LOCUS: Let's Open Cities for Us
WHAT? The study of accessibility and universal design to promote the suppression of architectonic barriers in public space.

An inhospitable environment generates the condition of being or feeling handicapped
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WHERE?

In urban centres with steep and complex topography and strong historical and cultural heritage value which restricts significantly the possibilities of intervention.

ÉVORA (Portugal)  
July 2009

GIRONA (Spain)  
July 2008

TARRAGONA (Spain)  
February 2008
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IBIZA (Spain) April 2010
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WHO? The study is done by a set of about 35 students not familiar to the city arrived from different countries from Europe, working in groups of mixed ability and origin.

HOW? The participants work and live in the site of the project during the workshop’s 15 days long. In most cases this is their first meet with the city.
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**HOW?**

By simulating disabilities and approaching difficulties on site, we greatly achieve the comprehension of accessible design and the diversity of needs of the population.
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LEGAL LIMITS?

“the design of adapted paths in existing urban centres and protected natural environments admits alternative solutions if the project is approved by the competent organism for this topic”

(Code of Accessibility of Catalonia. Article 14.4)

“as far as practicable, ensure that the whole or a part of a heritage site is accessible to persons with disabilities and can be visited with ease and dignity”

(Disability Act 2005, Government of Ireland)

IN HISTORICAL AREAS WE ARE NOT FORCED TO STRICTLY FOLLOW THE LAW, ACCEPTING ALTERNATIVE SOLUTIONS

APPLY THE PRINCIPLE OF LEAST RESTRICTIVE ACCESS: MAY NOT BE LEGALLY ACCESSIBLE, BUT AT LEAST PRACTICABLE

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\[ 22.5^\circ = 50\% \]

\[ 2.25^\circ = 5\% \]
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MORAL LIMITS?

We have transformed our cities with new elements non existent in the past such as streetlights, traffic signs, electric cables or garbage containers.

Why not accepting ramps, elevators or stair-lifts as well?
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MORAL LIMITS?

We must comprehend accessibility as the new contemporary layer that rests in harmony with earlier ones.

Architecture will be sustainable only when it permits its utilisation and, therefore, heritage is sustainable when is actually used by living human beings and not only by memories of the past.

Punta della Dogana, Venice (Italy): Restoration by Tadao Ando
“The concept of shape as an endless process, something always open to be transformed”

“It shouldn’t be a sculpture to be exhibited as a demonstration of the architect’s talent.”

“Architecture cannot be treated as a closed art such as painting or sculpture where the masterpieces have a clear starting and final point in their creation process.”
“Architecture is specially the art of civilisation, it neither ever existed nor never can exist alive and progressive by itself (...) it means the moulding and altering to human needs...”

“What business have we with art at all unless all can share it?”

“I don’t want art for a few, any more than education for a few, or freedom for a few”

William Morris; self-portrait, 1856.
“To live again and not just survive (...) in order to find faith in the everyday again and mastery over their time”

“Remembering or forgetting is doing gardener’s work, selecting, pruning. Memories are like plants: there are those that need to be quickly eliminated in order to help the others burgeon, transform, flower.”

Marc Augé; French anthropologist.
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“A change in order not to change is a logical contradiction”

(Francesco Doglioni, Prof. Università IUAV di Venezia)

Venice (Italy): plaster “restoration” -before and after
LOCUS GENERAL RESULTS:

Generally, when approaching the accessibility of a city, we can identify 2 different scales:

- STREET SCALE --> details and maintenance

- CITY SCALE --> strategic interventions
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STREET SCALE:

OBJECTIVE: Analyse streets typology, pavements and urban furniture.

BASIC MEASURES: Attempt to reduce traffic density in historical centres, giving priority to pedestrian circulation. Strategies of urban design, typology and location of the urban furniture will be used to guarantee the security of all citizens.

STREET TYPOLOGY: Exclusively pedestrian streets

Pedestrian streets with limited traffic circulation
STREET TYPOLOGY: EXCLUSIVELY FOR PEDESTRIANS

Usually there are no circulation problems, being only necessary to pay attention to the pavement type and its conservation.

The pavement has to be flat, hard and non-slippery. It's important to guarantee it's full and constant maintenance.

The suitability of some existing pavements in historic centers needs to be questioned, evaluating the possibility of replacing them with more appropriate ones.
STREET TYPOLOGY: PEDESTRIANS STREETS WITH LIMITED TRAFFIC CIRCULATION

Sidewalks at different level than the road ➔ problems of circulation’s width and connection between sidewalks

Street width ≤ 5m ➔ raise the road’s level to the same height as the sidewalks to assure a comfortable circulation for pedestrians and lower the speed of cars

Mark out the safe area of circulation in front of the road traffic ➔ combination of different textured pavements and/or urban furniture, both easily detectable with the hand or the stick.
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High Line Park - New York
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CITY SCALE:

STARTING POINT: Steep topography: slows down and makes mobility very difficult

Non modifiable topography: severely reduces the number of possible solutions.

OBJECTIVE: To analyze the city in order to propose new solutions for the main routes and identify the strategic access points.

BASIC MEASURES: Create a plan indicating the accessible paths and the non-accessible ones, remarking what kind of obstacle generate inaccessible areas.
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Accessibility map of Tarragona (ETSAB study monitored by Prof. Sandra Bestraen)
Venezia accessibile

Accessibility map of Venice, Italy
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Accessibility map after Venice - Marathon (Venice, Italy)
CITY SCALE:

MAIN RESULTS:

Study main touristic paths with important cultural and historic value in order to identify the **inaccessible areas** and the **strategic intervention points**.

Identify **strategic access points** in the higher levels to facilitate **downhill routes**, remarkably easier for everybody.

Provide **parking areas** and **public transport stops** in the strategic access points and in the ending points of the route to establish a permanent mobility connexion.
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DESIGN FOR ALL ...

1. Path for everyone;
2. Maximizing the accessibility;
3. Connecting important nodes of the city creating closed circuit;
4. Safe interesting pleasant, logical functional, clear form;
5. Two kinds of connection: 
   - strong stream
   - filter
6. Activation of the north part of the city

GIRONA FOR ALL

LOCUS - Girona 2008 1st prize
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FIND YOUR WAY
CALL AN ELECTRIC CAR
HAVE INFORMATION ABOUT BUILDINGS ...

LOCUS - Girona 2008 2nd prize

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Minimetro of Perugia, by Jean Nouvel
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Tarragona  Girona  Évora
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TARRAGONA
Special Result of LOCUS - Tarragona 2008: CARLOS VIDAL (ETSAV student)
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**Pendents dels carrers i PUNTS CRÍTICS**

- **Accessible <6%**
- **Difícil 6-12%**
- **No accessible >12%**

1. **La Baixada de la Misericòrdia.**
   Diferència de cota de +- 5m

2. **Les escales del Pla de la Seu.**
   Diferència de cota de +- 5,3 m

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Special Result of LOCUS - Girona 2008:
SERGIO GARCIA (ETSAV student)
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Análisis calles casco antiguo Girona:

Recorrido resultante "accesible"

Intenciones

PROYECTO ATP: ACCESIBILIDAD, TOPOGRAFÍA Y PATRIMONIO
III PREMIO SCHINDLER ESPAÑA DE ARQUITECTURA "A LAS SOLUCIONES DE MOVILIDAD/ACCESIBILIDAD"

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ÉVORA
Special Result of LOCUS - Évora 2009:
EVA PÉREZ (ETSAV student)
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LA CIUTAT
El recuit s'emplaça a la vila portuguesa d'Eivissa, situada al nord-est de Portugal, a la regió d'Ajuda.

Es tracta d'una ciutat amb una gran historia, caracteritzada per la presència de diverses èpoques que van deixar ruïnes de gran importància, com per exemple la tardana emmurallada o la església benedicida de l'Església de Santa María d'Eivissa situada aquesta més endins de la ciutat.

Totes aquestes memòries històriques formen a la imatge dels processos de les seves construccions han assolit espai en el recuit, com ara les particulars del recuit de la Colònia, en el qual es troben diverses fases de la seva evolució, que van des dels orígens del recuit fins a l'actualitat.

La seva imatge és d'aquesta manera caracteritzada per la seva diversitat, on es troben diversos elements que van des de la tardana emmurallada fins a les esglésies benedicidament. Això també es reflecteix en la seva arquitectura, on es troben diverses tècniques de construcció que van des de la tardana emmurallada fins a les esglésies benedicidament.

Problemes detectats

L'eix accessibility

Les dificultats que presenta el recuit en el que se centra, és la seva estructura de terra que impedeix que sigui accessible per a persones amb capacitat especial.

Per tal de solucionar això, s'ha de millorar el punt de circulació de la construcció que necessita tota la ciutat, per millorar la seva accésibilitat.

La zona de la ciutat que presenta més problemes d'accésibilitat és la del recuit, que correspon al centre històric, on es troba la cota més elevada de la ciutat. Aquesta zona pot estar al nivell del mar. Per això és important millorar el punt de circulació de la construcció que necessita tota la ciutat, per millorar l'accésibilitat.

OBJECTIUS (connecter): [Recuit d'Eivissa + Residència d'habitatge] (ii) el Temple de Diana (monumental de la ciutat)

Per tal de millorar aquest punt, es recull una nova estructura d'accésibilitat d'anticord A. això permet que el recuit sigui accessible per a persones amb capacitat especial.

Aquest "nou cord" permet a més temps la construcció de 3 grans espais públics, obertos a les habitants de Eivissa, així com també l'inauguració de l'Universitat de Eivissa i de les persones que vivin aquesta més endins de la ciutat.

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IBIZA - under construction....