BRASILIA IS FUNCTIONAL SEGREGATION, A COMMON CHARACTERISTIC OF MODERN, NEWLY BUILT CITIES. THIS MAKES ACCESS TO URBAN FACILITIES DIFFICULT IN CERTAIN PARTS OF THE CITY. THIS MAP SHOWS THAT RESIDENTS TAKE MORE THAN 30 MINUTES TO REACH BASIC BUILDINGS FOR EVERYDAY USE, AND THESE

THE ROAD AXIS.
2. THIS MAP SHOWS THE CURRENT LACK OF MOVEMENT OPTIONS IN A DIRECTION PERPENDICULAR TO THE ROAD, WITH ONE ROAD EVERY TWO SUPERBLOCKS. IN ADDITION, WE OBSERVE THE ARTIFICIALITY OF THE LANDSCAPE IN THE CENTER.

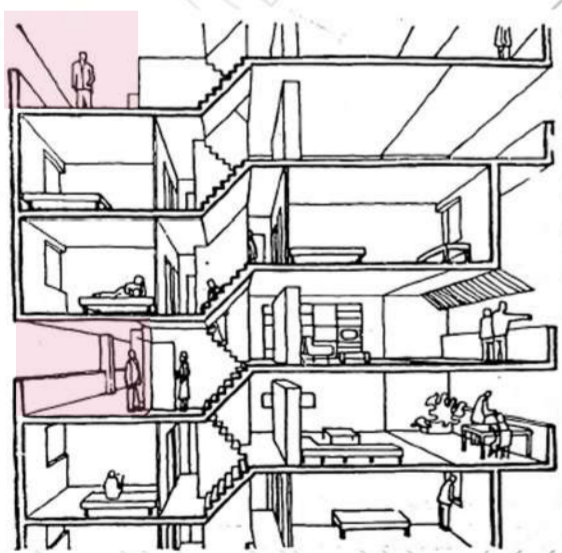
LOCAL ROAD
HUMAN-MADE
NATURAL



THE OBJECTIVE OF THE PROJECT IS TO BREAK THE BARRIER CREATED BY THE HIGHWAY, CREATING TRANSVERSAL CONNECTIONS TO THE ROAD AXIS. THESE CONNECTIONS WOULD ALSO SERVE AS MULTIFUNCTIONAL PATHS THAT REVITALIZE THE CITY'S ROAD AXIS AND ALLOW FOR INCREASED USE OF PUBLIC TRANSPORT.
TOP IMAGES: PRELIMINARY PLANS OF THE PROJECT DESIGN (BEFORE THE FRAGMENTATION OF THE CONSTRUCTION)
RIGHT IMAGE: SCHEMATIC PLAN AT URBAN SCALE OF THE PROJECT ALONG THE ROAD AXIS



THE STRATEGY ADOPTED TO EXECUTE THE TRANSVERSAL CONNECTIONS TO THE ROAD AXIS TAKES AS A REFERENCE THE PAMPUS PROJECT BY J.H. VAN DEN BROEK IN AMSTERDAM, FOCUSING MAINLY ON ITS WAY OF STRUCTURING THE TRANSVERSAL PATHS AND THE ENCOUNTERS WITH THE ROAD



EL PROYECTO PROPONE RELLENAR LOS VACIOS EXISTENTES EN LA CIUDAD CON UNA RED DE EDIFICIOS DE CO-HOUSING, QUE MANTIENEN UNA TIPOLOGÍA SIMILAR A LA DE LOS EDIFICIOS PROTOTÍPICOS DE BRASILIA, ESTOS SE DIFERENCIAN EN SUS RECORRIDOS, SE ORGANIZAN A TRAVÉS DE CALLES VERTICALES QUE COMUNICAN EL EDIFICIO Y PERMITEN CUMPLIR LA FUNCIÓN DE LOS SOBREDIMENSIONADOS

SUPERQUADRAS, ASÍ, EXISTE UNA RED DE ESTOS EDIFICIOS ENTRELAZADOS ENTRE ESPACIOS PÚBLICOS VIRGENES EN LA NATURALEZA.

ESTA FUNCIÓN DE LAS CALLES VERTICALES PERMITE CONECTAR CIERTOS EDIFICIOS CON LA MISMA COTA DE LA CUBIERTA DE NUEVOS EDIFICIOS DE EQUIPAMENTOS ÚBICOS QUE SITUAMOS EN EL ÁREA ABIERTA AL UNIFICAR LA AUTOVÍA PREEXISTENTE.

ASIMISMO, REUBICAMOS EL USO COMERCIAL REFORMULANDO LOS ACTUALES CORREDORES COMERCIALES EN BLOQUES PLURIFAMILIARES



NEW PUBLIC FACILITIES
RECONVERTED RESIDENTIAL
NEW CO-HOUSING WEB
NATURAL PUBLIC SPACES
SUBWAY

