

List of webinar text box questions – March 31, 11.00 – 13.00 CET

1. Is the HUB construction financed by the municipality?

Yes, the construction will be fully financed by municipality

2. How do you plan to mitigate the effect of the railway as a physical barrier (including noise, aesthetics, etc.)?

The two train lines located north and south of Lisbon CHL are not only the biggest barriers to pedestrian and road mobility, as also noise producers, which consequently affects the environment quality in this territory. Portuguese legislation (Noise General Regulation) states that all constructive measures of noise control must be taken into consideration in the rehabilitation of a given heritage building, in order to assure the protection of both the building identity and health and the quality of life of the communities.

3. Are there any private investment plans in the neighbourhood that you know about?

Not that we know.

4. Are there any plans to change the frequency of the trains stopping at the Marvila station? Now only 1 in every 3 or 4 trains passing by stop there?

A meeting between Lisbon Municipality and “CP - Comboios de Portugal” - the company that manages railway public transportation - is foreseen in the near future. Actually, there are 28 trains between Marvila and the city centre (the first at 5.47am and the last at 11.47pm) on weekdays, and none during the weekend.

5. About the housing, do you plan to provide it for low income or for middle-class people?

Middle class people, the ones who lost much of their purchasing power after the economic crisis of 2008 - including the capacity to rent or buy a house in Portugal (and mainly in Lisbon).

6. How it works in sense of governance of the site? Who decide and how?

TBD (To Be Decided)

7. Are there any plans to mitigate the gentrification effects brought to Marvila by all the Web Summit and other events - a potential impact of the CHL on the neighbourhood? Last time I flew to Lisbon, Marvila was featured in the flight magazine as the new hotspot of Lisbon...

TBD

8. Any plans to connect Marvila with the river?

A physical barrier will be implemented between the train line and the surrounding constructions. It has already been implemented in some surrounding areas. The Marvila area is already connected with the river front line, in the north of the Lisbon city.

9. On neighbourhood level: did you make a mapping of vacancy in the neighbourhood? Is there still economic activity in the industrial part between your site and the river?

There is very residual industrial activity.

10. How is the engagement of the private owners in the area? Are you aware of their plans/goals?

Currently there are a great amount of rehabilitation housing projects undergoing in this area, from private owners.

11. who is the 'area director', who decides which 'pop-up' activities take place, takes care of the day-to-day contacts with the community?

TBD

12. How resident voices have influenced any of the projects mentioned

Community and inhabitant's participation are the matrix for the BIP/ZIP program. In this case 2 BIP/ZIP projects (070/BIP/ZIP/2014 and 050/BIP/ZIP/2015) were the tool to empower and give voice to local residents.

13. Do you know about the proportion of long-term tenants / short term tourist accommodation in the area? Is there a tourism strategy for Marvila?

According to a survey on Lisbon tourism made by the municipality in 2018, the ratio of short-term rental on total housing market (owners and tenants) was 0.003 in Marvila district (the biggest ratio is 0.29, in Alfama/Castle/Mouraria neighbourhood). The housing market in Marvila is the following: 13878 total houses, from which 6100 (44%) are owned and 7778 (56%) are rented.

In 2018, the number of short-term rental houses in Marvila was of 37 units (in Santa Maria Maior, which includes Alfama, Mouraria and Castle neighbourhood, the number was of 3674, the biggest in the city).

14. Are there side-programmes, more companies/start-ups orientated, to integrate into this regeneration process to make it more attractive for investors?

TBD

15. Who is the main project coordinator?

TBD

16. What is the relationship with EU Cohesion mainstreaming funds? Is it the BipZip strictly local (or National) or this programme is depending even on EU funds (beyond specific H2020 programmes)?

BIP/ZIP Program is a Lisbon Municipality Program, funded by the municipality; it is an instrument of public policy to ignite local partnerships and small local interventions to promote social territorial cohesion.

Through the supported projects there should be the promotion of local development, enhancement of active citizenship, improved self-organizational capacity, collective search for solutions through communities' participation in the improvement of their own living conditions. Projects also contribute to a positive perception of territories and populations, reinforce their integration in the city and their access to collective goods and services.

17. How are mandates arranged?

N/A

18. What are the tools you use to involve the community into the decision-making processes?

Local participative diagnosis, participation of the community on the proposals for the possible (re)uses of the site; these proposals are then turned into activities of the Local Action Plan; later, depending on the existing budget, the activities are chosen either by unanimous agreement or vote.

19. About the Municipality investment: how many departments (economy, social, environment...), etc. do integrate their actions in the area? Or is it just a department taking care of the regeneration process?

There are four departments involved in the regeneration process: Housing and Local Development, Social Rights, Urbanism and Culture.

20. On the customers segments: don't you want to attract interested people from Lisbon city centre, and somewhat broader than Marvila community, for the creative Hub/cultural activities?

Yes. Also, considering that the main use of the CHL will be housing, it will necessarily bring people (new residents) from all over the city.

21. What kind of financial model is planned to be used for providing affordable housing?

The specific financial model for Marquês de Abrantes Palace affordable rental housing is not completely defined yet – if totally public (funded by the municipality) or a public-private partnership. Please see the financial model for Affordable Rental Housing Program [here](#).

22. Are there any architect drawings already for the housing part? How this will look like.

Under development.

23. What about integrating different development models for housing.... not just led by public hand in terms of financing, but create a proper housing strategy for the area, controlled by the Municipality, but opening even to private investors?

Please see answer to question 21.

24. What kind of control can you have over (private and public) housing prices in the neighbourhood? And on the use of non-residential properties?

Lisbon Municipality has its own Regulations, which are applicable to either residential and non-residential properties.

25. Idea for event onsite: a festival and open call for ideas on affordable housing and sustainable tourism...

The events, festivals and/or other activities will come from the work with the community, and will be conducted by the community.

26. How do you make a compromise between creating housing and preserving the building?

All over the years, Marquês de Abrantes palace has suffered big modifications to its original functional program. The existing occupation program already foresees multi-familiar housing on the upper floors, which means that some of the new houses will be a rehabilitation of the old ones, making them adequate to actual needs, without damaging the heritage identity of the building.

27. What is the strategy (in terms of design and planning) for the network of public space surrounding the building? Connecting the building with the surrounding area will not only be a mobility-challenge but also a challenge in terms of quality. Green areas,

walkability, shade, bicycle connections ... Would be interesting to see how a slow-mobility network can also start physically connecting the 3 sites that you mentioned (tech HUB, BIB and palace). Start connecting 'the islands', so the palace doesn't end up as an Island surrounded by large scale real estate developments...

The majority of the territory surrounding the building is of municipal ownership, which facilitates both the decision-process and the intervention in the public space. A Local Development Plan for Marvila area (which includes the Marquês de Abrantes' surroundings) is foreseen to be launched in the near future.