

Greening the parking lot

Project indicative: C6.3
Project type: simple investment
Project starting point: 5-10 yrs.
Project ending point: 5-10 yrs.
Linkages: C6.1+8.1, C6.2+8.2, C6.4
Estimated costs: 40-80K EUR



NBS 6

FC Cascais

Type of NBS

NBS6. Greening the parking lot represents a valuable NBS intervention for strengthening the neighbourhood level system of green corridors.

Description of the planned NBS interventions

The project plans the transformation of a 3,100 sqm parking lot: adding new planted areas providing shading and increase percentage of pervious surfaces. The project must be done in conjunction with the river restoration interventions. Furthermore, the space connects to C6.2 Pedestrian trail along the river and the C6.1 Pedestrian trail along the vegetable garden.

Vision



Scenarios

Do-it-all (best-case)

The parking lot transforms into a green multi-purpose area, featuring ecological permeable pavement and shaded by trees. It serves as a pedestrian connection between river margins, accommodating the summer fairground, parking lot for open-air market visitors while providing access to the future urban park on the opposite side of the road.



Study area

A local road beneath the highway is the sole connection within this fragmented urban area, providing access to the local open-air market. The unplanned heterogeneous built environment lacks integrated planning. The river margin by the main road is a mono-functional paved parking area, only used by open-air market visitors on Saturday mornings.



Local planning frameworks

Given the parking lot ownership is unknown, the municipality is committed to find a way of allowing the intervention. According to the Cascais Master Plan this foreseen as a green area with permeable soil for river flood protection and leisure purposes. It is surrounded by abandoned sites, having the same zoning regulation (green area with permeable soil).



Challenges of the site

- Unknown ownership.
- The existing parking lot is a plain asphalted area between the roadside and the river, creating an urban heat island.
- Used on Saturdays when the local market is open, otherwise unused most of the time. In addition, the summer fairground uses the space for the giant wheel, carousel, food trucks, etc.

The parking lot should be part of the GI, have multipurpose uses and make the connection between the river margins for pedestrians. The bridge needed for this connection is foreseen in project C6.2 (Pedestrian trail along the river) and project C6.1 (pedestrian trail along the vegetable garden).

Key considerations

The project impact is depending on the river restoration interventions and on the possibility of installing a pedestrian bridge (see C6.1 Pollinator friendly pedestrian green trail along the river)

Operational objectives

- Reduce the percentage of pervious surface in the neighbourhood for improving the local climate
- Create an ecologic and comfortable environment or occasional events and community gatherings.

Targets:

- 30 shading trees
- Min. 25% pervious surface

Actions

- Identify land ownership, establish the exact area for the intervention considering the connection to the pedestrian trail along the river project and to the open-air market.
- Technical design and intervention permit
- Demolish the existing pavement and rebuild the area

Proposed intervention: increasing the green areas. Source Cascais Ambiente



Partners

Beneficiaries: Municipality, Residents, owner.

Additional Investors / Shareholders: Local parish, owner.

Users: Residents, public in general, users of the community garden.

Design requirements

Accessibility: Maintain existing access point

Landscaping: Plant tall vegetation that can provide sufficient shade

Safety: Protect the river margin

Aesthetics: Create a more natural parking area

Sustainability/maintenance:

Permeable concrete pavement, with internal drainage

Urban furniture and equipment:

Fence and resting area near the road as a meeting point; public lighting.



Source: <https://poorscopes.com/Art->