

Juliana Lopes Aragão  
Hercilia Raquel de  
Sousa Mendes

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MEMORY OF *URBAN AVENUE*  
DOM SEVERINO: ANALYSIS  
OF BUILDINGS

ABSTRACT

This is a PIBIC / CNPq research conducted by the Department of Construction and Architecture of the Federal University of Piauí (UFPI). This work began in 2010, after observing the changes taking place in the east side of town. At the time, this work has the participation of three fellows, who divide their shares for different data collection fields. The aim of this study is to analyze the impact caused by the construction of the cable-stayed bridge in the urban setting Avenue Dom Severino. The avenue had its use and its dimensions changed abruptly, causing a heavy flow and an incipient planning to absorb such changes. The first step consisted in defining the area to be examined, that was the stretch of the avenue Dom Severino, located between the avenues Our Lady of Fatima and Homer White Castle. Established this area, we set off for making a layout of the facades profile. In parallel, we looked at the bodies of the prefecture and the SDU-Leste (Superintendence of Urban Development), responsible for the information of the properties of this pathway, data on the types of use of the buildings. Concocted up a database for entering information about the real estate, as to whether or not reform, and the extent of these reforms. We sought information about the ownership of the houses, and the subsequent negotiations that transformed residential use in a commercial. In parallel we looked at the information on the cable-stayed bridge and the process of eviction of the land were privately owned and that after the construction of the bridge had to be negotiated to incorporate the same.

KEYWORDS

Architecture. Urban landscape. Teresina. Urban transformations.

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## MEMORIA URBANA DE LA AVENIDA DOM SEVERINO: ANÁLISIS DE LOS EDIFICIOS

### RESUMEN

Esta es una PIBIC / CNPq investigación realizada por el Departamento de Construcción y Arquitectura de la Universidad Federal de Piauí (UFPI). Este trabajo se inició en 2010, después de observar los cambios que ocurren en el lado este de la ciudad. En ese momento, este trabajo cuenta con la participación de los tres compañeros, que dividen sus acciones por diferentes campos de recolección de datos. El objetivo de este estudio es analizar el impacto causado por la construcción del puente atirantado en el entorno urbano Avenida Don Severino. La Avenida tenía su uso y sus dimensiones cambió abruptamente, causando un flujo pesado y un incipiente planificación para absorber dichos cambios. El primer paso consistió en la definición de la zona a examinar, que fue el tramo de la Avenida Don Severino, ubicado entre las Avenidas Nuestra Señora de Fátima y Homero Castillo Blanco. Establecido este ámbito, nos pusimos en marcha para hacer un diseño del perfil de fachadas. Paralelamente, nos fijamos en los cuerpos de la prefectura y la SDU-Leste (Superintendencia de Desarrollo Urbano), responsables de la información de las propiedades de esta vía, los datos sobre los tipos de uso de los edificios. Inventaron una base de datos para introducir información acerca de los inmuebles, en cuanto a sí o no la reforma, y el alcance de estas reformas. Se solicitó información sobre la propiedad de las casas, y las posteriores negociaciones que transformaron el uso residencial en un comercial. Paralelamente nos fijamos en la información en el puente atirantado y el proceso de desalojo de las tierras eran de propiedad privada y que después de la construcción del puente tuvo que ser negociado para incorporar la misma.

### PALABRAS CLAVE

Arquitectura. Paisaje urbano. Teresina. Las transformaciones urbanas.

## MEMÓRIA URBANA DA AVENIDA DOM SEVERINO: ANÁLISE DAS EDIFICAÇÕES

### RESUMO

Essa é uma pesquisa PIBIC/CNPq realizada pelo Departamento de Construção Civil e Arquitetura da Universidade Federal do Piauí (UFPI). Tal trabalho teve início no ano de 2010, após a observação das transformações ocorridas em uma importante via da zona leste da cidade. No momento, esse trabalho tem a participação de três bolsistas, que dividem suas ações em campos distintos para o levantamento de dados. O objetivo desse trabalho é analisar o impacto provocado pela construção da ponte estaiada no cenário urbano da Avenida Dom Severino. A Avenida teve seu uso e suas dimensões alteradas sem um planejamento prévio, provocando assim um problema urbano. A primeira etapa consistiu na delimitação da área a ser analisada, que foi o trecho da Avenida Dom Severino, localizado entre as Avenidas Nossa Senhora de Fátima e Homero Castelo Branco. Estabelecida essa área, partimos para a confecção de um perfil layout das fachadas. A segunda etapa tratou do levantamento nos órgãos da prefeitura e da SDU-Leste (Superintendência de Desenvolvimento Urbano), responsável pelas informações dos imóveis dessa via, dados sobre os tipos de uso das edificações. E a etapa final foi a confecção de um banco de dados para a inserção das informações sobre os imóveis, quanto à existência ou não de reformas, e a dimensão dessas reformas. Buscou-se informações sobre a posse dos imóveis, e as posteriores negociações que transformaram uso residencial em comercial. Paralelamente pesquisou-se as informações sobre a ponte estaiada e o processo de desocupação dos terrenos que eram de propriedade privada e que após a construção da ponte teve que ser negociada para se incorporar à mesma.

### PALAVRAS-CHAVE

Arquitetura. Paisagem urbana. Teresina. Transformações urbanas.

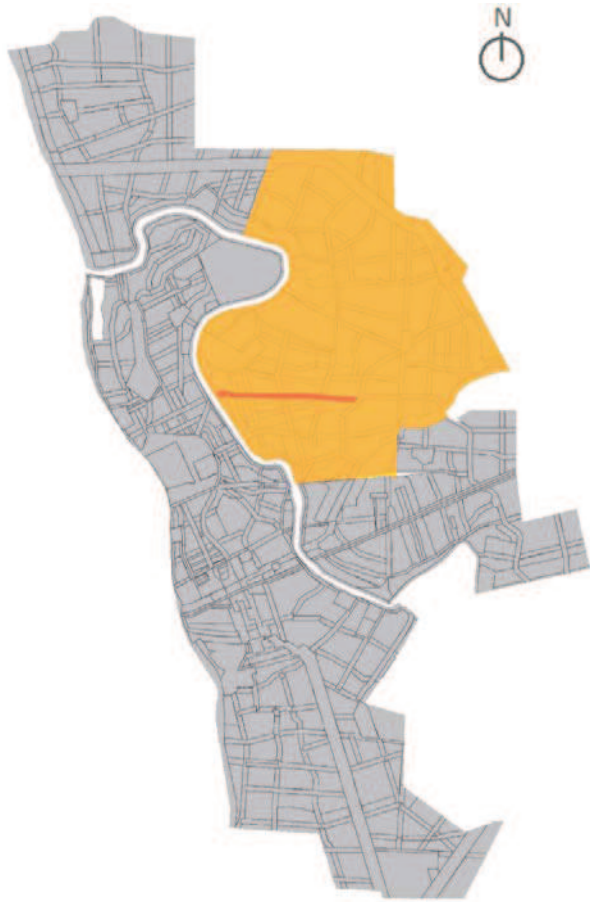


Figure 01: Administrative map of Teresina with East Zone (orange) and referred Avenue (red) highlighted.  
 Source: TatukGIS (2007), edited by the author (2013)

## I. INTRODUCTION

The undergraduate research project (PIBIC/UFPI 2012-13) concerned entitled it is "Urban ideals and deformations: survey and analysis of the transformations of the buildings of Dom Severino Avenue". We conduct our research about changes in buildings located at Dom Severino Avenue, on the east side (orange sector on the map below) from the city of Teresina (Figure 01).

The Dom Severino Avenue, whose name gave in honor of the third archbishop of the Roman Catholic Archdiocese of Teresina, Dom Severino Vieira de Mello (1923-1955), has its origin around the early 60s, when the entire area east of the city was rural, formed a substantial number of lots called farms. Earlier the aforementioned route was a small sandy alley, without street layout or signage. Currently it characterized as collector, as well as great importance as clef among their own neighborhoods east zone.

For the theoretical construction of this research, we understand the formation of the city as a stage for conflict negotiation, where the dialectic characterizes this setting, marked by complexity and lack of a common language for intervention proposals. In this perspective of understanding, it dialogue with the concept of cluster created by the couple Smithson, - which supports the policy of each location with its peculiarities and therefore requires a specified approach to understanding the changes in the Avenue (MONTANER, p. 78).

## 2. METHODOLOGY

In this research, we analyze the following aspects of Dom Severino Avenue:

- Understanding the changes occurring in urban and architectural space.
- Analyze the growth of vehicle flow and interference on the road.
- Observe how architecture and urban interventions affects the city space.
- Analyze the need to reconcile the universal aspect of the architecture and local architectural specificities.

Methodologically worked with quantitative research, we raised a total of 134 properties. We use oral sources directed, the questionnaire was previously

prepared for on-site application, and insert data in the table after second model (Figure 02)

Para atingirmos os objetivos propostos elaboramos as seguintes metas:

- Raise the amount of parking that were implemented after 2010.
- Distinguish between existing parking lots and those who were added later.
- To analyze the changes in the legislation of the city after the Agenda 2005 and 2007 postures codes and 2009.
- Evaluate which of these new parking areas have adequate size to standard.

For research running, we carried out the following steps: the choice of location from its relevance, and understanding of the results of the study impacts Avenue.

In the initial stage we worked with Aldo Rossi for the analysis of urban space with their typologies that characterize the city and that the mark "the city as a great work, identifiable in form and space, but this work can be apprehended through its stretches, its various moments" (ROSSI, 2001, p. 66). According to Rossi, the city has sections that "seal" that mark and thereby contribute to the construction of the identity of the place, provided that the typological maintenance. From this statement, we worked according to Rossi's thesis to justify the choice of study because of its significance to the neighborhood.

The first step consists in defining the area to be analyzed, comprising the segment located between Avenues Nossa Senhora de Fatima and Homero Castelo Branco, characterized as the area with a commercial vocation.

After defining the area, simultaneously we run the making of a profile layout of the facades, and research in organs of city hall and the SDU-Leste (Superintendence of Urban Development) responsible for the information of the properties of this pathway as the construction time and the types of use of these buildings.

Therefore, for better understanding of the changes occurring in the buildings of Dom Severino Avenue, we follow the following goals:

- limit the passage under study;
- collection and tabulation of data per block (both north and south of the Avenue);
- creating a table that allowed entering the data in the database with information such as parking, uses feedback;
- making sketches with the height of the buildings on the block.

Concocted up a database for the inclusion of information on real estate, as to whether or not reforms, and the extent of these reforms. We sought to information about the ownership of real estate, and the subsequent negotiations that transformed residential in commercial. At the same time, it

was researched information on the cable-stayed bridge, the eviction process of the land were privately owned, and that after the bridge construction had to be negotiated to incorporate to itself.

### 2.1 Tabulation of data observed *in loco*


To make our table, we take as example the IPHAN (National History Heritage and Cultural Institute), but changed the items to be analyzed, since it is an urban analytical work.

Students took with them to the table, and worked simultaneously applying the questionnaire to the property occupier and later inserted data visual analysis, which were the following: current picture, name and street location, current use, number of floors, whether or not parking and observations obtained via interviews or spot verification. See table model developed for the study (Figure 02).

### 2.2 Data collection along the thoroughfares analyzed

Collecting data to be held not only obtained through visual analysis and complementation and/or confirm the data cited in the above topic. Adding to or complementing thus the tables with data such as previous use of the current, the respective periods of the uses that the building has already presented, number of floors, old photographs.

Figure 02: Chart applied analysis *in loco*.  
Source: Mendes (2013)



Visit in 27/06/2013 (MORNING) - ---- (manager)

Bloc	9th Honorio Parente street – Thomaz Tajra street
Name	ENGECOPI
Number	1823
Current use	Hardware store - COMERCIAL
Period	6 years ago or more
Numbers of flows	1 floor
Parking	Sidewalk: 14 (Dom Severino Av.) + 3 (side) + 1 (DP parking permit) (DP: disable people)
Old customs	-
Period	-
Note	Six years ago, the building was exactly as it is currently
Reforms	No



Figure 03: Example of sketch composition from junction photos taken on the spot (below the sketch) - 9 block (north side).  
Source: Carvalho, 2013.

### 2.3 Organization of iconographic documentation

Realization of profiles in sketch format based on photographs taken in the passage analyzed during the period of this study (Figure 03).

### 2.4 Survey of changes in buildings

Lift quantitatively and qualitatively the buildings that had changed its use, observe the state of them and check with legislation the period of reforms

### 2.5 Evaluation of the impact of property speculation and the private sector

Broaden the understanding of how real estate speculation and the private sector interfered in the conformation of the architecture and urbanism of the Avenue. Assess what the impact of the increased flow of vehicles at Dom Severino Avenue and how the urban growth of the city, coupled with the need for increased trade, contributed to the transformation of one of the main thoroughfares East Zone.

## 3. HISTORY

Until the late 1950s, Teresina had expanded to the north and south. After the 60s, there was a redirection of encouragement from city areas to expand. Thus, the settlement occurred from then eastbound, towards Poti river, especially after the construction of the first bridge of reinforced concrete on this river, which was named Juscelino Kubitschek (JK) (ARAÚJO, 2009, p. 50). Prior to this period, the area east of the city was occupied mainly by small farms (sites), used by their owners on weekends (NASCIMENTO, 2011, p. 10).

In addition to the JK Bridge, stand out as push factors of the population of the east zone creating the Jockey Piauí Club, a club whose hippodrome, associated with the registered office of selfsame, built later – in the place where today is located at Nossa Senhora Fatima Avenue –, was constituted as a leisure option “noble” to the local elite; and the elevation of Fatima Church (before chapel) to the Parish condition.

It is worth mentioning here that the Social Center of Nossa Senhora de Fatima (especially the, that time, Archbishop, Dom Avelar Brandão Vilela), assumed importance both religious and social, for having contributed so “vital to improving the lives of people that lived there, because it offered community service” (ARAÚJO, 2009, p. 41).

Such elements have favored the replacement of existing sites in settlements, whose lands had high prices and reduced area. The social profile of occupation, due to the high cost of lots, was characterized, at that time, by a high purchasing power occupation. As a result, the peculiarities of such settlement process defined, since its inception, the new profile of the east side: as a former “rural city” refuge and the local elite.

Can relate this fact, for example, the high growth of the population of Teresina, especially urban, over the years. It is observed, also, that the development of the city of Teresina, especially their respective areas of urban sprawl (context that brackets the east side), favored the continued growth of the capital’s population.

In the 70s, the city of Teresina had a major expansion of its urban area with the creation of numerous popular housing projects, due to federal stimulus policies reducing the housing deficit in the country.

The city of Brasilia, in the country was the great urban and architectural reference for the other cities of the country, although the rest of the Western world modernist experiments already showed signs of saturation. Although the other capitals in the country were not able to follow the federal capital, it became a landmark, a reference to be chase, even if there were no possibility of the materialization of this dream. The different regions of the country, with its difficulties and different speeds of development, drew a developmental perspective that often were only at the political level and the meager applications of tax plans by the federal government and suffering distortions to face the reality of each locality in that country continental.

With the management of the governor Alberto Silva and mayor Joel Ribeiro there has been the mobilization of the actions and city development plans; the plans, however, were not able to predict the results of these actions.

The 1970s was a period when Teresina suffered many transformations in the urban space, which aimed to “beautify and equip the metropolis of modern buildings” (ARAÚJO, 2009, P. 54), concern headed by the governor, Alberto Silva, the order to build a city to be seen, converging with the interest of the governments of its time.

In this period we see the development of the East Side and the reiteration of the city's expansion moves for it, a "redefinition of rural land into urban" (ARAÚJO, 2009, p. 57). Such migration process, taking into private interventions seen as the social club Jockey and Country setting of Everyday Club, along with the implementation of urban facilities, such as the Federal University of Piauí (UFPI), and urban infrastructure, granted a character "noble" to Teresina east side.

In keeping with the public action of the early '70s, "one of the main changes in the Fatima neighborhood was the paving and extension of our Avenue Lady of Fatima" (ARAÚJO, 2009, p. 80), held in Joel Silva Ribeiro mandate, which was embedded in the improvement package of other nearby routes.

The completion of projects of the Avenues Nossa Senhora de Fatima, Homero Castelo Branco, Jockey and Dom Severino modified the spatial structure of Fatima and Jockey quarters, given that the opening of avenues such as Dom Severino – object of this study – and Homero Castelo Branco was important not only to provide access to the campus of UFPI – installed officially on 1 March 1971 and marked the urban evolution of the region (AFONSO; FERNANDES, 2012, p. 06) –, but also to ease the movement in Angelica Street (which began near the BR-343 and followed up the Fortes Ceramic, located in the region), which until then was the main access route to the region, where was also carried out mass transit traffic (Araújo, 2009, p. 81).

Added to this, the enactment of the Director of the City Plan – ILDP (Integrated Local Development Plan) in 1974 –, dated also of this period, contributed to the expansion of the eastern part of the city, by establishing, for example, a minimum area lots of neighborhoods in the eastern area, higher than the older neighborhoods of the city, or, even, that the retreat for the construction of buildings would be higher, attracting the population of middle and high society from Teresina.

It is recalled here that, after the implementation of the University, there was a significant real estate speculation.

*Na zona Leste, as primeiras residências de palha e adobe pertenciam aos moradores dos antigos sítios, que eram também os mais pobres e, por isso mesmo, os mais vulneráveis às tentadoras possibilidades de ganho com a venda de seus terrenos a alto custo, devido à especulação imobiliária. Entretanto, os que resistiram ao apelo, de algum modo, também se beneficiaram com os serviços de infraestrutura que, pouco a pouco, chegavam ao bairro, absorvendo a ideia de modernidade. (ARAÚJO, 2009, p. 90).<sup>1</sup>*

However, such speculation and rapid expansion hinder the urban planning of the area, led to a great diversity in the design of blocks, streets, in their dimensioning and numerous social contrasts, gifts today. The subsequent occupation of East Side happen irregularly, without a single regulatory plan that would create a standard, by contrast, the growth was disorderly, creating a diversity of urban space, with lots of different dimensions and without a definition of the location of other uses for neighborhood.

<sup>1</sup>"In the East zone, the first houses of straw and adobe belonged to the inhabitants of ancient sites, which were also the poorest and, therefore, the most vulnerable to tempting the possibility of gain from the sale of their land to high cost due to real estate speculation. However, those who resisted the call in some way also benefited from the infrastructure services that, little by little, came to the neighborhood, soaking up the idea of modernity." (Our translation).



Is not being here making a defense of a univocal modernist plan, however, to think of the neighborhood, it is essential to prioritize the urban order. In this sense, the order is not synonymous with "inflexibility" of space, but contemplation of their differences, from there, set yourself your demand and establish space.

From the 90s began the vertical integration process in East Zone of Teresina. It is the same decade the emergence of residential buildings luxury standard with more than 10 floors and area above 150m<sup>2</sup> (DIAS, 2003, p.20).

In the 90s, with the construction of shopping centers – Riverside and Teresina Shopping – witnessed a process of expansion of the east side, which had its urban settlement valued by real estate speculation areas theretofore unused. The large urban voids of these area have given way to housing developments and future projections of residential and commercial buildings.

Started its work in 2002 and completed in 2010, the cable-stayed bridge Mestre João Isidoro França, was designed to celebrate the 150th anniversary of the city, its name is a homage to the general secretary of works of government José Antonio Saraiva, founder of the then city Teresina.

The cable-stayed bridge had to justify the need to make a connection between the district center/north and east of the city. According to DETRAN data, the city has to register a 170,000-vehicle fleet and an estimated population of 985,678. The work came relieve the flow of vehicles during rush hours.

The delay of the work was due east zone is formed by a population with high purchasing power and difficult negotiations for the expropriation of land that would allow the land to implement the connecting roads to the bridge

The East Side route is responsible for the link between the cable-stayed bridge and the central region/north of the city is the route Dom Severino. Which is why we assess the rapid changes and without proper planning to receive a heavy flow of vehicles and a drastic change of occupation vocation.

The cable-stayed bridge brought to Dom Severino Avenue in increased traffic flow that made nuisance to local residents remain in place. The difficulty to move around their homes increased dramatically, forcing many to evacuate their homes.

The change of use was very fast and soon the path became an input window for the east side that filled the eyes of real estate speculators and owners eager to negotiate their homes with the prospect of use. Therefore, the problems began. The Avenue did not have much parking for the number of commercial properties that have emerged. In the survey detected that the special parking lots did not meet the dimensions required by law, on the contrary, they were randomly painted on the floor with wheelchair image. And the amount of parking and inadequate when compared to the number of commercial real estate.

#### 4. RESULTS

Although having encouraged to vertical integration, “the main consequence resulting from the emergence of these new models to attract sales and amusement was the change of several stores of the traditional commercial center of the city to the new malls in the East Zone [...]” (DIAS, 2003, p. 23), which, however, did not meet the growing demand, demonstrating the presence of several shops outside the mall, for example, at Dom Severino Avenue.

Inserted into this context, it is noteworthy that on Avenue concerned the initial setup, which featured several urban voids and/or lots with large areas, favored the residential occupancy shift to commercial, including large enterprises.

Dom Severino Avenue was opened in the 60s. This time, Teresina had 142,691 inhabitants (MEDEIROS in FAÇANHA, p. 33), and most of the population lived in the city center. Gradually, from the 70's, some real estate incentives, such as the construction of the Jockey Club of the city, the headquarters country of the Clube dos Diários and installation of the parish headquarters Nossa Senhora de Fátima were responsible for the rapid settlement of this area.

The occupation of East Zone profile was characterized by high purchasing power; due to a real estate action, zoned lots oversized and increased the value of land. Thus, the low-income population residing in the area, it was motivated to negotiate their lots and migrated to the periphery.

Dom Severino Avenue occupied a prominent place in the process, to act as an important intra neighborhood and subsequently the collector route condition.

It is identified in such a study area that contemporary interventions modified the existing surroundings and the Avenue has undergone transformations, which, in general, did not fit to the new needs. Thus, we analyze the changes in the urban and architectural space of the place said, observing how the architecture produced impacts in the urban context. Not defending here the backspace, however, it is believed that you cannot progressing satisfactorily when it does not consider the above conditions. Considering that economic growth alone does not guarantee a better quality of urban life.

As a result, we continue to some analysis of hte Avenue in a general way, as changes regarding the relationship building/urban void over the years. Insert in the report comparing maps of 2005 and 2013, stretches from Dom Severino Avenue.

- Stretch from cable-stayed bridge Mestre Isidoro França to Av Nossa Senhora de Fatima:

With the construction of cable-stayed bridge Mestre Isidoro França in 2010, it was the extension of Dom Severino Avenue (which was interrupted at Ininga Av.) who went on to link the current bridge over the river Poti.

Thus, the aforementioned route started to connect neighborhoods, and to facilitate access between zones, passing the set as a sideline collector, such changes planned by the municipal legislation (PMT, 2006).

Regarding the proportion building/urban void, it shows few changes since still is lots of great extensions and empty in this stretch (by setting up similarly to sites), a fact that should be modified over the years as well as the rest of the way, due to the appreciation of the area, which has established itself and is now characterized as an important commercial hub, plus road.

- Stretch from Nossa Senhora de Fatima Av. to Homero Castelo Branco Av.:

It has a high decrease of urban voids, from the beginning of the 21st century, demonstrating great transformations about the occupation of lots before unused, in some blocks both in the center of the section and closer to the Castelo Branco Homer Avenue, valued route of the region.

About the existence of vegetation, the decrease is also noticeable, which proved to be high, especially to the extent that the lots are closer to the Nossa Senhora de Fátima Av, important commercial and road axis of the east zone, which stands out in the region since the beginning of the settlement of this area.

- Stretch from Homero Castelo Branco Av. to Pres. Kennedy Av.:

It is observed, through the following map, major change for the presence of vegetation in the area, so it decreases as it follows the path of Homero Castelo Branco Av, towards more concentrated area of commercial use.

- Stretch from Av. Pres. Kennedy to Jaime da Silveira Street:

It shows few changes regarding the relation building/urban void, which can be explained by being an older settlement area (relative to most westerly track) on the road. However, we can see a difference in vegetation, which decreases as follows toward av. Pres. Kennedy, giving prominence to lots of corners of that Avenue and Dom Severino.

The vertical process of the 90s was a change in social behavior that generated profound transformation in the urban setting of Avenida Dom Severino, since residents located residences in lots of large (approximately 91x95m) moved to reside in apartments, leaving behind properties with potential for new uses.

The evacuation of the old residences of their large lots generated a mood in the real estate sector, which saw the possibility of transforming residential uses in commercials. This change was possible due to a wider context of the city, passing by a saturation of the center, causing an internal shift of trade to the East Zone.

It was in the 90s that began the first large commercial enterprises – Teresina Shopping and Riverside Walk Shopping – on the east side, which leveraged an exodus to the then prime area of the city. This scenario stimulated, thus, the new ventures that have found a suitable situation with the emptying of the old homes in the neighborhood.

We realized during the research that the occupation of Dom Severino Avenue did not always have adequate reforms to its new use. The changes

have forced the legislative reflection, which saw compulsorily to rethink zoning (Law No. 3,560, of 20.10.2006), occupation (Law No. 3,562, of 20.10.2006) of the aforementioned Avenue. We detected also that the first transformations were performed with a more lenient supervision and that is not yet resulted in an urban problem.

After insertion of the malls on the east side there has been an understanding in the merchant sector of the inability of these enterprises absorb all the commercial demand of the neighborhood. Moreover, as this trade has come to occupy the old residences of Dom Severino Avenue, problems began to give signs of existence.

The use of law and occupation of soil earlier date to 1997 – this date from reference having a view to Law No. 2,608, of 10/12/1997, the year of construction of Teresina Shopping, which “gives new wording to Article 28 of the Law that defines guidelines for the use of urban land and other provisions” (SOARES, 2001, p. 10) – and Law No. 2,264, of 16.12.1993 – defining guidelines for urban land use and other measures (SOARES, 2001, p 217) –, respectively, did not anticipate such growth and such a transformation to the east side.

That field had its growth target for vehicles and faced a bigger problem, since the change of use would impact directly on increasing the flow of vehicles in this are associated with the shortage of parking which has in regulation, through Law 3608 of 04.01.2007 (Annex 10), the minimum number of required spaces for vehicles as activity, an average, taking into account all the activities found on the track and listed in the law, is 1 parking spot / 62 m<sup>2</sup>.

In surveys conducted, from the tabulation of the data collected, it was detected that the relation between property and parking is, approximately, 0.9 parking/building on the north side of the passage and 0.5 parking/building on the south side, getting if an overall average of the aforementioned stretch of 0.6 parking/building.

These numbers reflect the inadequacy of commercial use when planning happens not respecting the law, endangering the quality of life of users and weakening the construction of an urban space focused on the passer.

In 2003, the construction of cable-stayed bridge Mestre João Isidoro França operationalized the link between the city center and the north-east side through the Dom Severino Avenue. This important urban link corroborated to enlarge the complexity of this pathway that had changed its use without prior planning, and now had added their existence to collector via function and an intensification of the flow of vehicles, since now it has become one of these entrance doors to the neighborhood.

In rush hours the traffic is slow because there is an association of problems: vehicles parked illegally in the range of the avenue which is intended for moving cars flow. Since, the collecting of route condition, its length is too meager, comprising only two lanes for each direction.

## 5. DISCUSSION

The Dom Severino Avenue, an object of study in question, appeared, initially, only as a paving onshore route, which ended at Nossa Senhora de Fátima Avenue – a major route from the start of East Side stand – and how an urban enclave with rural characteristics, permeated by urban voids among the residences (those located in large batches), which appeared as sites (farms).

After the settlement and development of this area of the city, the avenue in question was modifying, passing to accommodate, in addition to horizontal homes on large lots, multifamily buildings, after the decades of 80 and 90, amid the vertical integration process of Teresina.

In addition to these changes in the route, to complement the demand that was not met by shopping malls deployed several buildings for commercial use and/or shopping centers were settling over the years in Dom Severino Av., which is favored by the existence of urban voids or large batches.

The growing property speculation coupled with the recent construction of the bridge Mestre Isidoro França, which has become an access corridor to the east Zone of the city and with which the Avenue has a direct connection, finished to designate such an area as conducive to commercial occupation, since there planning to meet the demand of the expansion of this avenue. What we have now seen is an inadequacy of the track uses due to lack of parking and bottlenecks at rush times to receive a number of vehicles exceeding the adequate capacity in its status of commercial route and access corridor to the neighborhood (Figure 04 ).

Considering the photos taken on site, the court profiles and tabulation of data collected on each building, highlights the predominance of horizontal along the raised portion. Note, further, that there is the presence of residences, however, most buildings are of commercial use, and among these it is observed that a small vertical.

Figure 04: Parking on the street and on sidewalks  
Source: Personal Archive (Mendes, 2012)



The survey of current and former data relating to public parks, especially the commercial use of the avenue next to the Superintendence of Urban Development East Sector (SDU-Leste) and the Municipal Bureau of Finance was not successful because there is no such cataloging in the SDU and the Municipal Finance only gives data from authorization through a process of application, which was disposed against the option to obtain the necessary information, the surest and quickest way along the thoroughfares.

Besides the case of demand for data with municipal agencies, it is worth mentioning that, during the research often could not get information or could be given in small amounts and quality (few and diffuse) about the buildings, in interviews with the users themselves, even those who have lived for many years, who even were quite hostile to research.

It is also worth adding to identify that, in the study area, it was decided for interventions that changed the existing environment instead of enhance what it had, and that the avenue has undergone transformations that, in general, did not include its new needs, known that such changes are not constituted as anything other than a bad adaptation – residential buildings converted into commercial and/or parking spaces, for example.

As great part of the public parks under study are privately owned, they met difficulties in connection with the data of surveys, as mentioned above, as well as the lack of material in public libraries or archives with historical connotations of the area make it impossible investigative the work more thorough.

At Avenue concerned, an intense growth and development of trade-related buildings is seen, in the midst of single-family homes and a small and recent presence of multi-family residential buildings. From this, there was an increase in the flow of people and transport, which was not accompanied by satisfactory changes on the path in order to provide support for such increase.

Inserted in this context, it is noteworthy that on Avenue concerned the initial setup, which featured several urban voids and/or lots with large areas, favored the residential occupancy shift to commercial, including large enterprises.

Thus, is believed to be essential in this rapidly changing process development works like this, for the purpose of analysis of urban areas and to mobilize forces focused on interventions in regions such as East Side, whose high growth was not adequately followed by infrastructure urban, in view of the necessary adjustments. This project opens, also, the door to a new understanding and appreciation of cities in order to draw the attention of society on the importance of recovering and documenting its architectural references.

Considering that economic growth alone does not guarantee a better quality of urban life and yet there is a virtual absence of literature on this area of that city and the history of the local architectural modernity, this paper presents highly relevant about the appreciation of the architectural and urban local heritage and to emphasis the importance of recent architecture

to socio-cultural memory of Teresina. Over the past decades, the choice of a palliative urbanism that compromises the urban quality has complicated cities as places to live, which was observed on Dom Severino Avenue.

In this order, the defense of bricolage<sup>2</sup> seems appropriate given the recent history of the neighborhood that impels a reinterpretation of existing urban practices. It is remarkable that in the process of bricolage not everything is suitable, but allows a reflection that seeks the consolidation from the place and not the space, a place that generates the identities of belonging notion.

However, the guidelines actions and plans for the city were incipient and transitional, to elucidate specific issues that did not give vent to full growth, videlicet, were not successful.

The institutionalized planning applied on the east side did not respect the dynamics of the neighborhood with their local characteristics, thus the concept of the principle of "cluster" – that is to understand the place from its characteristics – was not covered properly. On the contrary, we found that the modernist urbanization model based on the principles of overvaluation of the car, to the detriment of public transport was adopted in practice, such application resulted in a problem area unable to meet the current demands, following his move from residential to commercial.

We believe that it is necessary to look at the environment from what already exists, that is, be in line with the specificity of place. Contrary to modernist logic that insisted on changing the environment to enhance what already exists.

<sup>2</sup> Term borrowed from Claude Levi-Strauss collage, in which objects and episodes are inconveniently imported and despite preserve the evidence of its origins and sources, acquire an entirely new effect due to the change of context. (NESBITT, 2007, p. 63)

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**Juliana Lopes Aragão**

Degree in Architecture and Urban Planning at the Faculty of Architecture and Urbanism of Pernambuco (Faupe); Graduate in Full Degree in History.

Masters and Doctorate in History from the Federal University of Pernambuco (UFPE).

Hermes Viana Street, 1165, Ed. Laura Viana, apt 202, Neighbourhood São Cristovão (Rua Hermes Viana, 1165, Ed. Laura Viana, apto 202, Bairro São Cristovão)

64052-360 - Teresina, PI, Brazil

(86) 9432-3366

juliana\_elias@uol.com.br

**Hercilia Raquel de Sousa Mendes**

Graduate in Architecture and Urbanism at the Federal University of Piauí (UFPI).

Block 03, block 03, apt 303, house stating Tancredo Neves, Tancredo Neves district (Quadra 03, bloco 03, apto 303, Conjunto Tancredo Neves, Bairro Tancredo Neves)

64076-085 – Teresina, PI, Brasil

(86) 99911-8087

hercilia\_raquel@hotmail.com / hercilia.raquel@gmail.com