

POLITECNICO DI TORINO  
SECOND SCHOOL OF ARCHITECTURE  
Master of Science in Architecture  
***Honors theses***

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**Turin: urban renovation of Spina 4 district**

by Alessandro Capello, Paolo Carignano and Fabio Vignolo

Tutor: Paolo Mellano

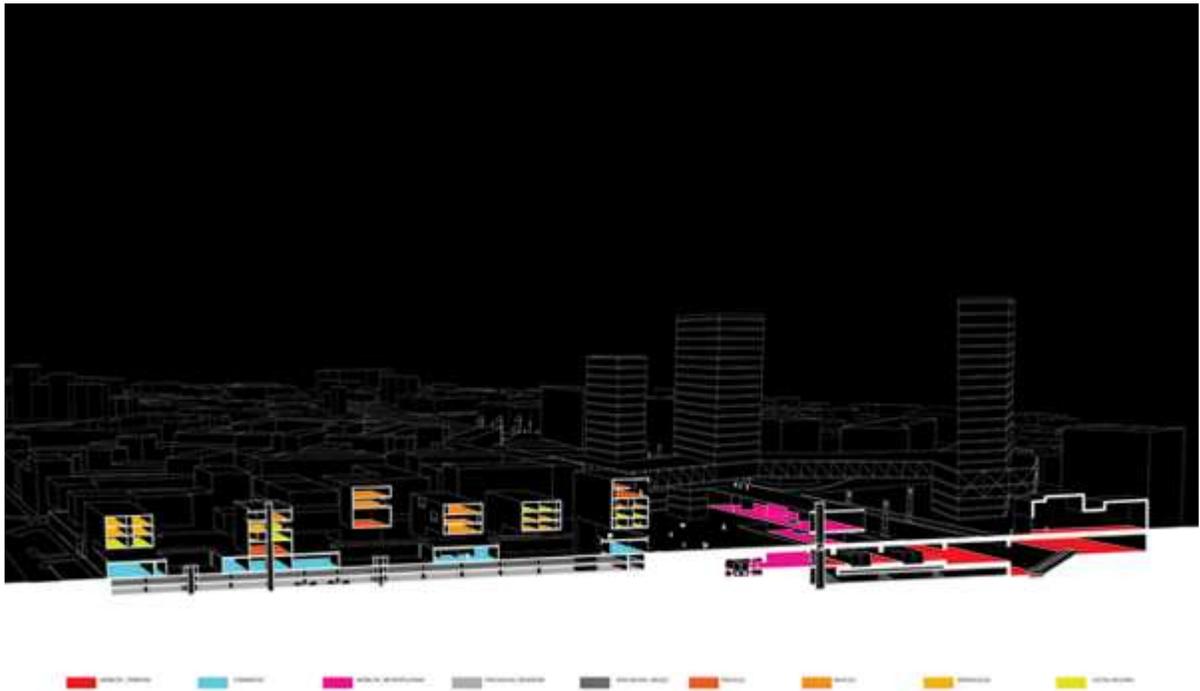
Co-tutor: Valentina Serra

The presence of the urban void caused by the relocation of existing industrial activities along Spina 4, situated between two urban areas which were once physically separated by the railway, has been interpreted as an opportunity for planning that seeks to re-stitching of the two "sides" of the future Corso Venezia through urban densification.

Densification appears to be an excellent tool to achieve the polycentric city, a goal Turin is trying to reach in order to rescue the once forgotten suburbs.

Regeneration through increasing the density also affects functions: diversified in an area, integrated with the existing to create a new neighborhood-system.

The infrastructure, planned and already implemented, is interpreted as an engine of urban change. Not only that. It becomes the main element that fulfills the guide-concept of "multilayer" combining its diverse functions. The infrastructure has become a place of work, living, entertainment, sports and services, creating a dialogue between the different categories.



The multi-tower system proposed as the "city gate" spanning Corso Venezia, grows in continuity with the underlying mobility.

The towers are grafted on the mobility system, represented by the Station of the Metro Line 2 and the train Rebaudengo, and integrated through a linear building parallel to Corso Venezia. This element houses the circulation depending from the stations and a museum space for the city (Vetrina per Torino).

The long body of the museum is engaged to one of two bases of the towers, within which there are business functions, and tertiary services.

Standing above the base volumes is the "bridge": a very square shifted to twenty feet above the ground and passing over the avenue. Inside the movement, shops and services are organized so as to create a public space accessible at any time of day. The two largest towers host residences and offices, while the smallest tower is a hotel.



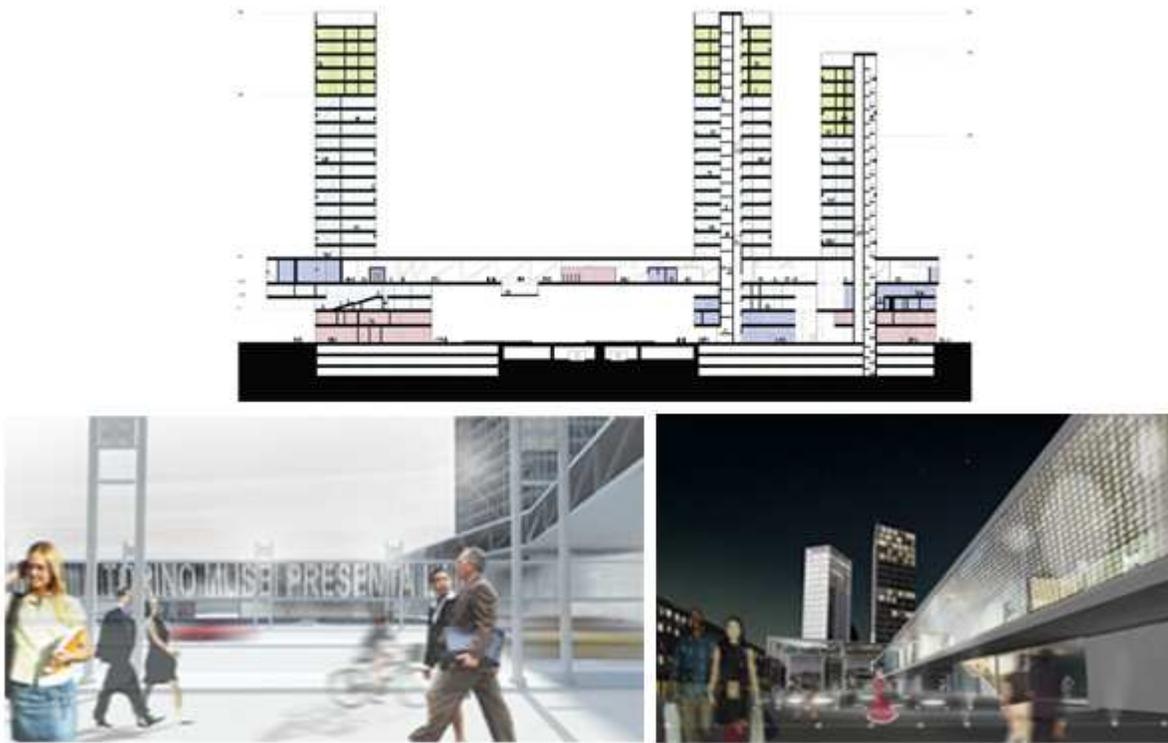
On the south side of the Spina te multi-tower system is compared with the insertion of new residences, creating a plaza between the new Metro station and the fronts of the houses.

The main feature of the residential complex is the presence of a ground floor designed as a public plate: allowing the full pedestrian crossing of the area, it houses commercial and public functions and acts as a base for the residential blocks above. Particular attention was paid to the need to ensure social interactions within the new district. The blocks are "open" to the public space in some places, allowing a constant and complete permeability of the whole system.

At the same time, the variable arrangement of buildings gives birth to courtyards and small squares: these spaces are public and private, causing a close connection between the two dimensions.

On the top of the residential units there are urban villas, whose presence increases the type variety in the intervention.

The scale of the blocks with the reduced height of the buildings helps to create a new identity. In this way, the project is structured as a new part of the city, closer to the typical "historical city centre" than to the an anonymous suburb.



As for the design of the new Parco Sempione, whose presence is strongly rooted in the present context of Barriera di Milano, it has been integrated into a park system that affects the whole metropolitan area: the park Spina 3, through the Docks Dora park, connected to the Park-Passante Rebaudengo-Sempione (PPRS) which is the source of the new Linear Parco Gottardo.

Activities already in the park have been maintained in part relocation is part of leaving the current position.

For further information, e-mail:

Alessandro Capello: [ale\\_capello@yahoo.it](mailto:ale_capello@yahoo.it)

Paolo Carignano: [paolo.carignano@gmail.com](mailto:paolo.carignano@gmail.com)

Fabio Vignolo: [fabio.vignolo@gmail.com](mailto:fabio.vignolo@gmail.com)