

POLYTECHNIC OF TORINO  
FACULTY OF ARCHITECTURE 1  
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**Honors theses**

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**Complex edges. Metropolitan strategies for two case studies: Barcelona and Turin**

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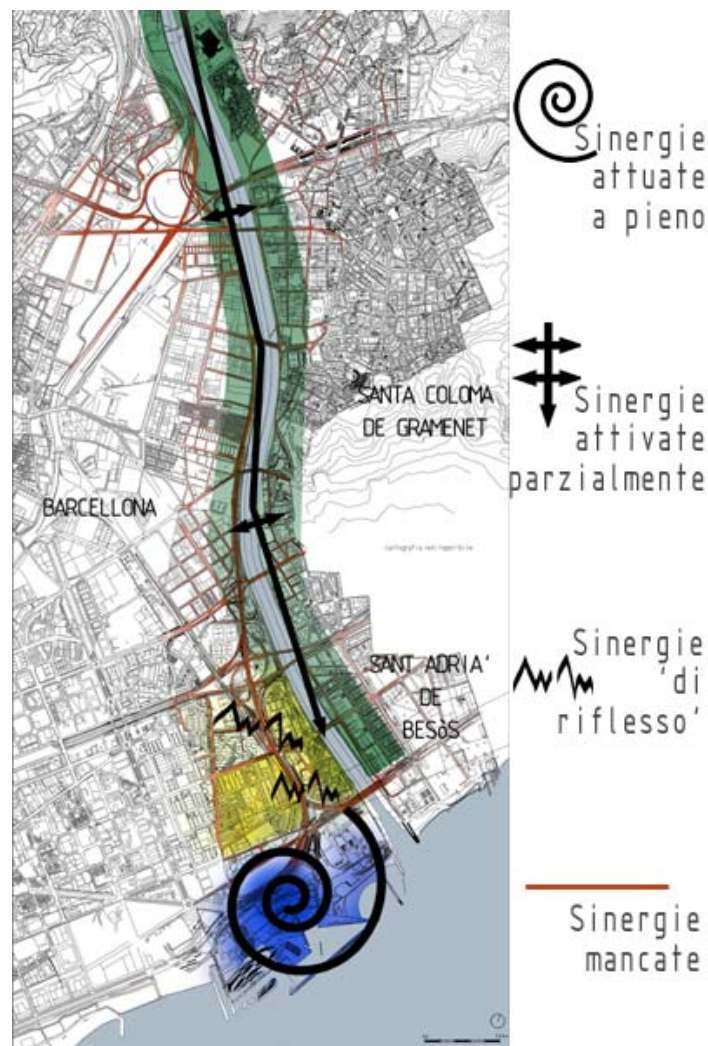
The city of Barcelona, after 1992 Olympic Games, actively looked for a new opportunity to promote the city and, meanwhile, to remodel the next metropolitan edge: the N-E *litoral* and the axis of the Besòs river.



Overview of Besòs area immediate needs

This thesis analyses the administration's strategic approach to face a border area characterized by multiples various problems: overlapping of municipal authority's competencies, environment deterioration, high urban density, sewage and energy plants, regional and national viaducts, social and urban degradation.

*Barcelona 2004 Universal Forum of Cultures* is the engine of Besòs area regeneration: it has facilitated a variety of synergies finalized to create in the site an Area of New Centrality.

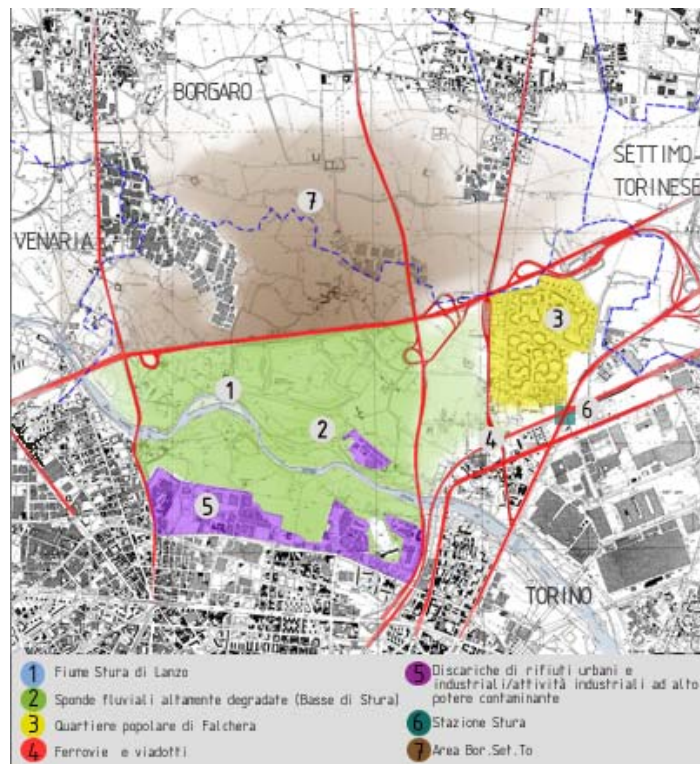


Synergies scheme

Although there are deficiencies in this complex requalification activity, the Barcelona lesson to learn could be summarized as the innovative capacity to look for development opportunities within a critical context.

Turin, as a consequence of the automotive industry crisis, is now working hard to re-define its international position. Through a big infrastructural operation it aims to facilitate metropolitan accessibility and communications.

The thesis focuses on the edge between Turin, Borgaro, and Settimo, delimited by Stura River. Here we have environment decay, urban mesh crumbling, concentration of low class residences, infrastructure potentiality/risk.



Stura area overview and emergency

Contacting the involved stakeholders and analysing the existing plans, it has been possible to outline the urban present situation and the possibilities offered by a strategic approach to face such a complex area.

The planning of the metropolitan edges is a central aspect of our metropolis' transformations: Barcelona demonstrated, between lights and shadows, to be able to afford the challenge of the complex border areas.

In Turin, the culture of metropolitan cooperation is still young and clash with a strict decisional system. The absence of a dedicated metropolitan government structure does not simplify the diffusion of a coordinated, large scale, strategic planning. While inertia and suspiciousness still characterize the general situation, a good signal comes from 'minor-visibility authorities': hinterland municipalities have a strategic territorial vision complemented with a cooperation attitude. Unfortunately the reduced dimension of these centres could generate management difficulties, especially when the transformations will reach important dimension. In this situation, it seems to be absolutely necessary the intervention of a higher government authority: the Provincial administration should be the most appropriate organism (for its hierarchical position and for its planning orientation) to direct and coordinate the metropolitan transformations.

Metropolitan border is an appropriate context to generate innovative proposals just because of the overlapping of many problems: working contemporaneously on different scales and subjects, intertwining the finalities of the various interventions, should be the new approach to rethink the Stura area.

Accessibility and mobility connections must be considered the catalysers of every kind of intervention.

Landscape and environment have not to be seen only as a container of urban elements (infrastructures and buildings): they have to be recognized like an object with its own specificity, able to create legibility and territorial identification.

It is strongly necessary that the future city model includes the active participation of the private stakeholder, whose contribution, (inserted in a clear urban project and coordinated by the public government) is essential to guarantee good quality interventions and financial sustainability.

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