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PARQUE DOM PEDRO II

Category: Urban Plan
Location: São Paulo, Brazil
Surface: N/A
Project Year: 2011



dms - 23° 32' 49" S / 46° 37' 47" W

elevation - 799 m / 2,493 ft



The Urban Plan of Parque Dom Pedro II was drawn from an urban analysis that sought to cover their geographic, urban development, their physical and functional attributes, the city’s urbanization process and, in particular, the numerous works road built along its historical evolution. From a methodological point of view, the plan worked with some conditions, demolition of the viaduct People’s Daily, demolition of buildings Vitus and Mercury, and the relega-

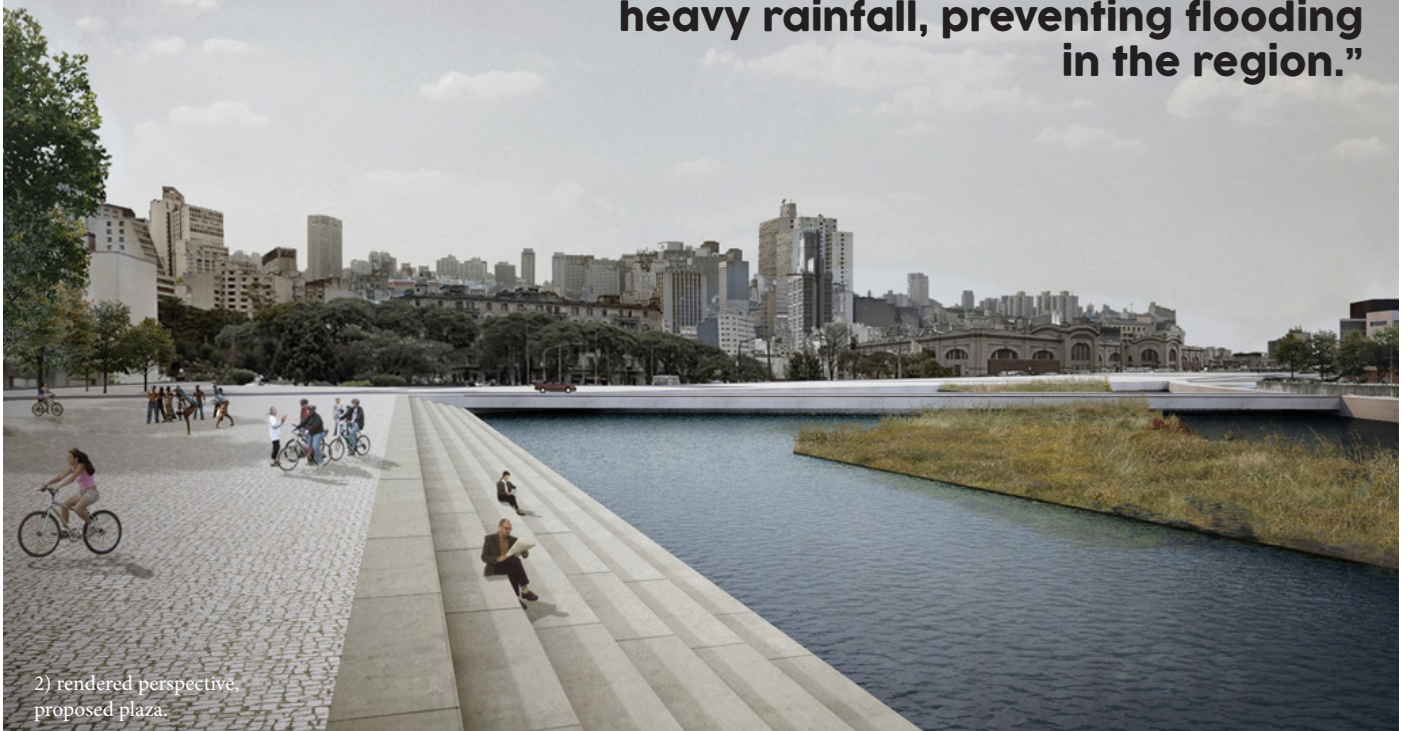
tion of State Avenue proposed by the municipal government of São Paulo.

The D. Pedro II Park is located in the floodplain of Tamanduateí River, one of the most important areas of the city. It is a symbolic public space, with important historical buildings and geographically is the link from the city centre and the east. The road works, in the early 70s, turned the park into a road node, nullifying their urban qualities and other public functions.

The transformation of D. Pedro II Park, in addition to its internal limits, is promised to radiate an urban requalification for the surrounding neighbourhoods. The plan provides three lines of intervention: the road system, public transportation and a retention pond.

Firstly, the road system project extends the drawdown of State Avenue, partially already set by the city until the end of the park (near the metro station),

“This pond was designed to retain the surplus of rain water in times of heavy rainfall, preventing flooding in the region.”



2) rendered perspective, proposed plaza.

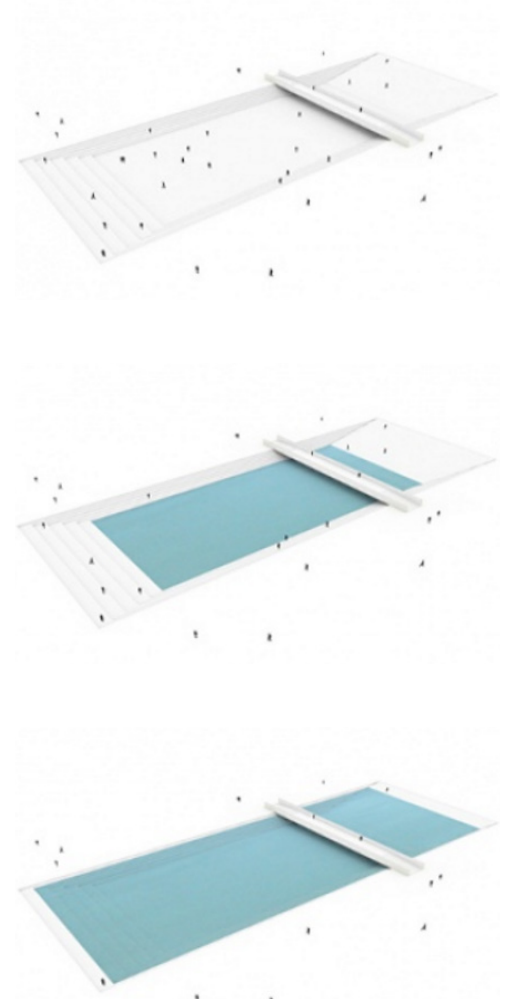
allowing the demolition of four bridges that cross the park. This in turn broadens the permeability of the park, with the creation of new pedestrian crossings and the significant improvement of local accessibility.

The public transportation proposals for the road system allowed the reordering of the three existing public transport systems today in the park. The project proposes an inter-modal station next to the station Parque Dom Pedro subway, linking more appropriately, both the demands of trade lines and systems. The new station is developed around a leafy square and the organization provides a situation more comfortable to all users.

Finally, the retention pond in the park has several functions. It is a key element in the design of public space, its

organization and the creation of a new urban landscape. This pond was designed to retain the surplus of rain water in times of heavy rainfall, preventing flooding in the region. The pond has a natural filtration system through constructed wetlands.

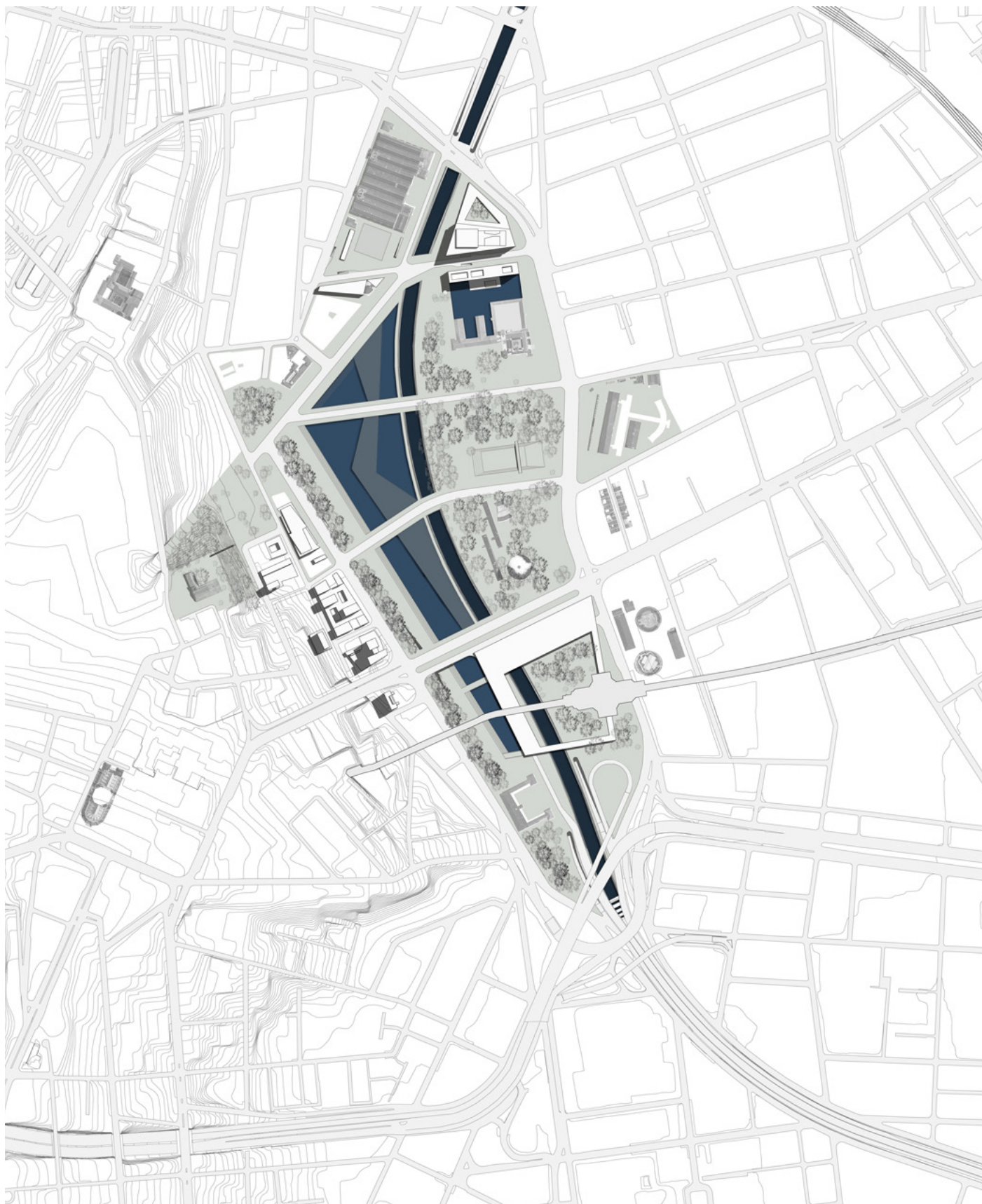
The plan also provides for two specific interventions in northern and western sector of the Park. The northern sector of the Park is characterized by the presence of important historical buildings, especially the Municipal Market, the Palace Industries and the House of retorts. Despite the physical proximity of these buildings, the insulation between them is complete, resulting in a disjointed urban space. Starting from the road interventions and public transport already defined by the plan, the design reintegrates this sector with the park and the city itself.



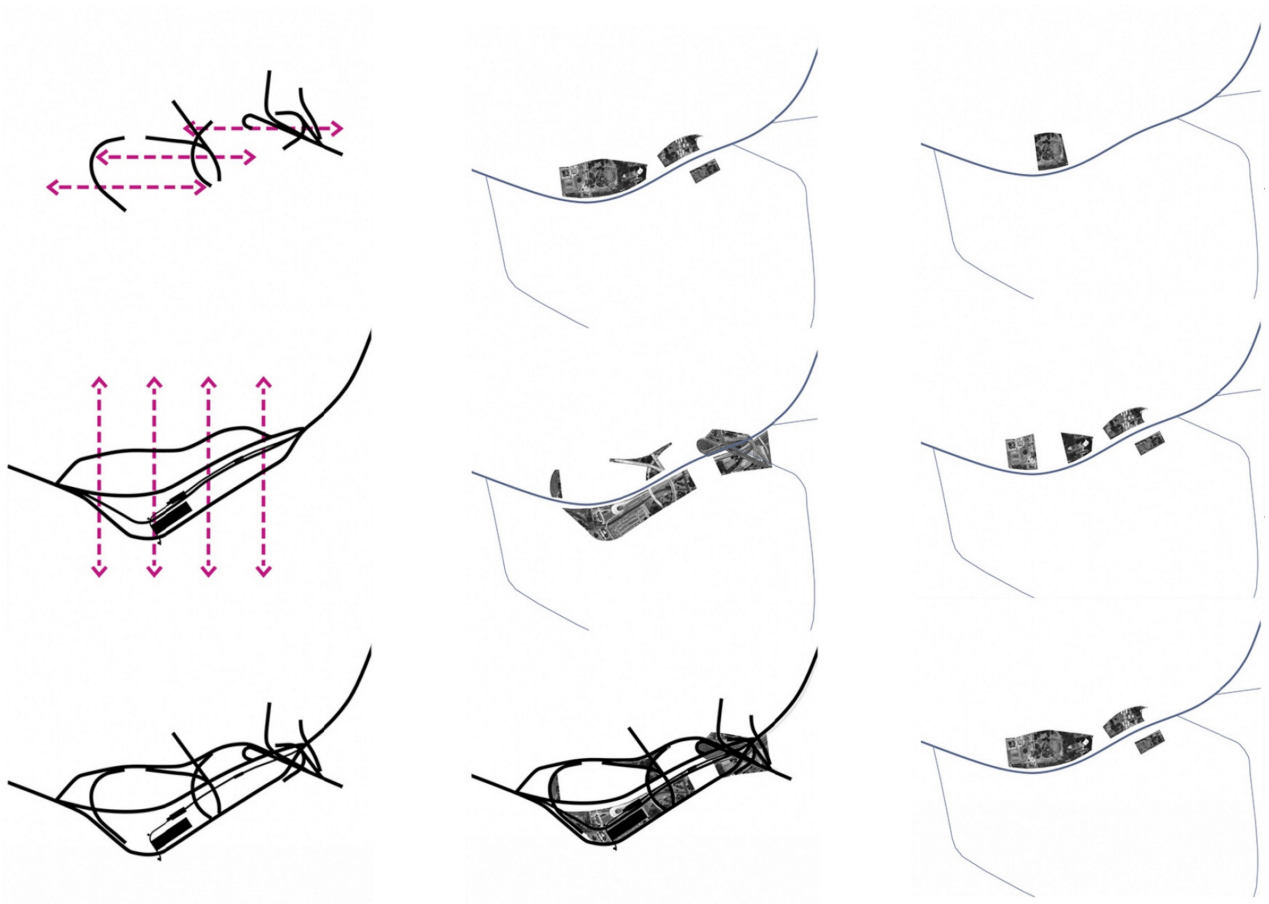
3) retention pond intervals.



4) rendered perspective,
urban insertion.



5) urban plan,
programmatic distribution.



6) site diagramming.
obstacles, areas and program.



7) site section.
retention pond occupied as plaza.