Master Degree Thesis

Mapping the Space

An Experimental Study and Methodological Documentation of Torino's Olympic District, Ex-MOI Neighborhood

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To the brave warriors of Iran, who are fighting for the light in the darkness, for liberty.
To our homeland, IRAN.

To Freedom
Authors
3rd February 2026

ABSTRACT

Urban environments are conceived with specific intentions, embedding assumptions about use, sociability, and collective life. Once built and inhabited, however, these spaces often evolve in ways that might diverge from their original design objectives. This thesis investigates the relationship between planned spatial intentions and lived urban realities through the case study of the former Olympic Village of Turin, today known as the EX-MOI neighborhood.

Originally constructed to host athletes during the 2006 Winter Olympic Games, the area was later envisioned as a permeable residential district characterized by a strong public dimension and collective life. Over time, the neighborhood underwent profound transformations driven by ownership changes, shifting functions, and the settlement of diverse and largely temporary user groups not anticipated in the original plan. These processes have produced a complex urban condition shaped by coexistence, fragmentation, and contested uses of space

This research analyzes the neighborhood and surrounding area of Ex-MOI in related aspects with a focus on the current student housing complex located in Lot III, examining how this group experiences and inhabits the area nearly two decades after its design. The work adopts a layered approach grounded in the presence of the authors; two resident architects who uncovered the area's complexities through daily-professional life. Methodologically, It combines oriented spatial mapping ,analyzing the spaces with specific lens, including analyses of functions, mobility, accessibility, public space, green areas, lighting, urban furniture, and surveillance, with subjective and participatory mapping methods, such as interviews, emotional mapping, and narrative-based spatial representations. This integration enables a comprehensive reading of both the material structure of the neighborhood and its lived, experiential dimension.

The results reveal a marked discrepancy between infrastructural efficiency and everyday perception. While the area benefits from strong public transport connectivity and functions relatively well during daytime hours, it is widely perceived as fragmented and unsafe at night. Physical and social fragmentation among different user groups limits interaction, weakens informal surveillance, and undermines a sense of belonging. Despite the presence of open and green spaces, issues related to design quality, maintenance, and perceived safety restrict their use as collective gathering places. Patterns of spatial avoidance further highlight how fear and discomfort shape everyday mobility within the neighborhood.

Rather than proposing definitive solutions, the thesis outlines a set of strategic directions aimed at improving spatial quality, social interaction, and perceived safety. More broadly, the research demonstrates how the integration of spatial and experiential analyses can support more responsive, context-sensitive design thinking, particularly in post-event and transitional urban environments. Furthermore, the methodology of analysis and mapping established here can serve as a tool for future analysis and 'mapping the space' in other aspects and directions.

Keywords

Human-Centered Urban Design, Prefigurated City, Spatial Intended Plan, Post-Olympic Urban Transformation, Olympic Legacy, Oriented mapping, Everyday Urban Practices, Lived Space, Strategic Spatial Mapping, Participatory Urban Analysis, Subjective and Experiential Mapping

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5 Subjective analysis and Participatory Mapping

6 Collective data and interpretative synthesis on Urban conditions

Roadmap

1 Introduction

The thesis opens by presenting the research background, motivation, and problem, introducing the Ex-MOI neighborhood as a case study of post-Olympic urban transformation. The chapter outlines the research objectives, questions, and overall methodological logic that guides the study.

2 Methodology

This chapter describes the research framework and methods adopted in the thesis. It explains the combination of oriented spatial mapping and subjective, experience-based tools, detailing data sources, observation techniques, interviews, participatory mapping, and the analytical process used to interpret and synthesize findings.

3 EX-MOI as an Urban Project: Intentions and Transformations

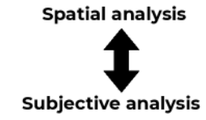
Chapter 3 reconstructs the historical and urban trajectory of the Ex-MOI area, from its pre-Olympic condition to the 2006 Olympic project and subsequent post-Olympic transformations. This chapter establishes the design intentions and planning logic that serve as a reference for later analysis.

4 Oriented mapping and Spatial Analysis

This chapter presents the results of the oriented spatial analysis, focusing on land use, public realm configuration, mobility systems, lighting, urban furniture, and collective spatial patterns. Through a series of analytical maps, it describes the physical and infrastructural conditions of the neighborhood.

5 Subjective analysis and Participatory Mapping

Chapter 5 explores how the neighborhood is lived and perceived by its users. Based on interviews, emotional maps, and experiential narratives, the chapter documents everyday practices, perceptions of safety, patterns of movement and avoidance, and shared spatial meanings within the Ex-MOI context.



6 Synthesis and Design-Oriented Reflections

The final analytical chapter brings together the spatial and subjective findings through comparative and synthetic mapping. By identifying convergences and tensions between designed space and lived experience, the chapter outlines preliminary design considerations and strategic directions for future interventions.

1

INTRODUCTION

This chapter introduces the research by outlining its background, motivation, and overall framework. It explains how the Ex-MOI neighborhood became the focus of the thesis through direct experience and growing academic interest, and clarifies the main research problem addressed by the study. The chapter defines the research objectives and questions that guide the investigation and presents the structure of the thesis, explaining how each chapter contributes to the development of the analysis and the final reflections.

1.1 Background and Motivation

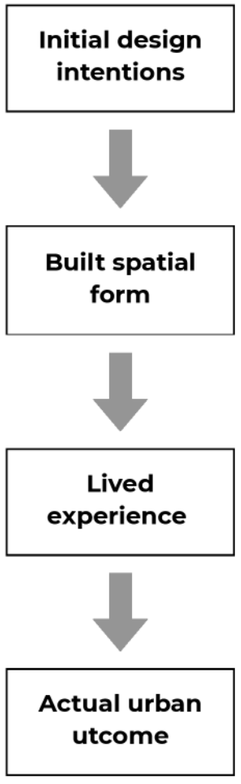


Figure 1. Urban Design Translation Process Diagram

According to Gehl (2010), “first we shape the cities, then they shape us.” This statement effectively describes the reciprocal relationship between urban form and everyday life. Urban environments are designed with specific expectations regarding use, mobility, and collective life; however, once these spaces are inhabited, their daily use often diverges from the intentions that informed their design. Social practices, routines, and emotional responses continuously reinterpret the built environment, producing meanings that evolve over time.

The former Olympic Village of Turin—today known as the EX-MOI neighborhood—offers a relevant model for analyzing this dynamic relationship between designed intention and lived experience. Originally designed as a temporary residential complex for the 2006 Winter Olympic Games and later imagined as a new urban district with a strong public and collective identity, the area has undergone a complex post-event trajectory. Over the past two decades, changes in ownership, management, and occupancy patterns have transformed EX-MOI into a complex urban environment shaped by functions and social groups that were not part of its original program.

Within this context, one of the lots has been converted into student housing, introduces a user group whose everyday routines differ significantly from those originally envisioned for the site. This thesis takes a contextual approach that combines professional spatial analysis with lived experience, looking at EX-MOI from the perspectives of both architecture students and regular neighborhood residents.

The study originates from our everyday experience as inhabitants of Camplus MOI in the EX-MOI neighborhood, where we have lived while studying architecture at the Politecnico di Torino. Our engagement with the area developed progressively: the neighborhood was not initially known to us, nor chosen as a research subject, but became familiar through daily movement, routines, and gradual discovery. In this sense, our understanding of EX-MOI emerged simultaneously as a physical experience of inhabiting the area and as an intellectual process of learning how to read it.

Urban sociologist Herbert J. Gans argues that understanding urban environments requires observing them from within everyday life, emphasizing that meanings and practices become visible only through prolonged presence (Gans, The Urban Villagers, 1962). In line with this perspective, our prolonged residence enabled us to perceive not only spatial configurations, but also patterns of use, avoidance, and emotional response that are often overlooked in short-term or purely analytical studies.

As our familiarity with the neighborhood grew, this lived experience gradually expanded into a broader curiosity about the area’s past and the intentions behind its design. EX-MOI is not a neutral or generic residential environment, but a site marked by successive layers of urban transformation: from its former condition as a wholesale market, to its redevelopment as the Olympic Village for the 2006 Winter Games, and later to its reoccupation by social groups not originally anticipated in the initial plan.

1.2 Research Problem and Objectives

Learning about the 2006 Olympic project revealed a strong design ambition centered on openness, permeability, and the creation of a new public-oriented residential district. This vision, combined with the neighborhood's strategic location and infrastructural connections, suggested a potentially promising urban condition. These elements prompted us to question how such intentions have been translated into everyday life over time, and to what extent the neighborhood today reflects, adapts, or diverges from its original design logic.

Motivated by this gradual process of discovery and appropriation, this thesis seeks to understand the EX-MOI neighborhood through the intersection of spatial analysis and lived experience. Rather than evaluating the area in terms of success or failure, the research aims to reveal how design intentions, social practices, and subjective perceptions interact over time, producing an urban condition that is both planned and unexpected.

Figures 2. Situated Urban Knowledge Framework

Figure 3. Ex-MOI Neighborhood. Pedestrian pathway between Via Zino Zini and Via Giordano Bruno. *Photo by the authors.*

While the transformation of large-scale event-driven developments—such as Olympic Villages— has been widely discussed in political, social, and media discourse, much less attention has been given to how the neighborhood is experienced in everyday life by its current users, and how these experiences relate to the original spatial intentions embedded in the 2006 project.

Conventional urban analysis frequently relies solely on formal and quantitative elements—such as land use, connectivity, accessibility, and morphology—while neglecting lived experiences, emotional perceptions, and quotidian spatial activities. As a result, significant aspects of urban life, including feelings of safety, avoidance, attachment, or belonging, remain insufficiently explored, despite their direct influence on how space is used and inhabited.

1.3 Research Questions

This research addresses this gap by proposing an interpretative framework for reading the EX-MOI neighborhood as a lived urban environment, where spatial configuration and everyday experience are analyzed in relation to one another. The main objective of this thesis is therefore to investigate the relationship between design intentions and lived experience in the EX-MOI neighborhood, twenty years after its construction as the Olympic Village for the 2006 Winter Games.

To achieve this aim, the research pursues the following specific objectives:

- To analyze the spatial structure of the EX-MOI neighborhood through oriented and focused spatial mapping, examining functions, mobility systems, public spaces, accessibility, lighting, and urban furniture;
- To document and interpret everyday experiences of a specific user group—students residing in the former Olympic Village—through interviews, participatory mapping, and experiential observation;
- To identify recurring patterns of use, avoidance, and perception, and relate them to specific spatial conditions and design choices;
- To compare and synthesize spatial analysis and subjective data in order to reveal convergences, tensions, and discrepancies between planned space and lived space;
- To translate these findings into a set of preliminary design strategies aimed at improving spatial quality, social interaction, and perceived safety, without proposing a definitive masterplan solution.

Through these objectives, the thesis positions itself as an exploratory investigation, using lived experience as a critical lens for reading and rethinking post-Olympic urban environments seeking answer to the following questions:

Main Research Question:

How does the Ex-MOI neighborhood function today as a lived urban environment, when read through the relationship between its original design intentions, current spatial configuration, and everyday user experience?

Supporting Research Questions:

1. To what extent do the original spatial and urban design intentions of the former Olympic Village correspond to current patterns of use, movement, and appropriation by its inhabitants?
2. How do specific spatial elements—such as mobility infrastructure, public spaces, green areas, lighting, and urban furniture—affect users' perceptions of safety, comfort, and accessibility in everyday life?
3. Which spaces, paths, and areas are perceived as attractive, problematic, or avoided by users, and how do these perceptions relate to measurable spatial conditions?
4. How can the integration of oriented spatial mapping and subjective mapping inform design-oriented reflections and strategic directions for future interventions in the Ex-MOI neighborhood?

1.4 Structure of the Thesis

The thesis is organized into seven chapters.

- Chapter 1 introduces the research background, motivation, research problem, objectives, and questions, and outlines the methodological approach and structure of the study.
- Chapter 2 presents the research methodology, detailing the overall research framework, the case study and its scope, the data collection methods, and the analytical tools used to investigate both spatial conditions and lived experience.
- Chapter 3 provides a contextual overview of the Ex-MOI neighborhood, tracing its historical development from its former use as a wholesale market to its transformation into the Olympic Village for the 2006 Winter Games and its subsequent post-Olympic evolution.
- Chapter 4 presents the results of the oriented spatial mapping and strategic analysis, focusing on physical configuration, land use, mobility systems, public spaces, lighting, urban furniture, and collective spatial patterns.
- Chapter 5 introduces the subjective and participatory mapping, presenting the findings from interviews, emotional maps, and experiential observations, and examining how users perceive, inhabit, and navigate the neighborhood in everyday life.
- Chapter 6 brings together the results of the spatial and subjective analyses, identifying convergences, tensions, and key spatial issues. Then these findings are translated into strategic design reflections and preliminary intervention directions, followed by the final conclusions.

2

METHODOLOGY

This chapter outlines the methodological framework adopted to read and interpret the Ex-MOI neighborhood. To understand the area in a comprehensive way, the research is structured through a multi-layered analytical approach in which different methods are applied in parallel and then brought into dialogue. The methodology begins with a historical reconstruction of the site, from its agricultural origins to the Olympic project and its post-Olympic transformations. This is followed by a detailed spatial reading aimed at understanding the current physical and functional conditions of the neighborhood. Finally, the chapter introduces the tools used to investigate how the area is experienced and inhabited by its users. Through the combination of documentary research, situated observation, mapping, photography, and interviews, the methodology establishes the basis for the analytical and interpretive work developed in the following chapters.

2.1 Research Approach and Framework

This thesis adopts a qualitative, case-study-based methodology based on the idea of "reading and mapping urban space" through multiple analytical layers. Rather than relying on a single form of analysis, the research is structured as a sequential and interconnected process that combines historical reconstruction, spatial analysis, and the investigation of lived experience. The aim is to understand how the Ex-MOI neighborhood functions today as an urban environment shaped both by design intentions and by everyday use.

The methodological framework is organized around three main analytical components:

- historical reconstruction of design intentions,
- oriented spatial mapping and observation, and
- subjective and experiential mapping of everyday use.

The first consists of a historical analysis aimed at reconstructing the original design intentions and the successive transformations of the area. The second focuses on an oriented spatial analysis, based on direct observation and mapping of the physical and functional characteristics of the neighborhood. The third component introduces a subjective and experiential dimension, investigating how current inhabitants perceive, use, and emotionally relate to the spaces they inhabit.

These components are not intended to separate objective facts from subjective experience, but rather to allow a comparative reading between different layers of urban reality. Their interaction forms the basis for the synthesis developed in the final chapter, where convergences, tensions, and contradictions between planned space and lived space are identified and discussed.

Figure 4. Ex-MOI Neighborhood, Turin. Aerial view of the former Olympic Village study area. *Source: leolimpiadiditalia.it.*

2.2 Case Study and Scope

The case study of this research is the Ex-MOI neighborhood in Turin, located in the southern part of the city and originally developed as the Olympic Village for the 2006 Winter Games. The study area includes the former wholesale market structures, the Olympic footbridge, the residential lots developed for the Games, and the surrounding streets and public spaces that structure everyday movement and accessibility.

In the subjective analysis, particular attention is given to one of the three residential plots of the former Olympic village where several buildings are currently used as student housing, including Camplus MOI. This area constitutes the main focus of the research, both because of its relevance within the post-Olympic transformation of the neighborhood and because it reflects the researchers' daily lives and the main group of participants in the subjective analysis.

The spatial analysis operates at the scale of the neighborhood, extending beyond Lot III to include adjacent streets and infrastructures such as Via Giordano Bruno, Via Zino Zini, Corso Bramante, and the connections to Lingotto Station.

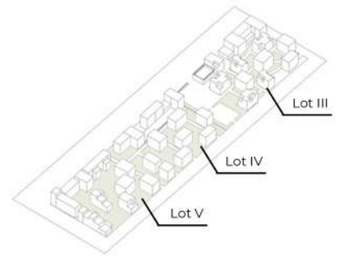


Figure 5. Axonometric Diagram of Residential Lots in the Former Olympic Village

2.3 Data Collection Methods

The methodological process integrates different forms of data collection in order to capture both the physical configuration of the neighborhood and the ways in which it is experienced in everyday life. These methods include documentary research, situated observation, photographic surveys, and interviews combined with participatory mapping. Each method contributes a specific type of information and supports different phases of the analysis.

2.3.1 Documentary and Archival Research

The first phase of the research is based on documentary and archival sources used to reconstruct the historical development of the Ex-MOI area. This includes journalistic sources, academic articles, planning documents, institutional reports, and historical maps. Particular attention is given to materials related to the 2006 Olympic project and its aftermath, in order to understand the initial objectives of the intervention and the expectations associated with the Olympic Village.

Newspapers such as La Stampa, municipal press releases, and other media sources were consulted to trace public discourse and key events following the Olympic Games, including phases of abandonment, occupation, and reuse. These materials provide the background necessary to situate the current condition of the neighborhood within a longer process of urban transformation.

2.3.2 Situated and Resident-Based Observation

A central component of the research is situated observation, grounded in the researchers' extended presence in the study area. Both researchers lived for approximately two years in Camplus MOI, located in Lot 3 of the former Olympic Village, while studying architecture at the Politecnico di Torino. This prolonged residence allowed for continuous and non-intrusive observation of everyday spatial practices over time.

This approach is inspired by forms of embedded or resident-based observation used in urban sociology, such as those employed by Herbert J. Gans in *The Levittowners,* where long-term presence enabled the observation of ordinary routines, spatial habits, and informal behaviors. Similarly, in this research, everyday exposure to the neighborhood made it possible to identify recurring movement patterns, spaces of appropriation, areas of avoidance, and temporal variations that would be difficult to capture through short-term fieldwork alone.

Observation was supported by informal note-taking, repeated walks through the area, and photographic documentation. Rather than aiming for a full ethnographic account, this method provided a grounded understanding of how spaces are actually inhabited and perceived, informing both the spatial and subjective analyses.

2.3.3 Photographic Survey as an Analytical Tool

Photography is a powerful tool for reading the urban environment because it captures the city as it is lived, not just as it is planned. By documenting the everyday actions, informal uses, and subtle dynamics that shape urban life, elements that often escape maps, drawings, or statistical data.

Taking advantage of being residents of the area, photography was used as a systematic tool for observing and documenting this urban environment over time. Through repeated photographic surveys conducted along daily routes and across different moments of the day and night, images were collected to record spatial conditions, patterns of use, and atmospheres.

Photographs were not treated solely as illustrative material, but as analytical resources supporting the construction of spatial maps and interpretations. By comparing images taken over time, it was possible to identify changes, recurring situations, and stable conditions related to public space use, lighting, accessibility, and maintenance. The consistency of photographic observation, made possible by the researchers' residence in the area, allowed photography to function as a form of visual mapping integrated into the broader analytical process.

2.3.4 Interviews and participatory survey with residents

To investigate lived experience and subjective perceptions, the research included interviews and participatory mapping exercises with a small sample of residents. A total of twelve students living in the student housing buildings of Lot 3 were interviewed individually. Students were selected as the main focus group because they currently inhabit the neighborhood despite not being part of the original target population envisioned in the Olympic project.

The interviews addressed everyday routines, patterns of movement, perceptions of safety, areas of comfort or discomfort, and forms of interaction with public spaces. Interviews were recorded, transcribed, and carefully reviewed to identify recurring themes and spatial references.

In addition to verbal interviews, participants were asked to engage in simple mapping exercises, using base maps of the neighborhood to indicate routes, significant places, avoided areas, and perceived boundaries. These materials were not translated directly into final maps. Instead, narratives and drawings were analyzed to extract recurring behaviors, perceptions, and emotional cues, which were gradually organized into analytical categories used in later mapping phases.

2.4 Analytical and Representational Techniques

The analytical process in this thesis relies on mapping and visual representation as central tools for interpretation rather than as mere outcomes of the analysis. Maps, diagrams, and visual overlays are used to structure observations, compare different layers of information, and make spatial relationships explicit. In this sense, representation functions as a form of analytical reasoning, allowing complex spatial and experiential data to be read, questioned, and synthesized.

Different representational tools are employed according to the nature of the data. Oriented spatial maps are used to describe measurable and observable conditions, such as land use, mobility systems, accessibility, lighting, and the distribution of public spaces. These maps aim to clarify the physical structure of the neighborhood and the logic of its spatial organization. Subjective and experiential maps, by contrast, translate qualitative information derived from interviews, participatory exercises, and observation into spatial patterns, highlighting perceived boundaries, areas of attraction or avoidance, and emotional intensities.

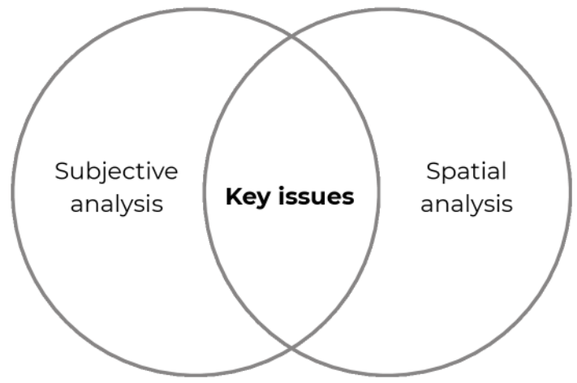
Diagrams and layered visualizations are used to compare these different analytical dimensions. Through superimposition and juxtaposition, they reveal convergences, mismatches, and tensions between the designed environment and lived experience. This approach allows subjective perceptions to be rendered spatially without reducing them to purely quantitative indicators, maintaining their interpretative and contextual nature.

Within this research, representation is therefore not intended as a neutral or purely descriptive act, but as an integral component of the analytical method. The process of mapping becomes a way to construct meaning, identify relationships, and support critical reflection on the performance of the Ex-MOI neighborhood as an inhabited urban environment.

2.5 Synthesis Process

Following the individual analytical phases, the oriented spatial analysis and the subjective experiential analysis are read together through a process of synthesis. This comparative reading focuses on identifying areas where spatial configuration and lived experience converge, as well as zones where they diverge or generate tension.

Relationships between analytical layers are interpreted in different ways: they may reinforce each other, contradict one another, or reveal unintended effects of design decisions. This synthesis forms the basis for the identification of key issues and thematic statements developed in Chapter 6, and directly informs the strategic reflections proposed in Chapter 7.



Figures 6. Integrated Urban Analysis Framework

2.6 Limitations and Research Positioning

This research is exploratory in nature and presents several limitations. The subjective analysis is based on a relatively small and specific sample of users, and the findings cannot be generalized to all inhabitants of the neighborhood. The focus on students reflects a deliberate choice but excludes other groups whose experiences may differ significantly.

In addition , the dual position of the researchers as both residents and analysts represents both a limitation and a strength. While it may introduce bias, it also enables a depth of observation and familiarity with everyday practices that would be difficult to achieve otherwise. This positionality is acknowledged as an integral part of the research framework.

3

HISTORY OF URBAN EVOLUTION: INDUSTRY, OLYMPIC AND LEGACY

The history of the Borgo Filadelfia district shows a long process of changes during the history. This urban Evolution can be read in three main era to understand the transformations. First, the Industry era (late 1800s–2001) evaluate how the land moved from agriculture to a major industrial neighborhood with the railway, logistics, FIAT and MOI market, until their decline and closure. Second, the Olympic era in Torino (2001–2006) acts as the turning point; it shows the evolution from the design of the Olympic village and its intentions to the construction and the Olympic game. Finally, the Legacy section (2006–Present) looks at the "afterlife" of the project and how the area has adapted to the city's needs in the years after the event.

3.1 Timeline of the District

From Late 1800s Till Present

Figure 1. Topographic map of Torino 1761-1766. *Source : Historical Archives of the City of Turin*

Figure 2. Historical topographic map of the Lingotto and Molinette area showing the rural fabric before industrialization, circa 1860, *Source: Archivio Storico della Città di Torino*

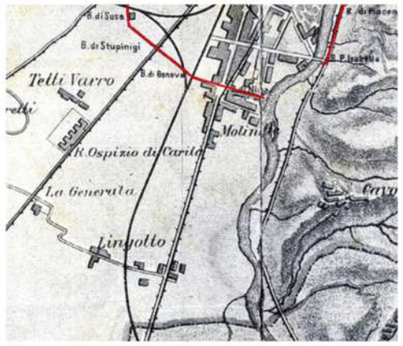


Figure 3. Bombs and incendiary vehicles launched 1942-1945 ASCT, Types and drawings, cart. 68, fasc. 1 drawing 11. *source: © Historical Archives of the City of Turin*

Figure 4. Map of war damages showing the destruction of the Wholesale Fruit and Vegetable Market (MOI) after the WWII bombings, 1945, *Source: Archivio Storico della Città di Torino*..

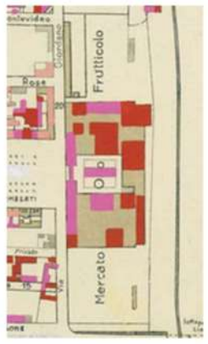


Figure 5. Master plan of the Olympic 2006 Village of Torino by Benedetto Camerana, . *Source : "Progettare un Villaggio Olimpico" (Technical Report), 1*

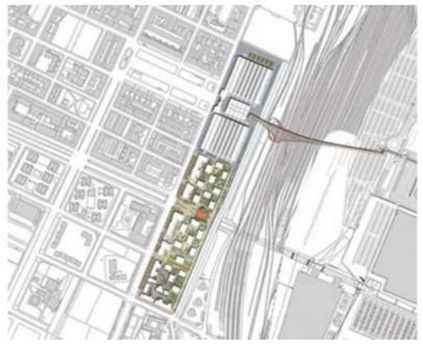


Figure 6. Arial image of Torino Ex Olympic Village, 2025. *Source : Google earth, accessed by 25 January 2025*

Late 1800s

Agricultural Area

1845-1853

Lingotto Railway

1845 Railway To Torino
1848-1853 Railway to Genova
1916–1922 Establishment of the Lingotto Halt (Fermata Lingotto) to serve the new FIAT Factory.
1984 current Lingotto Train Station

1916–1923

FIAT industrial

1916-1923 Construction of FIAT
1930s–1960s: Factory expands
1980s–1990s: Decline of industrial activity : Lingotto Shopping center

1931-2001

Wholesale Mercato

1931–1933 Construction by **Umberto Cuzzi**
193-1943 Wholesale market
1943–1945 Bombardments of WWII
1948 - 2001 Repaired, active wholesale market (MOI)
2001- sending the to CAAD and being abundant

2002-2006

Olympic Village

Designing the Olympic Village

2006-present

Post Olympic life

Wholesale Market:
2006- 2012 abundant of the General market
2012-2013 Paratissima art fair
2014 politecnico di torino ownership

Residential Lots:
2006-2013 abundant of the General market
2012-2013 Paratissima art fair
2014 politecnico di torino ownership

Figure 7. The vast flower fields in the fenced lands of the Lingotto- Agricultural land of Lingotto, 1766 *Source :Il Lingotto Una Volta 1987*

Figure 8, The original passenger building of the Torino Lingotto railway stop, circa 1960, *Source: Historical Archives of the City of Turin*

Figure 9. Panoramic view of FIAT Lingotto factory 1925, *Source: Centro Storico FIAT*

Figure 10. Historical photograph of MOI during its daily activity. *Source: Historical Archives of the City of Turin*

3.2 Industry: The evolution from agricultural land to the industrial dominancy

From Agricultural land in 1800s till the Industrialization and deindustrialization, the neighborhood went through a long history. categorizing as industry is due to the dominate characteristics, as this area host the big industries during the past centuries. This industrial origin after the presence of the agricultural land in south part of Turin, started with the extension of the railway of Torino-Genova. Presence of railway brought the first logistical origins in the area as the infrastructure, which then created the necessary conditions for the presence of FIAT and other industries. This part of evaluation also considered the effect of these industries on the transformation of the area for the working class, as it shows the identity of the urban fabric which those industries brought. The industrial dominancy of the area followed by construction of the MOI (Mercati generali), as it brought nigh life and new residential-industrial identity to the area. The peak industries happened in 1960, then the area meet the decline of the industries in 1982 which FIAT ceased production at the Lingotto plant, marking the end of the neighborhood's primary economic engine, which was the start of the transformation of the deindustrialization. it followed by the transferring the MOI market to Gruliasco by 2001, which marked as the end of the industry identity of the neighborhood.

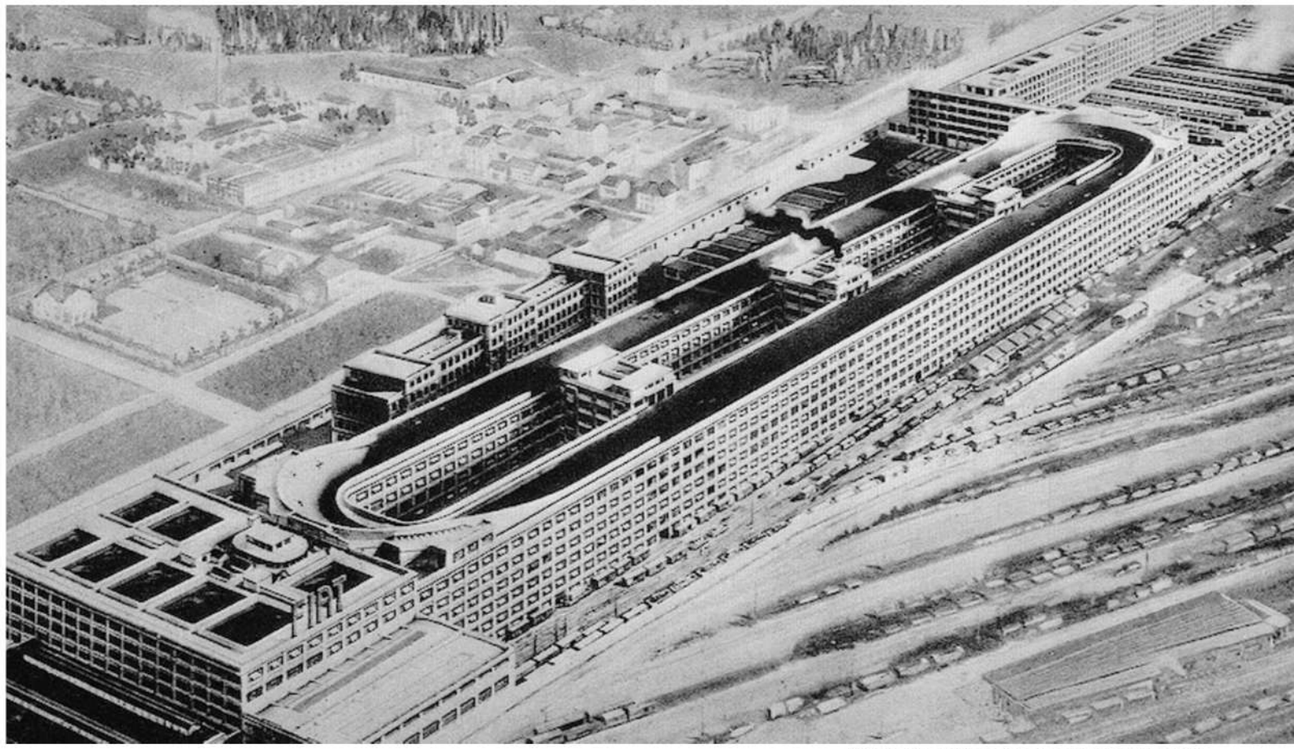


Figure 11. Aerial axonometric drawing of the FIAT Lingotto factory highlighting the rooftop test track, 1923. *Source: Centro Storico FIAT*

3.2.1 From Agricultural Lands to Early Urbanization

3.2.1.1 Agricultural Landscape and Pre-Industrial Structure (Late 1800s)

Until the late nineteenth century, the area now known as Lingotto was characterized by a predominantly rural landscape situated between Turin and Moncalieri. Its territorial identity was structured around large agricultural estates (latifondi) and a system of cascine, including the Cascina Lingotto, from which the district derives its name [1]. Historical sources trace the ownership of these lands to aristocratic families connected to Moncalieri as early as the fifteenth century [1]. Cartographic documents such as the Carta della Caccia (1762) and later cadastral maps depict a landscape of cultivated fields, isolated farmsteads, and limited built structures [2]. This agrarian organization persisted well into the nineteenth century, with little urbanization and a clear separation from the compact city of Turin. The presence of fortified rural structures, including the remains of the Castello del Lingotto, further confirms the long-standing agricultural function of the area [3].

1- Giorgina Levi, Il Lingotto: storia di un quartiere operaio, Torino: Musolini, 1976, p. 15–20.

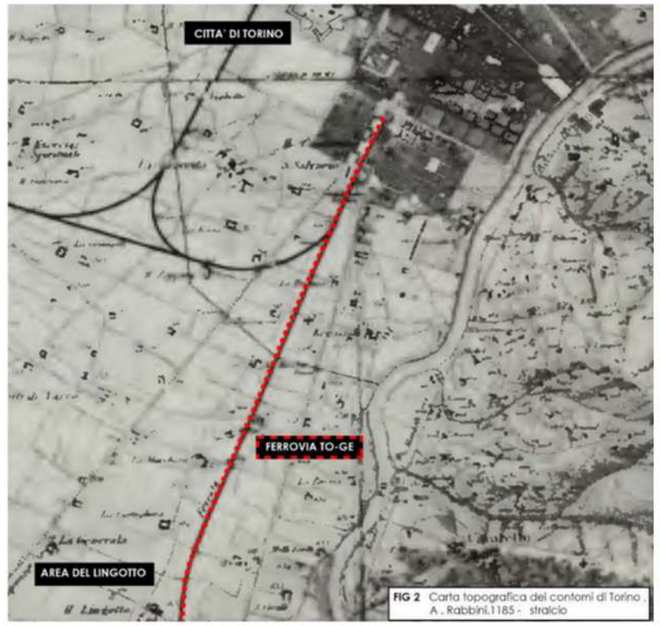
2- Giovanni Battista Borra, Chorographic Map of Hunting (1762), State Archives of Turin; Antonio Rabbini, List of the Owners of the Properties. City of Turin, 1866

3- Polytechnic University of Turin, Department of House-City, Farms in Turin ,Turin: Celid, 1996

Figure 12. Piedmontese topographer, Topographical map of Hunting, 1761-1766, ASTO, Court, Topographical Maps Secret, Turin, 15. A.VI red (north at the bottom).*Source: Historical Archive*

3.2.1.2 Infrastructure as Catalyst: Railway and Early Urbanization (1845-1853)

The first major rupture in this rural continuity occurred with the construction of the Turin-Genoa railway between 1845 and 1853 [1]. Promoted by the Kingdom of Sardinia and fully financed by the state, the railway aimed to connect Turin to the Ligurian port system, reinforcing economic and logistical integration [4]. As the rail corridor crossed the eastern edge of the Lingotto territory, it introduced a new infrastructural layer that redefined property boundaries and spatial relationships [5]. While the area remained largely agricultural, the railway fragmented the landscape, created new edges, and established a logistical framework that would later support industrial development. It also enabled new patterns of mobility, anticipating the transformation of Lingotto from rural hinterland to urban-industrial district [5].



4- Valerio Castronovo, Torino. Storia di una città ,1987, p. 105–110.

5- Giuseppe Berta, La città e la fabbrica (Milano: Mondadori, 2005), 12; Giorgina Levi, Il Lingotto, p. 22.

Figure 13. Topographic map of Torino - Antonio Rabbini, Original Map of the Municipality of Turin ("Catasto Rabbis"), 1866. ASTO, Reunited, Finances, Cadastres, Cadastre Rabbis,- Railway toward Genova is pointed out by Authors

3.2.2 Industrialization

3.2.2.1 The Railway and the Logistical Origins (1853–1915)

The industrial destiny of Borgo Filadelfia was determined by the Turin-Genoa railway line (1853), yet the tracks alone were insufficient to attract factories immediately. The crucial turning point was the transformation of this railway stretch into a "Heavy Freight Corridor" between 1887 and 1914 [6]. This change began just north of the district with the Vallino Freight Yard (1887) and the Docks Piemontesi (1914), which proved the line's capacity to handle massive cargo [7]. Most importantly for the neighborhood, in 1914, the Railway Customs (Dogana Ferroviaria) was built at the district's northern border on Via Giordano Bruno [8]. As said by historian Valerio Castronovo, the construction of this tax and control hub effectively re-zoned the land from agricultural to "industrial-logistical," showing that the railway was no longer just for travel but for the heavy import-export of materials [6]. This infrastructure created the necessary conditions that would lead FIAT to purchase the adjacent agricultural fields for its Lingotto plant just two years later [9].

6- Valerio Castronovo, Torino. Storia di una città (Torino: Einaudi, 1987), p. 215–220.

7- Scalo Vallino e Magazzini Generali, *source: MuseoTorino, accessed 2025.*

8- Pratiche Edilizie: Dogana Ferroviaria (1914).*Source: Archivio Storico della Città di Torino*

9- Giorgina Levi, Il Lingotto: storia di un quartiere operaio (Torino: Musolini, 1976), p. 45–50.

3.2.2.2 The "Border Housing": The Logistics Settlements (1890s–1915)

Following the operational launch of the Vallino Freight Yard and the Railway Customs, the first residential fabric appeared on the western side of the tracks to house the specific logistics workforce [1]. Before the arrival of the massive FIAT plants, the housing stock was defined by a mix of surviving rural farmhouses (Cascine) and spontaneous "border housing" [10]. This growth was eventually formalized by the Piano Regolatore of 1908, which extended the city's orthogonal grid southwards, laying the geometric foundation for the future streets of Borgo Filadelfia [11]. As documented in historical maps, this early settlement consisted of 2-to-3 story "rental houses" (case d'affitto), built by small private speculators to house the customs officers (dazieri) and railway workers (ferrovieri) who needed to live within walking distance of the freight yards [3]. Unlike the organized industrial blocks that would follow, these early tenements were modest, often lacking internal sanitation, creating a fragmented "Logistics Village" distinct from the city center [12].

10- Maria D'Amuri, 1848-1923: edilizia popolare a Torino (Torino: Archivio Storico della Città di Torino, 2010), p. 85–89.

11- Antonio Rabbini, Piano Regolatore e d'Ampliamento della Città di Torino, 1908.

12- Giorgina Levi, Il Lingotto: storia di un quartiere operaio (Torino: Musolini, 1976), 32–36.

3.2.2.3 The Birth of FIAT and the Construction of FIAT Lingotto (1899–1923)

The industrial identity of the neighborhood was born by the expansion of FIAT. Founded in 1899, the company rapidly outgrew its first workshop and, in 1916, began construction on a revolutionary plant: FIAT Lingotto [13]. Inaugurated in 1923 and designed by engineer Giacomo Matté-Trucco, it was the first example of a vertical assembly line in Europe [1]. The site was chosen specifically to exploit the existing railway spurs and the proximity to the Docks Piemontesi for raw materials [14]. This massive concrete structure, with its famous rooftop test track, fundamentally changed the area, shifting its function from simple logistics to heavy mass production [13].

13- Valerio Castronovo, Torino. Storia di una città (Torino: Einaudi, 1987), P.225–230.

14- Giorgina Levi, Il Lingotto: storia di un quartiere operaio (Torino: Musolini, 1976), P. 48.

Figure 14. Photo of Lingotto FIAT entitle of "Foto ufficiale della Fiat Lingotto (particolare)" 1923 .from the book " Il Lingotto Una Volta"

3.2.2.4 The First Housing Wave: The Lingotto Effect (1920–1930)

The opening of Lingotto in 1923 triggered an immediate demographic boom, necessitating a new wave of housing for the thousands of factory workers (tute blu). This phase saw the construction of two distinct typologies: private, high-density tenement housing (case a ringhiera) for unskilled laborers, and the more organized "Garden City" experiment of 1925 on Via Sarpi (the Villini), designed by Carlo Charbonnet for skilled clerks [1]. To structure this rapid expansion, the urban layout centered around a large open void: Piazza Galimberti (originally Piazza Balilla). As noted by Giorgina Levi, this square was designed as the "breathing lung" of the neighborhood, functioning as the primary interface between the dense residential grid and the industrial walls [2].

15- Daniela Adorni, La casa pubblica. Storia dell'Istituto autonomo case popolari di Torino (Roma: Viella, 2017), P. 112–115.

16- Giorgina Levi, Il Lingotto: storia di un quartiere operaio ,Torino: Musolini, 1976, P.55.

3.2.2.5 The Social Anchor: Filadelfia Stadium (1926)

While industry defined the pattern of work, the neighborhood's social identity was solidified by the construction of the Stadio Filadelfia in 1926 [17]. Commissioned by Count Enrico Marone Cinzano and designed by engineer Miro Gamba, the stadium was built on the large block of land adjacent to the future MOI site [17]. Unlike modern stadiums located on city outskirts, "The Fila" was embedded directly into the working-class fabric. Its presence gave the district its name "Borgo Filadelfia" and transformed the area from a purely industrial dormitory into a community with a distinct shared identity, proving that the neighborhood was evolving into a self-sufficient urban village [18].

17- Sergio Vatta, La magia del Filadelfia (Torino: Graphot, 2009), 15–20.

Figure 15. The inauguration of the historic Filadelfia stadium. October 17, 1926. *source: Historical Archives*

18- Giorgina Levi, Il Lingotto: storia di un quartiere operaio (Torino: Musolini, 1976), p.60.

3.2.2.6 Mercati Generali (MOI) (1933)

In 1933, the urbanization of the area intensified with the construction of the Mercati Ortofrutticoli all'Ingrosso (MOI) [19]. Designed by the Rationalist architect Umberto Cuzzi, the complex was built on the open agricultural land west of the railway [1]. The location was strategic: it sat directly adjacent to the Railway Customs and the rail spurs, allowing fresh produce from southern Italy to be unloaded directly from trains into the market's iconic parabolic concrete arches [20]. As highlighted in architectural archives, the MOI functioned as a commercial engine, turning the area into a 24-hour hub of trade that operated independently of the FIAT factory schedules [20].

19- Polytechnic University of Turin, Urban Studies: The General Markets 1995

20- Fondo Edilizia Pubblica ,1930-1940. Source:.Archivio Storico della Città di Torino,

Figure 16. Historical photograph of MOI during its daily activity. (Historical Archives)

3.2.2.7 The Second Housing Wave: The MOI Effect (1933–1938)

The presence of the MOI brought a specific need for housing that differed from the industrial sector. To accommodate the army of porters (facchini), wholesalers, and drivers who worked pre-dawn shifts, dense residential blocks were constructed along the perimeter of the market, particularly on Via Giordano Bruno [21]. Unlike the FIAT "garden city" experiments, these buildings ;often developed by private cooperatives and the IACP, were taller (6–7 stories) and formed continuous street walls to maximize capacity [21]. This era solidified the western side of the railway as a bustling, mixed-use district where residential life was intimately tied to the noise and rhythms of the market [22].

21- Maria D'Amuri, 1848-1923: edilizia popolare a Torino (Torino: Archivio Storico della Città di Torino, 2010), p.92–95.

22- Agostino Magnaghi and Mariolina Monge, Guida all'architettura moderna di Torino ,Torino: Celid, 1995, p.114.

3.2.2.8 The Expansion to FIAT Mirafiori (1939)

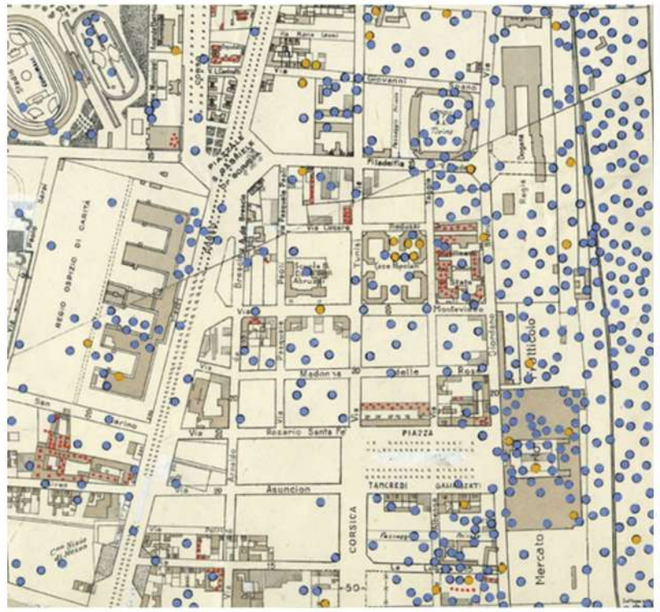
The final industrial giant to shape the neighborhood was FIAT Mirafiori, inaugurated in 1939 [1]. As the demand for mass production increased before World War II, FIAT constructed this new complex further south. Unlike the vertical Lingotto, Mirafiori was a horizontal "industrial city" designed to maximize efficiency [23]. Its construction definitively closed the southern expansion of the neighborhood. The area of Borgo Filadelfia thus became a unique urban enclave "trapped" between three giants: the Lingotto to the east, the MOI to the north, and Mirafiori to the south, creating a completely enclosed industrial ecosystem [24].

23-Valerio Castronovo, Torino. Storia di una città (Torino: Einaudi, 1987), p.310–315.

24- Giuseppe Berta, La città e la fabbrica (Milano: Mondadori, 2005), p.18.

Figure 17. Fiat Mirafiori plant. *source: historical photo. © EUT 10.*

The concentration of strategic targets like the railway, the Lingotto and Mirafiori factories, and the MOI markets made Borgo Filadelfia one of the most heavily bombed district in Turin during World War II. Allied air raids, particularly between 1942 and 1944, devastated the area to disrupt FIAT's war production. Historical damage maps reveal that the industrial plants were not the only casualties; the surrounding residential fabric suffered immense destruction, with many of the early "Phase 4" and "Phase 6" housing blocks partially or totally demolished. This trauma created a "clean slate" effect in parts of the neighborhood, necessitating a massive post-war Reconstruction phase that would later define the modern, often hasty, architectural character of certain streets [24][25].



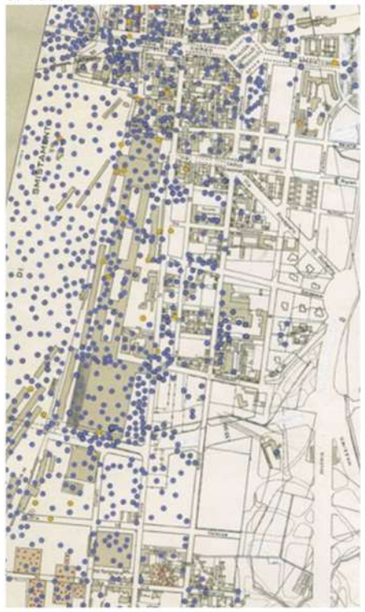
3.2.2.9 The Great Reset: WWII Bombings and Destruction (1940–1945)

24-Archivio Storico della Città di Torino, "Carta dei danni di guerra (1945), MuseoTorino.

25- Giuseppe Maione, Torino 1938-1945: la città e la guerra ,Torino: Provincia di Torino, 1980.

Figure 18. Bombs and incendiary vehicles launched, 1942-1945. Zone 10: S.Rita da Cascia - Municipal Stadium - Hospice of Charity - New Markets. ASCT, Types and drawings, cart. 68, fasc. 1 drawing 10, quadrant 2. *source:© Historical Archives of the City of Turin*

Figure 19. Bombs and incendiary vehicles launched 1942-1945 ASCT, Types and drawings, cart. 68, fasc. 1 drawing 11. *Source: © Historical Archives of the City of Turin*



3.2.3 From the Peak Industrialization to the Deindustrialization

3.2.3.1 The Mature "Borgo Operaio" and Post-War Saturation (1939–1950s)

Following the construction of Mirafiori, the neighborhood reached its full urban saturation. The remaining gaps between the factories were filled by massive public housing projects (Case Popolari) funded by the state to house the influx of migrants from southern Italy [26]. This densification was legally enabled by the Piano Regolatore Generale (PRG) of 1959, which permitted higher building indices, resulting in the saturation of every available lot with concrete blocks that replaced the last remaining gardens [27]. This period, described in social histories of Turin by Paul Ginsborg, marked the completion of the "Borgo Operaio". The housing landscape was no longer mixed with farms; it was a dense, strictly working-class dormitory district defined entirely by the rhythm of the factory siren [26].
Citation Analysis:

26-Paul Ginsborg, Storia d'Italia dal dopoguerra a oggi ,Torino: Einaudi, 1989, p. 235–240.

27- Alessandro De Magistris, Torino: piani e progetti, Torino: Celid, 1990.

3.2.3.2 The "Fordist" Peak and Social Conflict (1960–1979)

By the 1960s, Borgo Filadelfia had reached its maximum urban density, functioning as the quintessential "Company Town." The neighborhood became the epicenter of the "Hot Autumn" (Autunno Caldo) of 1969, where the social cohesion of the area was forged through labor strikes [28]. The physical theater for these struggles was Piazza Galimberti. Transformed from a market square into a political arena, it hosted the mass assemblies of workers, becoming, in the words of historian Luisa Passerini, "the secular church of the working class" where the neighborhood's collective identity was ritually affirmed [29]. During these decades, the district was functionally mono-dependent, defined by what sociologist Arnaldo Bagnasco termed the "rigid integration" of the industrial city [30].

28-Paul Ginsborg, Storia d'Italia dal dopoguerra a oggi (Torino: Einaudi, 1989), 410.

29- Luisa Passerini, Torino operaia e fascismo (Roma: Laterza, 1984), 112.

30-Arnaldo Bagnasco, Torino. Un profilo sociologico (Torino: Einaudi, 1986), 88–92.

The collapse of this industrial certainty arrived swiftly. In 1982, FIAT officially ceased production at the Lingotto plant, marking the end of the neighborhood's primary economic engine [31]. As noted by industrial historian Giuseppe Berta, the closure represented the "end of the Fordist dream," leaving behind a massive "Urban Void" (Vuoto Urbano) that severed the physical continuity of the area [31]. The immediate effect was a sharp economic decline in the surrounding small businesses and a demographic shift, as laid-off workers moved away or aged in place. The neighborhood entered a period of "suspended identity," living in the shadow of the decaying concrete giant [31].

3.2.3.3 The Deindustrialization Trauma (1982)

31- Giuseppe Berta, Lingotto: da fabbrica a pezzo di città (Milano: Mondadori Electa, 2005), 22–25.

The reinvention of the area began in 1985 with the international "20 Progetti per il Lingotto" consultation, culminating in the selection of architect Renzo Piano [32]. Piano's vision was to transform the factory into a "piece of the city," shifting the neighborhood's vocation from production to services (Tertiary Sector). This shift was later codified by the Piano Regolatore Generale of 1995 (the Gregotti-Cagnardi Plan), which designated the railway axis as the "Spina Centrale," legally mandating the transformation of brownfield sites into urban boulevards [33]. While the project saved the building, urban geographers have argued that it initially created a "fortress" effect, where the renovated Lingotto was a luxury island disconnected from the struggling residential streets of Borgo Filadelfia around it [34].

3.2.3.4 The Functional Metamorphosis: The Renzo Piano Plan (1985–2000)

32-Renzo Piano, Diario del Lingotto (Torino: Allemandi, 2002), 45–50.

33- Città di Torino, Piano Regolatore Generale (Progetto Gregotti-Cagnardi) (1995).

34- Alberto Vanolo, "The Fordist City and the Creative City," Cities 25, no. 5 (2008): 295–299.

3.2.3.5 The End of the Market Era: The MOI Closure (2001)

While Lingotto was finding a new life, the Mercati Generali (MOI) were facing a terminal logistical crisis. By the late 1990s, the presence of a wholesale logistics hub in a dense residential area was no longer sustainable due to heavy traffic and noise [35]. Following the city's new master plan, the decision was made to relocate the market functions to Grugliasco. In 2001, the MOI officially closed its gates, leaving behind the iconic concrete arches of Umberto Cuzzi empty and abandoned [35]. This event marked the final step of deindustrialization for Borgo Filadelfia, setting the stage for the 2006 Winter Olympics to act as the catalyst for the final residential transformation of the area [36].

35-Città di Torino, Relazione Illustrativa del Piano Regolatore Generale (2002).

36- Benedetto Camerana, Villaggio Olimpico Torino 2006,(Milano: Electa, 2006), p.12–15.

Figure 20. Ex Wholesale Market Hall, Turin. *Source: fctp.it*

3.3 Olympic: Torino 2006 Winter Olympic

The Olympic game of Torino which was assigned on 1999 by International Olympic committee, can be considered as one of the important shifting point for the city of Turin. It acted as a powerful accelerator for urban transformation. it made the city getting ready for hosting the event. sorting from construction of the city's first automated Metro line to urban regeneration of The "Spina Centrale". it followed by construction of the new sports venues like Palasport Olimpico, Oval Lingotto , or renovation of the existence one like Palavela or Olympic Stadium for opening ceremony. One of the significant construction in the city was the Olympic Village, as it was for athletes' accommodation and the service center. The site picked, and by holding an International competition, the design of the project started. This part of the chapter evaluate the design intentions of the architect on the master plan proposed by groups of architects to see the visons and the expected image of the city.

Figure 21. Official poster of Olympic 2006 Torino for Olympic Venues. *Source: Olympic.com*

3.3.1 Introduction on Torino Winter Olympic Games 2006

3.3.1.1 Winter Olympic Games in Italy: A Brief Context

Italy has hosted several Olympic Games, with Winter editions playing a particularly significant role in northern regions. After Cortina d'Ampezzo in 1956, the assignment of the 2006 Winter Olympics to Turin marked a strategic opportunity to reposition the city within international networks and accelerate urban transformation.

3.3.1.2 Torino 2006: Governance, Law 285/2000, and Planning Framework

On 19 June 1999, the International Olympic Committee assigned Turin for Winter Olympic Games of 2006. Law No. 285/2000 established the legal and financial framework for Olympic infrastructure, including the Olympic Village. The Torino Organizing Committee (TOROC) and a dedicated Olympic Agency coordinated planning and construction, involving state, regional, municipal, and private actors. Within this framework, the former Mercati Generali site was designated for the Olympic Village.

3.3.1.3 Spatial Organization of the Olympic Games

The Torino 2006 Games were spatially distributed between urban venues in Turin and alpine sites across Piedmont. The Lingotto area played a strategic role, hosting major facilities such as the Oval Lingotto and the Olympic Village, reinforcing its position within the city's post-industrial redevelopment strategy.

3.3.1.4 Olympic Legacy in Turin

Following the Games, most Olympic venues were successfully reused as sports, cultural, or event spaces. However, certain facilities faced challenges related to maintenance and long-term viability, highlighting the uneven nature of Olympic legacies and foreshadowing the difficulties encountered by the Olympic Village.

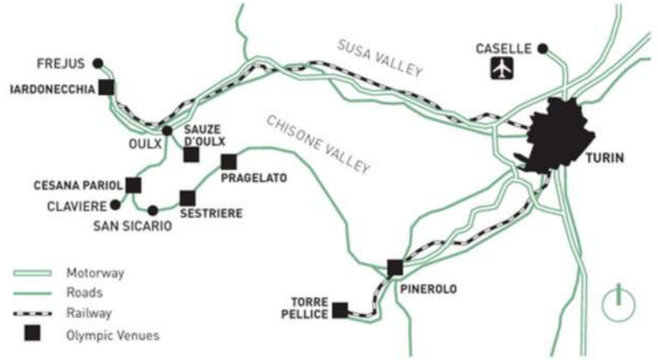


Figure 22. map of The Olympic System spreading out in the alpine region of Turin's province. The Olympics were the key factor for infrastructure improvement

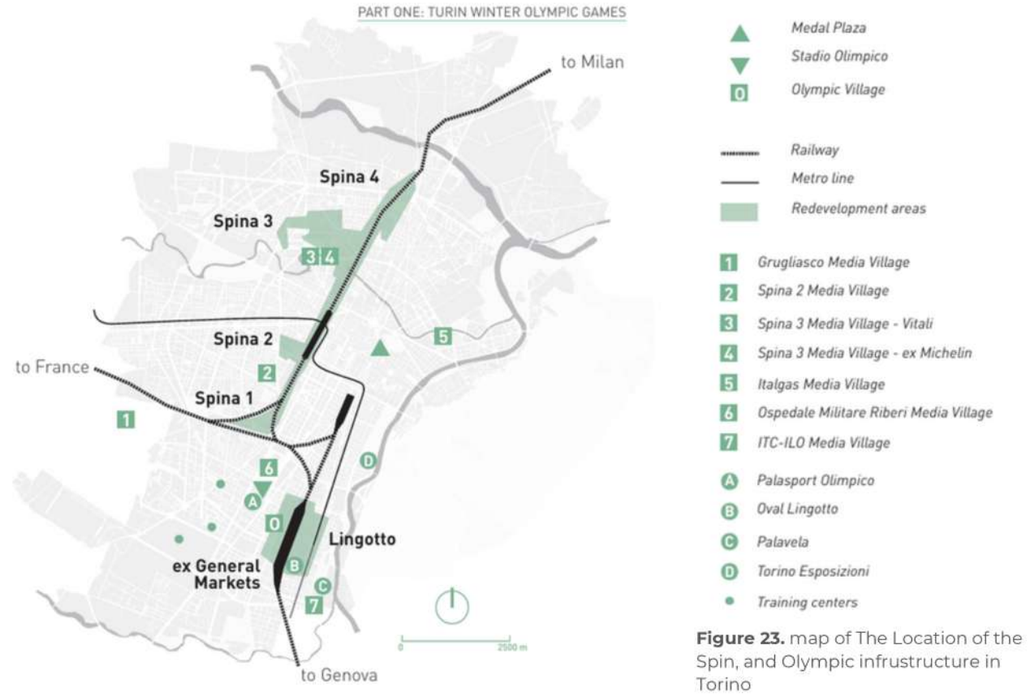


Figure 23. map of The Location of the Spin, and Olympic infrustructure in Torino

3.3.2 The Olympic Village Project: General Intentions of the Design

3.3.2.1 Site Selection

The architects' Master Plan [37]

The project for the Olympic Village was built on the large area of the former Mercati Generali (MOI), a site defined by difficult boundaries and a heavy industrial history. The choice of this location was heavily influenced by its challenging surroundings. "*The location of the site in proximity to the train tracks of the city outskirts and at the same time the proximity with the imposing architecture constituted by the buildings of the former FIAT plants of Lingotto require a particular solution*" [38]. Rather than seeing these factors as purely negative, the master plan viewed this *"severe urban context"* as a unique chance for regeneration. The project brief explicitly states that these constraints *"offer the opportunity for an exemplary urban diversity to develop"* [38], aiming to create a new district that *"establishes a reference to the urban planning tradition of the city of Turin"* while simultaneously developing *"the idea of an Olympic city"* [38]. The Olympic Village is located within

37- Refers to the official executive master plan coordinated by Benedetto Camerana (based on the urban concept by Otto Steidle), developed between 2002 and 2005 and officially published in the volume Villaggio Olimpico Torino 2006 (Milano: Electa, 2006). and the technical report of architect as "Progettare un Villaggio Olimpico".

38- Benedetto Camerana, Villaggio Olimpico Torino 2006 (Milano: Electa, 2006), 12.

39- Benedetto Camerana, "Progettare un Villaggio Olimpico" (Technical Report), 1.

40- Benedetto Camerana, villaggio_olimpico15, 2.

a neighbourhood that was, and still is, "a sort of inner suburb of the city, overlooking the large empty space of the Lingotto railway park... an area that had lost a good part of its identity, both with the recent closure of the MOI, and with the progressive disappearance of the status of a working-class neighborhood, linked as it was to industrial production in the nearby Fiat Mirafiori plants, which had been greatly reduced over the years" [39]. This uncertainty, as with all large areas undergoing transformation, had to be "framed within the more general search for a new identity for Turin" [39]. As a general framework, the design team had "a unique location: a very long and narrow lot overlooking the large railway park like a forgotten waterfront, and on the other 'bank' the immense industrial structure of Fiat Lingotto, reinvented by Renzo Piano as a large container of urban functions of all kinds, still seeking new connections with the city" [40].

Figure 24. Ex-MOI Neighborhood, Turin. Aerial view of the former Olympic Village. *Source: promozioneacciaio.it*

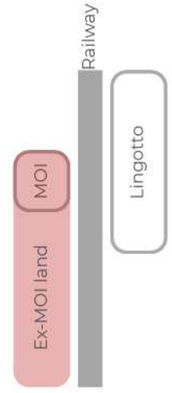


Figure 25. The strategic location of the site diagram

Beyond the architectural imperative to repair the urban fabric, the site selection was driven by immediate logistical necessities and specific post-Olympic goals. The choice of this area allowed for the creation of a compact *"Olympic cluster,"* exploiting the *"large empty space of the Lingotto railway park"* to accommodate new infrastructures while leveraging the *"proximity with the imposing architecture... of the former FIAT plants of Lingotto"*. This adjacency was not merely visual but functional; the master plan intended to link the village directly to Lingotto, which served as a *"large container of urban functions of all kinds"* , creating a unified operational zone connected by the new pedestrian bridge. Furthermore, the selection was heavily influenced by the intended "legacy" of the site. The project brief and the architects explicitly targeted a specific demographic for the post-event phase, designing dwellings *"suitable for young people, and therefore for athletes and, after the Olympics, for university students"*. This dual purpose ensured that the "Olympic Village" would not become a cathedral in the desert but would transition into a vital student housing district, taking advantage of its strategic position near the railway and university hubs.

3.3.2.2 Intentions for the Whole Project and the Neighborhood

The fundamental intention for the whole project was to *"build a large international design team."* The coordinator, Benedetto Camerana, aimed to organize a working group in which *"every architect, every technician, would bring a real, consolidated and specific experience in the design of the various parts of the Village to ensure compositional articulation and* avoid formal monotony. The idea for the project was ambitious and "probably new for Italy these days: *" to design a piece of the city with a truly European edge, jointly by several people"*. This strategy was essential to respond to the task of "imagining a village which would welcome guests from 85 nations through the encounter and integration of different cultures," creating a project with a "truly 'Olympic' village, at least with a European scope".

3.3.2.3 The General Objectives

The Olympic Village landscape project is structured into a series of interventions that take shape across the territory and aim to build an identity capable of giving strength and meaning to the entire Village. The general objectives pursued by the landscape design, through the implementation of the Olympic phase first and the post-Olympic reconversion afterward, are therefore aimed at ensuring a unified image, shared by most users and leading to an improvement in urban quality [41].

41- Benedetto Camerana, Villaggio Olimpico Torino 2006 (Milano: Electa, 2006), p.12.

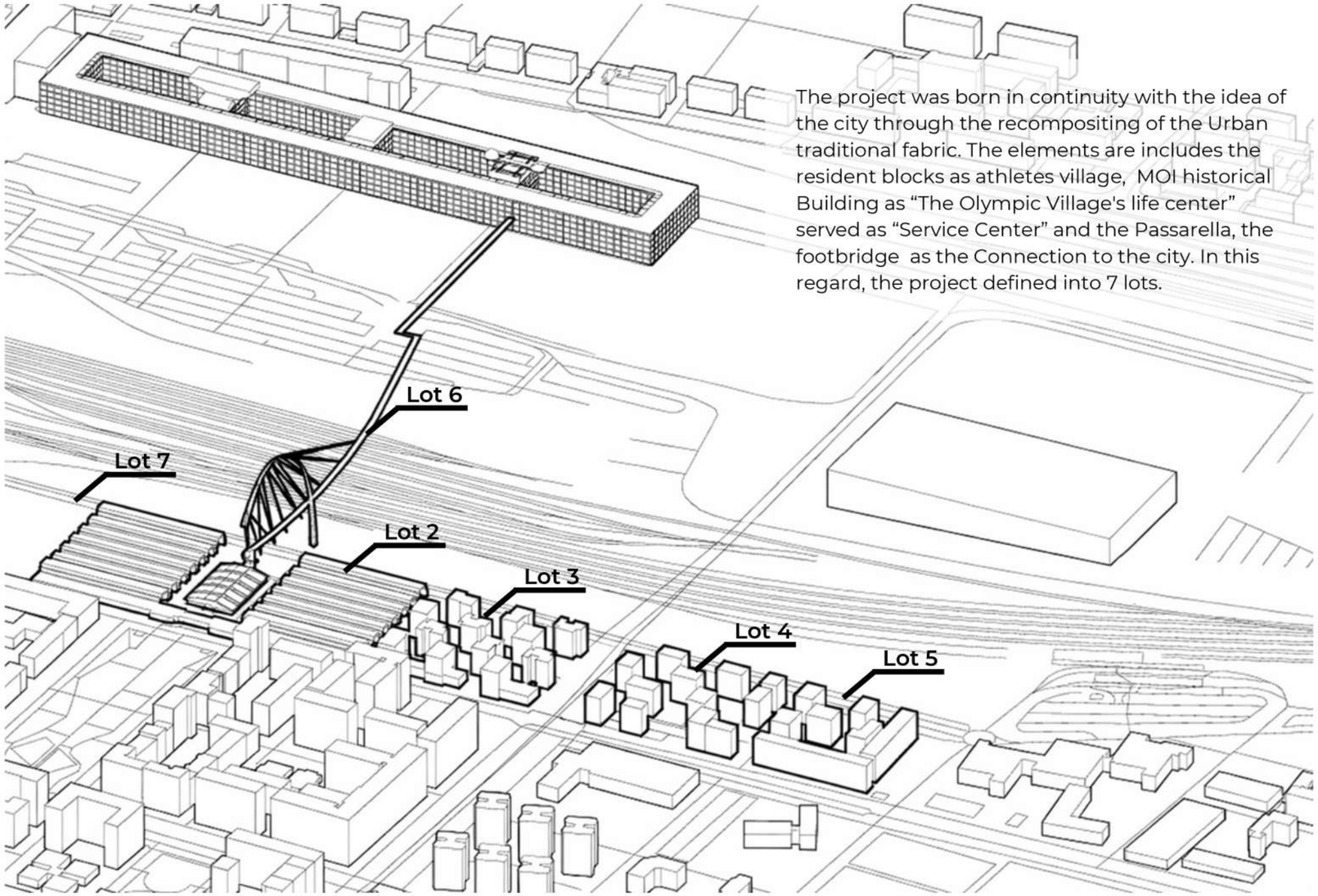
3.3.2.4 Unified Identity through Landscape and Symbolism

Finally, the team recognized that the media impact of the Olympics requires that major architectural works *"convey some of the Games' symbolic significance,"* and therefore a primary objective was to convey an 'Olympic' message. To achieve this, the landscape project was structured into a series of interventions that *"take shape across the territory and aim to build an identity capable of giving strength and meaning to the entire Village"*. The general objectives pursued by the landscape design were aimed at "*ensuring a unified image, shared by most users and leading to an improvement in urban quality"*. This approach ensured that the project addressed the *"double soul, Olympic and post-Olympic,"* of the new neighborhood, leaving signs that would remain as "evident traces" of the event years later.

3.3.3 Design Elements and Strategies

3.3.3.1 Design Elements

Lot 2 – Ex-General Markets Hall
Built surface : 26,000 m²;
Architects: Albert Constantin, Benedetto Camerana, Giorgio Rosental.
Lot 3 – Living Units
Built surface : 19,670 m²;
Architects: Otto Steidle; Diener + Diener & Atelier Krischanitz.
Lot 4 – Living Units
Built surface : 19,110 m²
Architects: Benedetto Camerana, Giorgio Rosental; Ortner+Ortner & Hilmer+Sattler.
Lot 5 – Living Units
Built surface : 17,870 m² ~207.
Architects: Derossi Associati; Giorgio Rosental; Emilio Barone.
Lot 6 – Olympic Footbridge
Length : 389 m (234 + 155 m)
Designers: Hugh Dutton/HDA, Benedetto Camerana.
Lot 7 – Landscape
Architect: Benedetto Camerana



The project was born in continuity with the idea of the city through the recompositing of the Urban traditional fabric. The elements are includes the resident blocks as athletes village, MOI historical Building as “The Olympic Village's life center” served as “Service Center” and the Passarella, the footbridge as the Connection to the city. In this regard, the project defined into 7 lots.

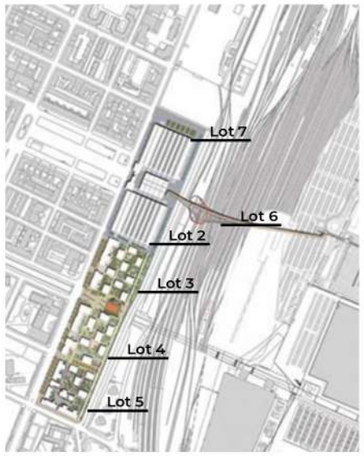


Figure 26. Arial photo of the Olympic village in construction phase

Figure 27. Axonometric view of the project, Olympic Village EX-MOI

3.3.3.2 Residential Blocks as Athletes Villages

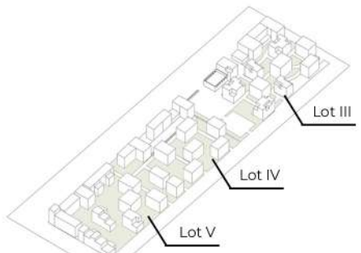
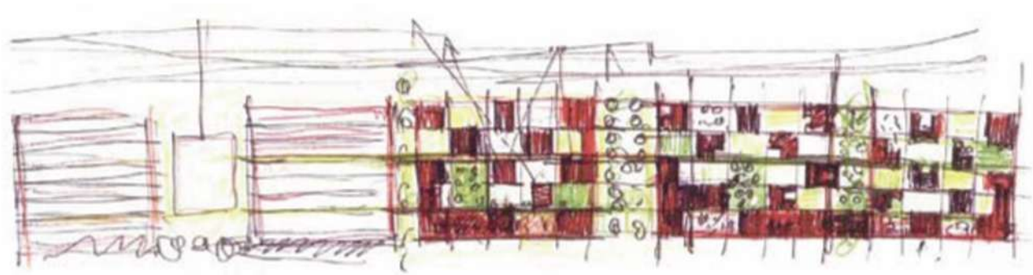


Figure 28. Axonometric view of the Residential lots of Olympic village as a unified residential area

The 3 lots of Athletes village (Lot 3, 5 and 5) were proposed by various international architects avoid formal monotony create the image of “International diversity”

in fact, a project was born in continuity with the idea of the city, a recompositing of the fabric traditional urban, made up of blocks, street fronts, courtyards, squares, in a checkerboard pattern, on which to arrange, along the diagonals, the detached buildings, “free standing solitaries” as they were defined with Steidle, intersected with small courtyard-squares which, in a mix of public and private, allowed to give a clear and precious individuality to the different houses (precious for the inhabitants and for the architects) and to develop a strong system of public spaces and communication inside the block, suitable for life in the Olympic village and above all, it was hoped, for urban life future.

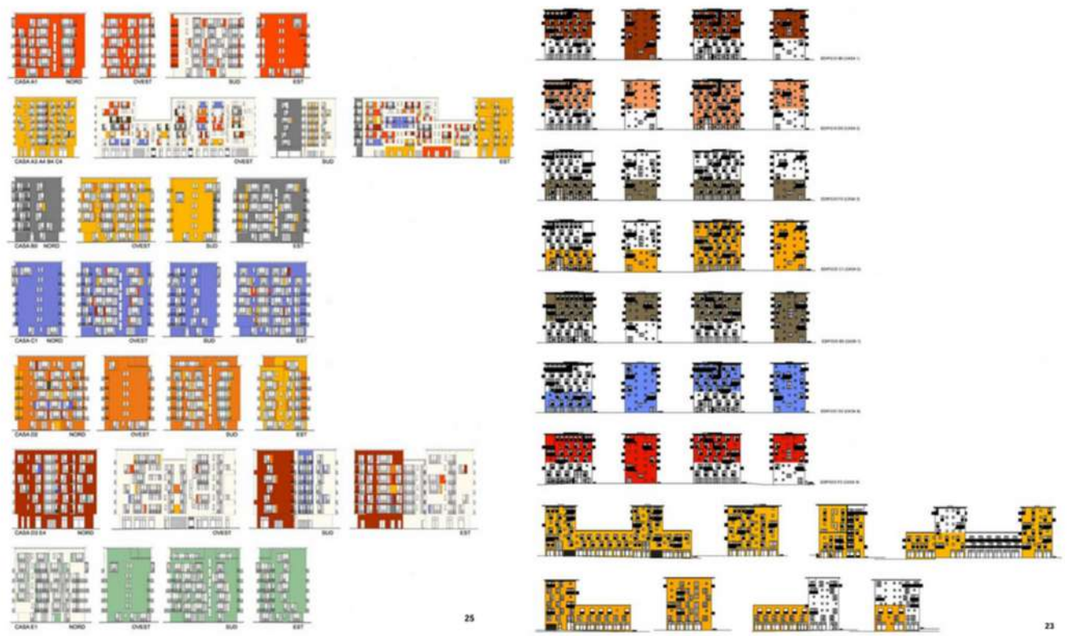
Figure 29. A sketch representing the masterplan by Benedetto Camerana. (Bianchetti 2005)



3.3.3.3 Color as a Symbol

One of the symbolic element of the design was the use of color representing the colors of the flags of the 85 participating nations. Beyond providing a cost-effective solution, this choice aimed to signal a transformation in the soul of the city, moving away from its industrial grey reputation toward a colorful, lively, varied city, also for tourism. To realize this vision, the architects collaborated with Berlin artist Erich Wiesner to create an urban work of art on a massive scale. They developed a specific palette of eleven warm, cool, and neutral tones based on a study of the colors of Turin, which were applied to the facades to emphasize the variety of architectural languages and the interaction between building element.

Figure 30. Facades with the different color, proposed in the master plan document



3.3.3.4 Open Spaces and Greenery

The overall design of the Olympic Village's greenery taken from the lines suggested by winter sports tracks. It is represented as one of Olympic sign. The linear grooves of cross country skiing, the serial curves of alpine skiing, the soft, broad lines of ice skating, and the jagged, jagged lines of hockey all draw symbolic analogies across the outdoor areas and gardens, expressing themselves not only in the distribution of paving and lawns and shrubbery, but also in the gentle elevation changes of the terrain.

In addition to the principles that influenced both the qualitative and quantitative selection of species, other naturalistic, ecological, and compositional aspects were considered, such as the growth habit of the trees, the color of the foliage in autumn, the color and timing of flowering, and the presence of particularly interesting fruits or berries. Specifically, the interventions regarding new tree, shrub, and herbaceous plantings are divided into:

Figure 31. Residential lots of Olympic village and greenery distribution

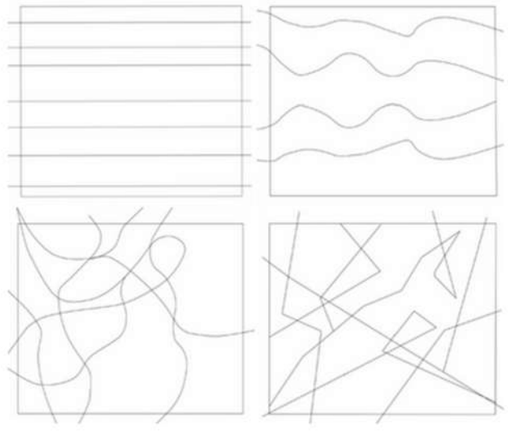


Figure 32. The green system as signs of sports disciplines

- Creation of a green delimiting strip the eastern edge of the lot, characterised by the variety of plant forms this strip separates the residential lot from the cycle path that runs behind it.
- Creation of rustic lawn areas, with ground cover and bushes, in the unbuilt spaces within the lot
- Creation of low hills designed to enclose rest areas, or grassy areas dominated by tall and particularly decorative trees- Insertion of a row of Prunus laurocerasus which acts as the "backbone" of the lot, flanking a wide gravel strip for pedestrian use only 32
- Creation of rows of hedges, straight or arranged to form large curves so as to make the lines inspired by figure skating legible even on a three dimensional plane, which act as a matrix for the overall design
- Creation of green columns of climbing plants
- Creation of a tree-lined row along Via Giordano Bruno by moving existing specimens of Aesculus hippocastanum and planting new Aesculus x carnea 'Briotii'.

In the central part of the lot, an area exclusively for pedestrians is planned, laid out with fine grained gravel (of the type used for parks)

Figure 33. The image of expectation from the social use of the greenery in the area

3.3.3.5 MOI historical Building as The Olympic Village's life center

Main Press Center

For the main historical building of MOI, The architects Intended to plan a recovery essential, exploiting the intrinsic functionality of the existing space of the arches and maintaining the geometric system of spaces and circulations, respecting the "architectural heritage" and Umberto Cuzzi's "elegant, simple language".. The only changes was strongly intended to be made were closing of the rooms with glass windows and the opening of the space to the city, towards Via Giordano Bruno, for a system that was previously rather introverted. As a general principle, established that the necessary construction additions would be made with new materials, clearly distinct from the historical ones: therefore metal, glass, wood were used. The concept of the Olympic Village's life center also aims to preserve the site's future. All elements of the new organization are removable and changeable.

The project Introduced the signs of a new functional reuse. The distribution system envisaged by the project respects the original nature of the place, which remains legible even when new functions are established without continuity with the past.

Figure 34. External changes of the MOI historical Building as service center from Via Giordano Bruno. *Source: gettyimages.it*

Constructional changes

The intervention on the historical ex-MOI structures was defined by a strategy of selective recovery to redefined the essential spaces. A central element of this physical change was the enclosure of the main canopy (the airplane) a self-supporting zigzag structure designed to preserve the visual effect of the "floating concrete wings and establish a new west-east technological axis. The internal distribution respected the site's original nature, utilizing the two main arches as covered, carriageable roads for.

logistics and safety, while the five secondary arches were used to define the "perimeter of the building itself" through new facades. The project employed humble materials such as steel and glass to interact with the originals without distorting them, while the outdoor spaces were redefined by paving with alternating colored stripes and "ornamental fruit hedges" that follow the "lines of force" generated by the pre-existing market arches and the railway tracks

Figure 35. Olympic staff at press center. *Source: alami.it*

Program and use

The buildings incorporate different functions, users and activities, defined as service center. The management areas: the reception for athletes, visitors and the press, are located in the building to the north. The commercial spaces: the small shops, the information desks, the recreational spaces also open to visitors are located in the building central. Spaces for athletes: the restaurant, relaxation areas, massage room, cafés, recreation rooms, and a small conference room in the South building.

Figure 36. Photo of the connection between the Service Center and village of athletes accommodation lots. *Source: gettyimages.it*

3.3.3.6 Olympic Footbridge and Arch

Figure 37. Conceptual sketch from the architect showing the intention of design for footbridge

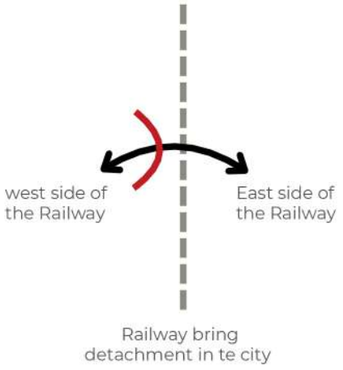


Figure 39. Connection concept of the footbridge

The footbridge and the red arch was designed to offer a panoramic walkaway path, spanning the railway area and symbolizes the union and connection between two previously divided parts of the city, as well as Turin's transition from an industrial city to a city of services and technology also for future, still seeking new connections with the city. Both having the intention of being the Olympic sign and urban structure as a means of connection. Choosing the material and the system of structure was in the way to represent the high-tech and modernity.

Structurally, the bridge of 156-meter span and the red steel arch of 67-meter-high gateway are designed to support each other in a play of cross-tensions, reducing the cross-sections and weight of the structures in a decidedly innovative way for Italy, drawing on the principle of a bicycle wheel: the bridge is curved and extends to attach directly to the former Fiat industrial building; the arch is inclined 24 degrees toward the Lingotto to optimize the geometry of the stays, reducing the height to the minimum necessary. The shape recalls the parabolic arches of the MOI, and the red color representing the energy of sport.

The bridge is suspended by cables supported by an inclined and tilted arch, removing the need for halfway pillars falling in the rail way area and putting them only where allowed and necessary. Practically it designed for athletes and staff during the Olympics, to be reach the sporting venues and Media center from the Olympic Village.

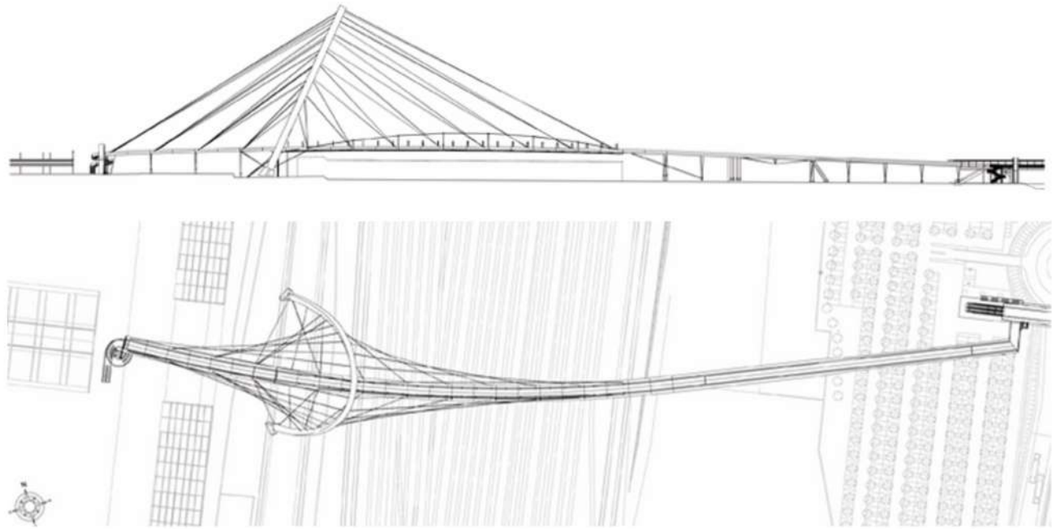
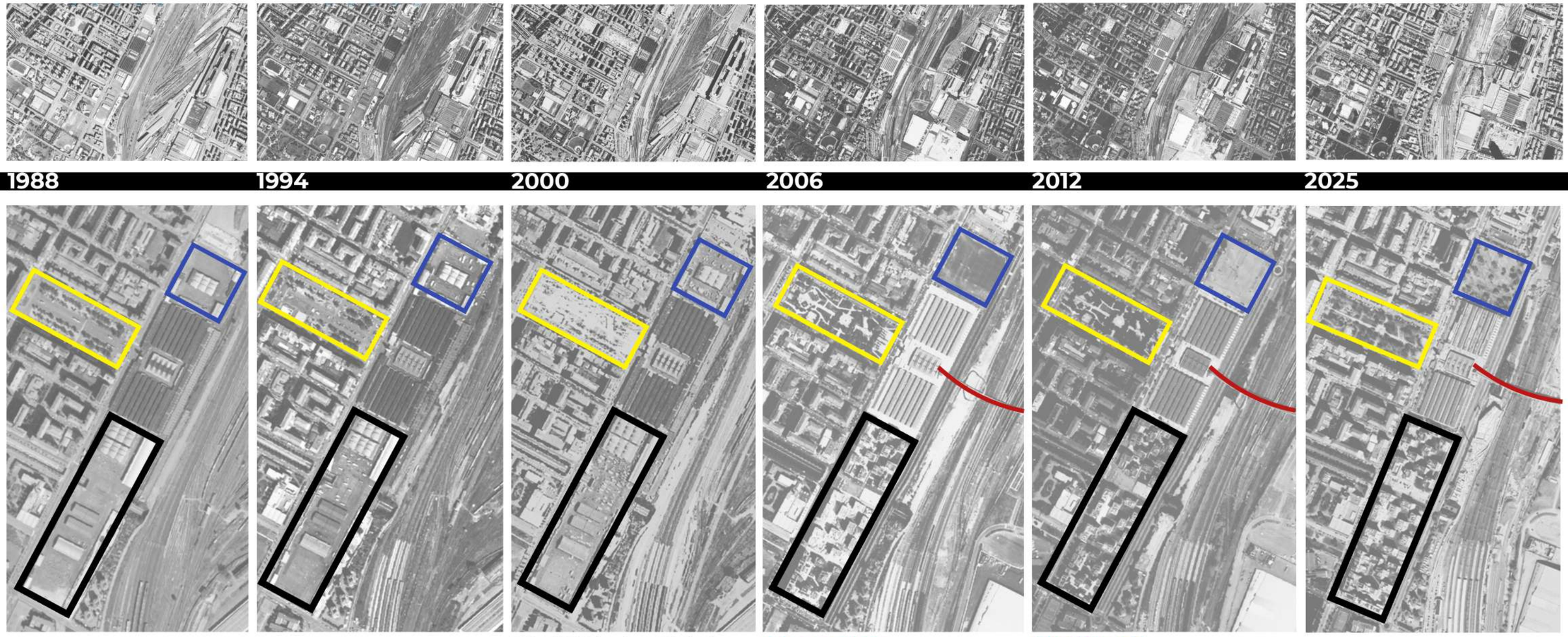


Figure 40. Technical drawings of the Olympic Footbridge

Figure 41. Image of expectation from the footbridge and the arch

Timeline of the Transformation of the District



Legend

- Transformation of General Wholesale Market (MOI)
- Transformation of Piazza Galimberti to parco di Galimberti
- Transformation of one part of MOI to vacant lot
- The pedestrian Bridge

Figures 42. Arial Images of Torino Lingotto- transformation of the area of study from 1988 to 2025. *source: Google Map*

2001 – 2002 Relocation to Wholesale market
Renovation of the Market
Deconstruction of some parts

Olympic 2006

Construction of Passerella Olimpica
Via Zino Zini
Construction of Oval
Construction of Residential Lots

Post Olympic

Ex-Market Temporary Events
2007 ARPA
2006-2013 Ex- MOI abundant
2013-2019 The bivouacs of refugees
2020 Camplus ownership
2023- present Student house

3.3.4 Urban Strategy Choices

The overall project is based on four urban strategy choices: The first is **continuity with the existing city.** The new building integrates with the previous one thanks to the design of the blocks (the alignments with the streets and buildings) and the essentially unitary front towards Via Giordano Bruno. Equally important is the revival of the parallel-line design of the former Moi buildings, on which the generating grid of the three residential lots was built (as well as the Media Village, later eliminated).

The second choice is **landscape design.** The strips of land along the railway are 2 designed as a linear landscape that unifies the village itself. The landscape design then extends toward the new buildings, which are integrated into the **garden's uneven pattern.** The view of the hill is part of this design. The new buildings are arranged in an open, uneven pattern to maximize the views of the Lingotto and the surrounding hills.

The third choice is **modularity.** The new blocks are generated by a regular grid based on the interpolation of the urban axes transversally and the axes of the former Moi longitudinally. The residential units are divided into dozens of buildings built on an identical basis, according to a varied arrangement of repeatable and therefore serial units for construction.

The fourth choice is **sustainability**, the factors of which : (a) the complete reuse of the MOI's historic buildings; (b) the low land cover factor; (c) a significant landscaping project; (d) the use of solar energy; (e) the low construction and material energy; (f) water recovery; (g) the exclusion of vehicle traffic from the new blocks; (h) the short or medium-term financial return on sustainable investments.

3.3.5 Post Olympic Intention

From the outset, the Athletes accommodation buildings of the Olympic Village was planned for conversion into residential housing, with approximately 40% designated for social housing. This intention reflected broader goals of social inclusion and urban regeneration in the post-industrial southern districts of Turin.

Based on these premises, The work was developed by architect for creating some future idea. First, the creation of strong symbols for the Olympics that in future, could bring back to the sprits of the Olympic, as it was the main intention for the Olympic game duration as well. “Given the dual soul, Olympic and post-Olympic of the new neighborhood, we thought it was important to link the two phases, so that the signs of the Olympic period remained for a long time as evident traces that Even 10 or 20 years later they would immediately reveal that this neighborhood had been an Olympic Village.”

For the accommodations, the design includes a mix of types and sizes of housing in each building, in so that in the future a social mix can be created, from singles to extended families, with apartments ranging in size from 45 to 95 square meters. In lot 5, the design proposed a system of galleries and open staircases. More generally, it was aimed to create homes that tend to suitable for young people, and therefore for athletes and, after the Olympics, for university students.

3.3.6 Construction, Costs, and Timeline

Construction took place between 2002 and 2005, with a total cost of approximately €137.5 million. Funding derived primarily from Law 285/2000, supplemented by municipal resources. The Village was completed on schedule and inaugurated in December 2005.

Project: Benedetto Camerana, agent and general coordination (lot 2, 4, 6, 7, 9)
Principals: AIA Architects, Albert Constantin (lot 2); Giorgio Rosental (lot 2, 4, 6, two houses lot 5); Steidle und Partners (lot 3); Derossi Associati (lot 5); Hugh Dutton Associes (architecture and structures lot 6)
Client: Torino 2006 Agency
Functions: Olympic Village (former General Markets area of Turin), residences for athletes, service center and pedestrian walkway.
Procedure: International design competition, first place
Chronology:

- Competition and preliminary design (2002)
- definitive (2003)
- executive (2003-2004)
- construction (2004-2005)
- inauguration (December 2005)

Figure 43. Ex-MOI Neighborhood, Turin. Aerial view of the construction site. *Source: promozioneacciaio.it*

Figure 44. Ex-MOI Neighborhood, Turin. Aerial view of the construction site. *Source: promozioneacciaio.it*

Figure 45. Ex-MOI Neighborhood, Turin. Aerial view of the construction site. *Source: promozioneacciaio.it*

3.4 Legacy: Transformation, Crisis, and Re-Activation of the Residential lots

3.4.1 Ownership Fragmentation and Institutional Vacuum

The construction phase of the project lasted a year. Between this period and the end of the Olympic Games two plots were bought by the regional agency for environmental protection (Arpa – plot IV), and by the territorial social housing company (Atc – plot V). Following the Games, serious structural problems emerged, revealing the poor quality of the buildings. Consequently nobody has ever wanted to invest in them [42]. The ownership became fragmented among public agencies and investment funds, leading to a loss of unified management. Several buildings remained underused or vacant, creating conditions of spatial and institutional vulnerability.

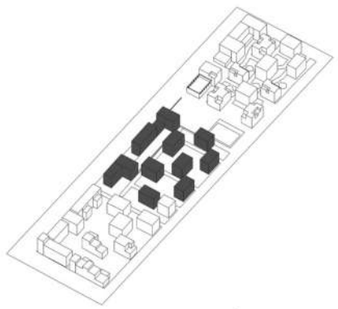
3.4.1.1 Lot IV & V

ARPA (Agenzia Regionale per l'Ambiente)

In 2006, the Municipality of Turin granted ARPA Piemonte (Agenzia Regionale per la Protezione Ambientale) a renewable 99-year right of surface over Lot IV of the Olympic Village. This decision formalized ARPA's long-term presence within the site through a specific agreement between the Municipality and the regional agency. The intervention involved the acquisition of nine newly constructed buildings, totaling approximately 12,000 square meters, bounded by Via Zino Zini, the Corso Giambone underpass, Via Pio VII, and Lot V to the south. These buildings, originally designed for post-Olympic residential use, were subsequently adapted to host ARPA's offices and laboratories, together with additional service facilities such as an auditorium and a cafeteria [43].

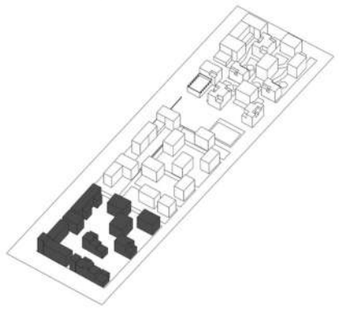
42- Francesca Ronco, "Cities: Settings for Democracy. From Tigre (Argentina) to Turin (Italy): Context. An Action-Oriented Working Methodology" (paper, Politecnico di Torino, DAD–MODLab Design, Turin), n.d.
43- Comune di Torino, "Riconsegna del Villaggio Olimpico" (press release, Comune di Torino, 2006), accessed February 1, 2026

Figure 46. ARPA buildings Entrance. View from Via Giordano Bruno. *Photo by the authors.*



Lot IV

Number of Buildings: 9
Number of dwellings:260
Owner: ARPA
Function: regional environmental protection agency) offices/operational space
Number of Users: 300-400
Age distribution: 21-60
Nationality: Italian



Lot V

Number of Buildings: 12
Owner: municipality
function: residential
Number of Users: 1,000–1,300
Age distribution: family- Vary
Nationality: predominantly migrants/refugees from North Africa and sub-Saharan Africa (Somalia, Nigeria, Mali, Niger, Côte d'Ivoire, Guinea, Gambia, Ghana, Ethiopia, Senegal

Figure 47. Axonometric Diagram of Residential Lots IV & V in the Former Olympic Village

3.4.1.3 Lot III

Lot III experienced a particularly complex and contested post-Olympic trajectory. After the 2006 Winter Games, the area remained only partially redeveloped, and between 2012 and 2013 eight of the twelve residential buildings were converted into a mix of social housing, a youth hostel, student residences, and offices for the Italian National Olympic Committee (CONI). The remaining four buildings were left vacant, creating the physical and institutional conditions for informal appropriation [44].

44-Ronco, "Cities: Settings for Democracy."

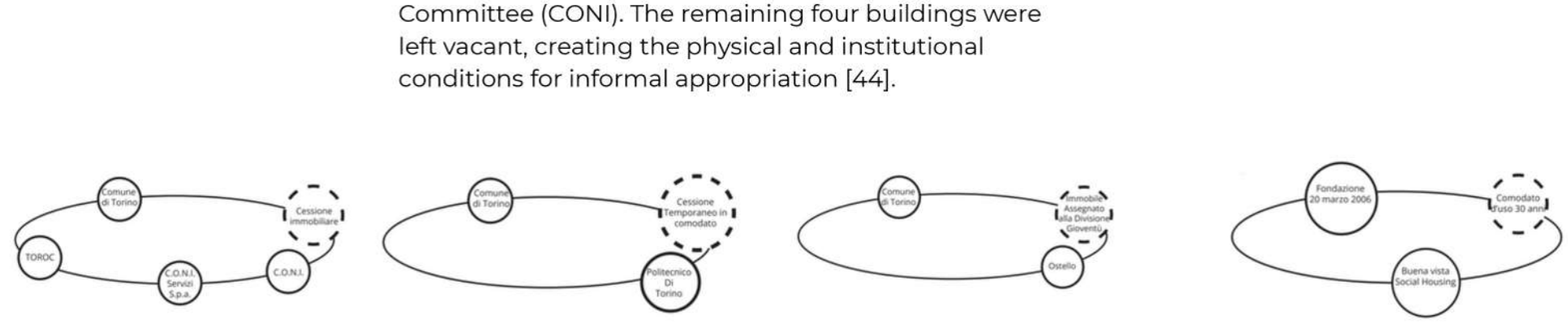


Figure 48. Ownership changes of Lot III

3.4.1.3.1 Informal Occupation and Social Emergency

Beginning in 2013, these vacant buildings were occupied by more than 200 refugees and displaced people excluded from formal reception programs, notably the “Emergenza Nord Africa” scheme [45]. The occupation progressively expanded, becoming one of the largest informal settlements in Europe. Beyond providing temporary shelter, residents developed self-organized social infrastructures, including small shops and an informal educational space known as La Scuola, equipped with basic teaching materials and used as a collective classroom. This phase revealed the intersection of social emergency and urban abandonment, attracting extensive media attention and public debate.

45- Radio Onda d’Urto, “TORINO: Oltre 200 profughi occupano due palazzine dell’Ex Villaggio Olimpico,” Radio Onda d’Urto, accessed February 1, 2026

Figure 49. Second day of occupancy, a mattress to make sure you have a room inside the 3 buildings. *Photo by Michele D’Ottavio*

Figure 50. The degradation of abandoned buildings. *Photo by Andreja Restek*

Figure 51. A mother of Nigerian origin with her daughters inside the occupied structure. *Photo by Giulio Lapone*

Figure 52. Exterior of the abandoned buildings of Turin 2006. *Photo by Marco Alpozzi*

3.4.1.3.2 Vandalism and Crime

Following the illegal occupation, the EX-MOI area increasingly entered public debate through narratives of vandalism, crime, and urban degradation. Local and national media reports began to associate episodes of damage to public space, such as vandalized street furniture and uprooted vegetation near Piazza Galimberti, with the proximity of the occupied buildings [46].

46- La Repubblica, “Quattro panchine divelte e alberelli sradicati: vandalismi vicino a piazza Galimberti,” accessed 2015.

LA POLEMICA PANCHINE DIVELTE E ALBERELLI ABBATTUTI IN PIAZZA GALIMBERTI. SCONTRO FI-PD

Ex Moi, ora scoppia il caso vandali

QUATTRO panchine divelte, qualche alberello sradicato nella notte tra sabato e domenica. Alcuni vandali hanno ridotto così un'area verde nei pressi di piazza Galimberti. Anche se non si può ovviamente sapere chi sia stato, l'episodio e la vicinanza con le case occupate del villaggio ex Moi hanno prestato il fianco al consigliere comunale Andrea Tronzano (Fi) per annunciare una «richiesta di comunicazioni urgenti» in merito alla situazione e al piano di sgombero delle palazzine occupate da centinaia di profughi. Tronzano, che ha postato anche alcune foto delle panchine e degli alberi sradicati su Facebook, descrive l'atto di vandalismo come «l'ennesimo inquietante episodio di ordinaria follia al Moi», dopo la presunta violenza sessuale ai danni di una ragazza disabile che sarebbe avvenuta proprio nelle case dell'ex villaggio Olimpico e che ha portato nei giorni all'arresto di tre immigrati. Con il crescere della tensione il sindaco Piero Fassino aveva chiesto e ottenuto l'istituzione di un presidio fisso delle forze dell'ordine davanti all'ex Moi che è in fase di allestimento e al quale dovrebbero partecipare anche uomini dell'esercito. «Vogliamo sapere con urgenza dal sindaco la data in cui inizierà il presidio delle forze dell'ordine e quando avverrà lo sgombero autorizzato dalla magistratura. La zona è degradata e si aggiunge sporco allo sporco» ha spiegato Tronzano.

«Già oggi è previsto un incontro a mezzogiorno con capigruppo e sindaco per discutere del tema ex Moi, in cui avremo probabilmente informazioni sui termini del presidio, e magari qualche anticipazione sul tavolo tecnico per la sicurezza che è stato convocato per venerdì in Prefettura» ha spiegato invece Michele Paolino (Pd). «In merito all'episodio delle panchine divelte, siamo sicuramente di fronte a un atto di vandalismo, l'assessorato è già attivo per la risistemazione dell'area, e c'è una priorità rispetto ai residenti della zona. Credo però sarebbe meglio che ci fossero meno incendiari nella politica e più persone di buonsenso per lavorare insieme a una soluzione».

(s.mart)

LE PANCHINE DELLA DISCORDIA

Tutte le panchine di piazza Galimberti sono state abbattute dai vandali. A terra, sradicati, anche tre alberelli del giardino

Figure 53. Newspaper page. *Source : La Repubblica*

3.4.1.3.2 Evictions and Public Intervention

47- Ronco, "Cities: Settings for Democracy."

In January 2015, the Court of Turin issued an eviction order, followed by the announcement of new redevelopment programs aimed at transforming the former Olympic Village into a major social housing operation and a research and technology hub connected to the city's universities [47]. The informal settlement was later cleared through coordinated institutional actions between 2018 and 2019.

Figure 54. Ex-MOI Neighborhood, Turin. Eviction of the occupied blocks. *Source : Screenshot from the Video in the website of La Repubblica*

Figure 55. Ex-MOI Neighborhood, Turin. Eviction of the occupied blocks. *Source : Screenshot from the Video in the website of La Repubblica*

Figure 56. Ex-MOI Neighborhood, Turin. Refugees' farewell to the buildings of the former Olympic village. *Photo by Allessandro Contaldo.*

Figure 57. Ex-MOI Neighborhood, Turin. Refugees' farewell to the buildings of the former Olympic village. *Photo by Allessandro Contaldo.*

- **2006, 10-26 Feb**: Olympic games
- **2007**: Change of ownership of the Olympic Village.
- **2013, 2 April**: Refugee bivouacs established; refugees occupy two buildings.
- **2015, 15 June**: Crime and vandalism reported in the area.
- **2015, 20 October**: Il Giornale publishes a report about the situation.
- **2017, 4 July**: The House, The Men documents the twofold abandonment of the former MOI.
- **2017, 20 November**: Eviction of refugees from the former Olympic Village begins, with five resistances.
- **2017, 25 November**: Turin authorities continue eviction efforts; tensions arise with those refusing to leave.
- **2019, 18 January**: A Nigerian individual is killed in the former MOI buildings.
- **2019, 30 July**: "Operation Free MOI" clears the last two buildings; Salvini calls for an end to arbitrary intrusions.
- **2020, 10 July**: New life for the buildings begins; seven buildings sold to FASP.
- **2023, 10 March**: Inauguration of MOI Camplus as student housing.
- **2023–present**: A mix of social housing, a youth hostel, student residences, and offices for the Italian National Olympic Committee (CONI).

Figure 58. Renovated buildings of the former Olympic Villadge, Turin. *Source : piccoarchitetti.it*

3.4.2 Lot III : Regeneration and Adaptive Reus

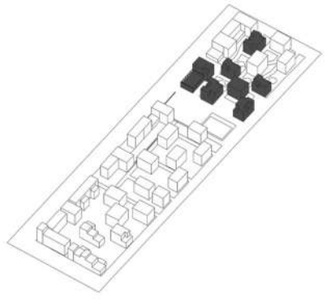


Figure 59. Axonometric Diagram of Residential Lots III in the Former Olympic Village

After the complete eviction of the refugees, 7 of the 39 buildings in lot III were transferred to the Fondo Abitare Sostenibile Piemonte (FASP), with support from Cassa Depositi e Prestiti and local banking foundations, and reintegrated into a formal housing framework. In 2020, Studio Picco Architetti was responsible for the restoration and functional recovery of these 7 buildings.

The restoration project was organized in two phases:

First, the buildings were stripped out: the internal partitions were demolished and the mechanical and electrical systems removed.
Secondly, the construction and installation works were carried out. The result is a complex that retains its formal identity, despite having been completely renovated.

The project also included the refurbishment of the buildings' open areas, common areas and green spaces.

The buildings were delivered complete in every part. The first six buildings will now house accommodation, from studio flats to 4-bed flats, on all floors. The seventh building includes 27 studio flats and 14 two-bed flats. There will also be a reception, offices, a gym, lounge areas and a catering area.

Maintaining the architectural style of the open house will help integrate the new district into its surroundings, promoting communication and exchange. The original colours of the complex have also been retained. As designed by German artist Erich Wiesner, the buildings had different colours, which gave the complex a strong visual identity and helped it stand out in the surrounding urban context.

3.4.1.3.1 The Renovation Project

Project Name: Ex Villaggio MOI SOCIAL STUDENT HOUSING
Location: Torino, Via Giordano Bruno, corso Eusebio Giambone
Client: INVESTIRE S.g.r.
Architect: PICCO architetti
Site Area: 12.000 mq
Building Area: 11.670 mq Gross Built Surface Area
Project Dates: 2020 - 2022

ARCHITECTS:
Design Principal: Arch. Cristiano Picco
Project Architect: Arch. Cristiano Picco
Project Manager: Arch. Giuliana Foglia Franke
Project Team: Arch. Francesca Cravero, Arch. Francesca Albera

CONSULTANTS:
Structural Engineer: Duepuntodieci Ingegneria | Ing. Andrea Durando
MEP/FP Engineer: Ing. Guido Berra
Constr. Manager: Studio Pession associato – arch. Carlo Pession, arch. Andrea Serra
General Contractor: COGEFA S.p.a.

It all started with Steidle's original idea, and it was decided to maintain the building's characteristic open chessboard layout, introducing various types of accommodation, studio flats and two-room flats, located in six buildings designed by Steidle and one designed by Adolf Krischanitz.

The entire complex consists of six of the seven buildings designed by Otto Steidle, five of which (B2, D0, D2, F0, F2) feature the same central floor plan and vertical distribution system developed on a circular landing. The sixth building (E4), which is larger and faces the street that serves as the entrance to all the others, has a structure with two staircases, one serving the two-storey section above ground and one connected to the basement serving the seven-storey section above ground. The seventh building (E1) was designed by Austrian architect Adolf Krischanitz and had a central staircase with parallel flights.

Figure 60. Renovated buildings of the former Olympic Village, Turin. Site Plan. *Source : piccoarchitetti.it*

Figure 61. Renovated buildings of the former Olympic Village, Turin. Lots III Axonometric View. *Source : piccoarchitetti.it*

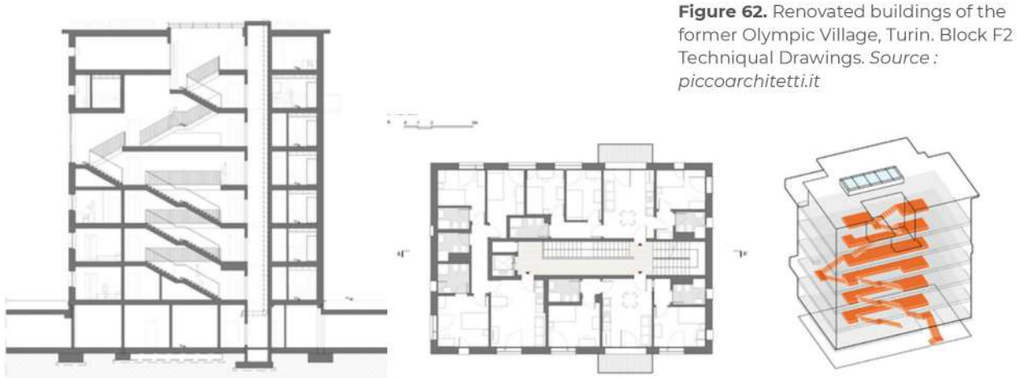


Figure 62. Renovated buildings of the former Olympic Village, Turin. Block F2 Techniqual Drawings. *Source : piccoarchitetti.it*

3.4.3 Lot III : Inaguration of the MOI Camplus as Student Housing

In May 2023, the 7 renovated buildings were officially inaugurated as a social housing complex primarily dedicated to students and young workers, marking a decisive phase in the post-occupation transformation of the area. The project provides approximately 388–400 beds at discounted rates and is managed by Camplus, within a broader framework of urban and social regeneration promoted by public institutions and banking foundations. The inauguration followed the conclusion of the interinstitutional program MOI – Migranti un'Opportunità di Inclusione, launched in 2017 to address the prolonged informal occupation of the site. Through this initiative, more than 800 former occupants were gradually relocated to housing and employment pathways, enabling the restoration and reuse of the buildings. The intervention reframed an emergency context into a long-term residential infrastructure, reinforcing the role of the area within Turin's university housing system and redefining Lot III as a stable, institutionalized component of the neighborhood's urban fabric [48].

48- Fondazione Compagnia di San Paolo, "New Social Housing Residential Complex Inaugurated at the Former MOI," accessed February 1, 2026

Figure 63. Ex-MOI Neighborhood, Turin. Inaguration day of Camplus MOI Torino. *Source : Fondazione Compagnia di San Paolo*

3.5 Current situation of the area

From 2023 to the present (February 2026), the functional configuration of the former Olympic Village has remained largely stable, consolidating the post-regeneration arrangement established after the renovation of Lot III. Seven refurbished buildings continue to operate as student housing managed by Camplus, with accommodation primarily assigned through the regional scholarship body EDISU, resulting in a predominantly student and multinational residential population. Within the same urban complex, one building functions as a youth hostel, two are occupied by facilities linked to C.O.N.I., and one is dedicated to social housing. This coexistence of distinct residential, institutional, and semi-public functions defines the current condition of the EX-MOI neighborhood as a heterogeneous urban environment. The following chapter builds on this contextual framework through a detailed spatial analysis, focusing in particular on Lot III and its immediate surroundings, in order to examine how this functional configuration is reflected in the physical structure, accessibility, and public realm of the area.

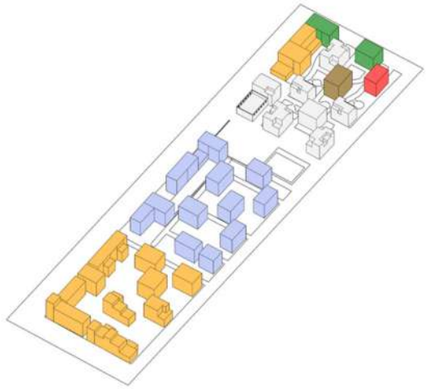


Figure 64. Demographic Distribution of Residential Lots III, IV & V in the Former Olympic Village.

4

ORIENTED MAPPING AND SPATIAL ANALYSIS

This chapter providing the data and analysis on the area as a professional mapping of the space. It starts from reading and analysis of the general fundamental bases of the urban documentary like land use maps, greenery, paths and transportation, using documents from QGIS, Piano Regolatore Generale and other official sources. it then goes through the detailed conditions with a critical observation and brings claim on the deeper characteristics. By analyzing the different aspect of the arguments in different levels, It uncovered the details, reasons and results as the detailed special conditions of the area. The study is showing how the professional representation of urban mapping in deeper layer building the spatial oriented mapping, done by professional architects living in the site area.

4.1 Theoretical Framework

4.1.1 Objective Study

4.1.1.1 The Foundation of Urban Reality

Reading the City as It Is

The objective study is the solid foundation for understanding the urban configuration. It establishes the State of Fact as a clear and honest picture of the area as it exists right now. This research goes through this step as the first layer of the spatial analysis, using tools like QGIS [1] , maps and Piano Regolatore Generale [2] to map the base lines of the city. City, as Ildefons Cerdà, the father of modern urbanism states, must be observed as an "anatomy" [3]. but what are the anatomy of the city in this regard? layering the land use, greenery, vacant lots, the services and functions, hierarchy of the streets, paths and way and the general public transportation. These data, documenting the area as a base line, like a identity definer. These general data is mostly in the big scale, can be find from the data bases of the official city and municipality documentations. This thesis use them in each part, to have the general knowledge about area. This "scaffold" of facts allows to move forward and, in the next steps, accurately evaluate the more complex, visible and invisible layers.

1- QGIS file as the base map of Torino provided by municipality of Turin website

2- Piano Regolatore Generale 2025, provided by comune of Torino, acceseed from Geoportale official website of Comune di Torino

3- Ildefons Cerdà, General Theory of Urbanization, 1867

4.1.2 Oriented Mapping and Spatial Analysis

4.1.2.1 Multi-step process of methodology

Reading the data and taking the orientation

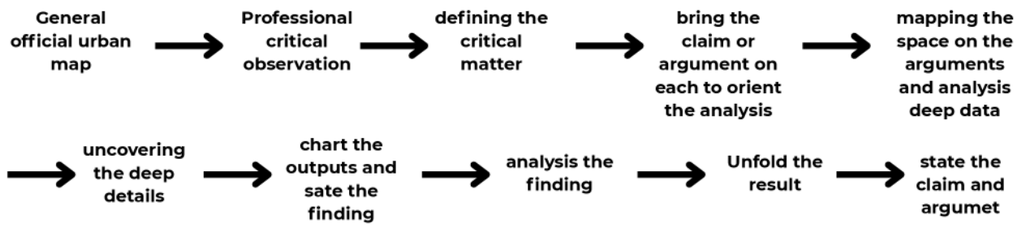
After providing the general urban maps as the ID base in each part, the research goes to the evaluation of these maps to see the potentials, details and conditions to be analyzed. What it important here is that, urban context offers an "ocean of information", far too much data to measure meaningfully without direction. “The environment suggests distinctions and relations, and the observer, with great adaptability and in the light of his own purposes, selects, organizes, and endows with meaning what he sees.”[4] So here is where the analysis utilizes the professional critical eye to perform this strategic selection. This is refined by the authors' professional architectural knowledge and the specific experience of living on-site, which provides the expertise to know **where to look** and **what to measure** in the lens of reading the capacity of use and human in the area. This is where the study turns to “Oriented Study”

4- Kevin Lynch, The Image of the City, 1960

4.1.2.2 Defining layers of analysis and results

Claims, Arguments, analysis, and results

Consequently, the selection of critical matter on each layer of urban fabric, defines the claims or arguments that needs to be analyzed in a deeper detail. This methodology of selection and diagnose, is specific based on each layer and what it offers; So they are different from each other. By mapping these layers of arguments in the graphical representations ,analytical drawings and maps, and then later analyze the output of them by charts , the result of each layer unfolds. In each urban topic, there are 2 or 3 layers of arguments for uncovering the relevant deep condition, data analysis and results, in which finally collects as a one final argument. It is worth to mention that, the conditions which evaluated in each claim or argument can have reason or result, as also they can be the reason for another condition or a result from others.



Figures 1. The hierarchy of the steps of the methodology this thesis implemented for Oriented spatial study and mapping

4.2 Territorial Framework and Area of the Study

Figures 2. National Scale - Location of Piedmonte Region in Italy

Figures 3. Regional Scale - Location of the Metropolitan City of Turin in Piedmonte Region

4.2.1 Territorial Hierarchy of Site Location

The identification of the project site follows a hierarchical sequence of scales to precisely locate the area within the urban context. Starting at the National Scale within Italy, the location narrows down to the Regional Scale of Piedmont (Piemonte) and the Metropolitan Scale of the Metropolitan City of Turin (Città Metropolitana di Torino). At the Municipal Scale, the focus is on the City of Turin (Città di Torino). The specific analysis is situated within the District Scale of Circoscrizione 8, covering Borgo Filadelfia, Lingotto, and Nizza Millefonti, while also considering the adjacent parts of Santa Rita in Circoscrizione 3 for context. This leads to the specific Neighborhood Scale of Borgo Filadelfia, and finally to the Site Scale of the Ex-MOI Area (Ex Mercati Ortofrutticoli all'Ingrosso), which is the primary subject of this thesis.

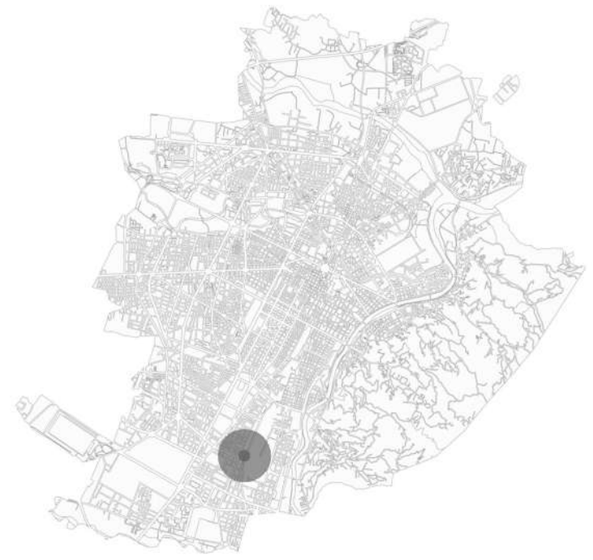
Legend:
1- Municipality of Turin

Figures 4. Metropolitan Scale - Location of the Municipality of Turin (Città Metropolitana di Torino) and the First Belt
Note: Since 2015, the "Province" of Turin has been replaced by the "Metropolitan City"

Legend of Circoscrizioni

Circoscrizione 1: Centro – Crocetta
Circoscrizione 2: Santa Rita – Mirafiori Nord – Mirafiori Sud
Circoscrizione 3: San Paolo – Cenisia – Pozzo Strada – Cit Turin – Borgata Lesna
Circoscrizione 4: San Donato – Campidoglio – Parella
Circoscrizione 5: Borgo Vittoria – Madonna di Campagna – Lucento – Vallette
Circoscrizione 6: Barriera di Milano – Regio Parco – Barca – Bertolla – Falchera – Rebaudengo – Villaretto
Circoscrizione 7: Aurora – Vanchiglia – Sassi – Madonna del Pilone
Circoscrizione 8: San Salvario – Cavoretto – Borgo Po – Nizza Millefonti – Lingotto – Filadelfia

Figures 5. Municipal Scale - City of Turin (Città di Torino) and Division of Districts (Circoscrizione) and Neighborhoods in Turin



Figures 5. Municipal Scale - City of Turin (Città di Torino) and the site location

4.2.2 Area of Study

4.2.2.1 Boundary of Districts

The area of study in the District level is including borgo Filadelfia, Lingotto, Nizza Millefonti and some part of Santa Rita. However, this does not imply a uniform evaluation of every detail within these boundary. Instead, the study shifts between different scales and boundaries based on the specific needs defined for each urban topic. for instance, when it comes to public transportation as a means of connectivity, the study area expands to capture the full scope of the network, and covering all parts of borgo Filadelfia, Lingotto, Nizza Millefonti and some part of Santa Rita. This broader boundary is utilized strictly to just evaluate that specific aspect, without necessarily analyzing all other urban objects and configurations within that same perimeter.

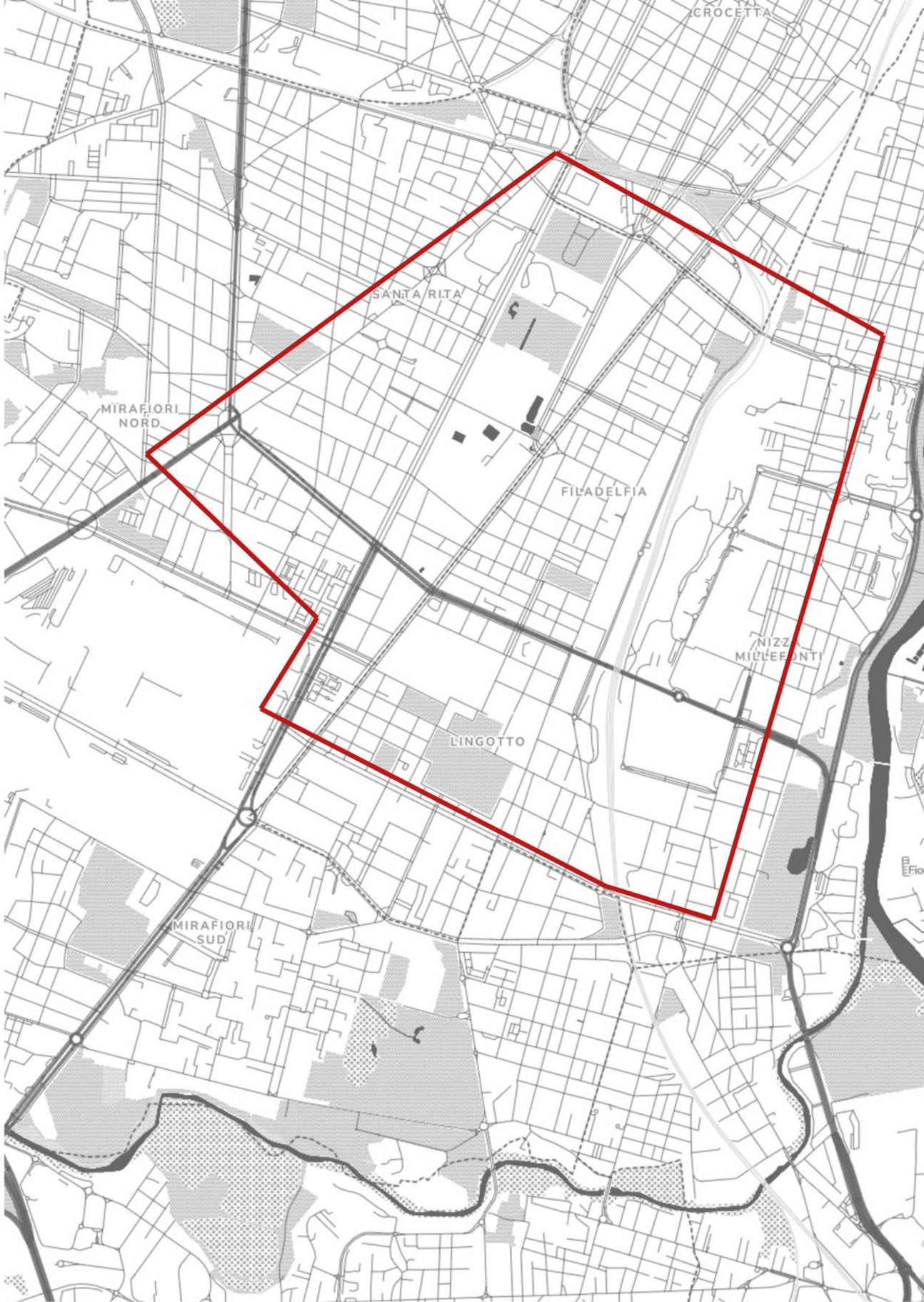
4.2.2.2 A Multi-Scalar Approach and Boundary

The boundary of this project cannot be defined by a single, static line. Instead, the analysis demands a dynamic process [5] of zooming in and zooming out, often requiring a single topic to be analyzed across three different boundaries and scales to fully grasp its characteristics. Because urban action and interaction are not defined in a fixed borders, the scope of the project must be redefined for every topic. The need of different boundary is decided based on the evaluation of the topic on each aspect, that can cover the required scope responding to each claim and argument by the authors. moreover, the scale changing is not following a linear order, and can jump from district level to detailed level. This thesis moves between the Multi-District level, Neighborhood, 7 lots boundary of master plan for Olympic game 2006 [6] as site scale, then each lots boundary and finally the lot 3 as one important boundary of study for detailed level.

5- Stan Allen, Field Conditions, 1999

6- Benedetto Camerana, Villaggio Olimpico Torino 2006 (Milano: Electa, 2006),

Figures 6. Area of study in bigger boundary defined, including borgo Filadelfia, Lingotto, Nizza Millefonti and some part of Santa Rita



4.2.2.3 Defining Specific boundaries

There the 3 specific boundaries of the project in this thesis, which is not defined exactly by the border of the standard urban different scale like district or neighborhood, but it is defined by the intermediate mixed level of scale, based on the need of the study in each case. It is important to note that these boundaries are not a fixed one, and may have slight difference based on the necessities of including the close surrounding area or objects to show the continuity of urban fabric and relation.

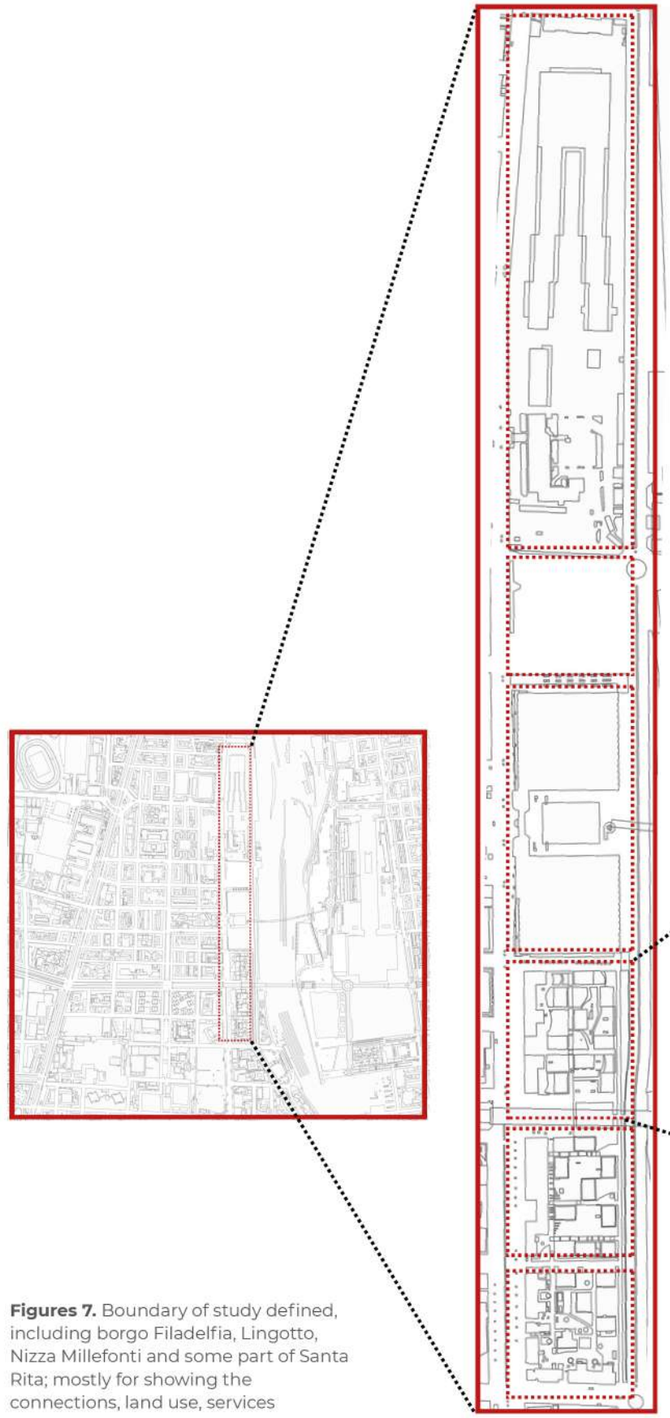
4.2.3 Map's Rotation

Although official cartography typically orients the urban fabric to True North, resulting in a diagonal representation, The base map orientation in this thesis is set to 24° (counter-clockwise) to correspond with the geometric layout of the neighborhood and align the map with the primary urban grid. This decision prioritizes the 'perceived city' over the geographical one. “Curves are often straightened, and non-right-angled intersections made perpendicular” [7] by inhabitants to make sense of their environment; therefore, aligning the drawing with the street fabric reflects the cognitive reality of the space. Furthermore, it will be aligned with the “Project North”[8] defined by architect of the project in the master plan [9], as standard architectural strategy to orthogonalize the dominant geometry of built environment for a more precise analysis of the architectural form rather than just the “True North” (Geographic).

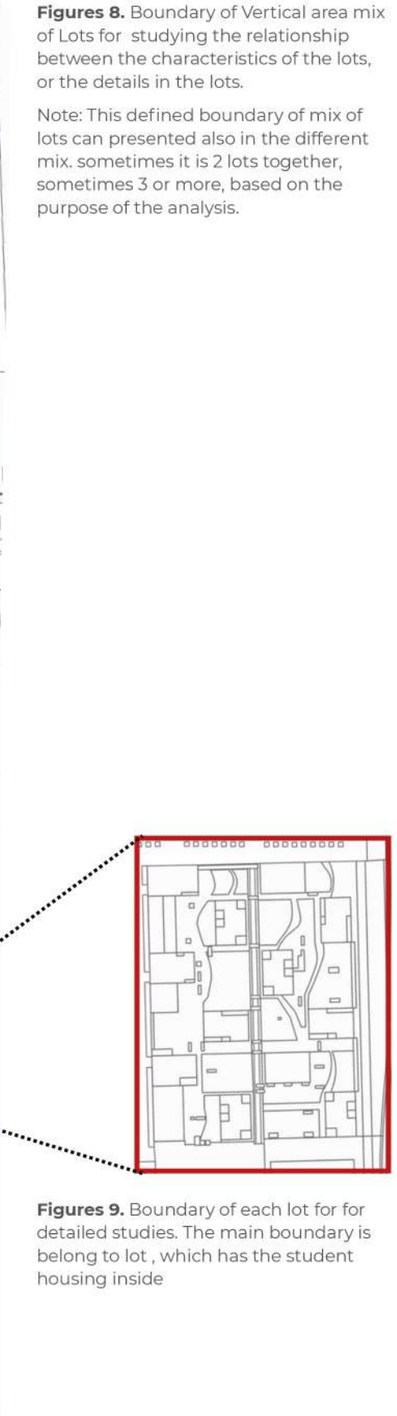
7- Kevin Lynch, The Image of the City, 1960

8- Francis D.K. Ching, Architectural Graphics, 2015

9- Benedetto Camerana, Villaggio Olimpico Torino 2006 ,Milano: Electa, 2006



Figures 7. Boundary of study defined, including borgo Filadelfia, Lingotto, Nizza Millefonti and some part of Santa Rita; mostly for showing the connections, land use, services



Figures 8. Boundary of Vertical area mix of Lots for studying the relationship between the characteristics of the lots, or the details in the lots.

Note: This defined boundary of mix of lots can presented also in the different mix. sometimes it is 2 lots together, sometimes 3 or more, based on the purpose of the analysis.

Figures 9. Boundary of each lot for for detailed studies. The main boundary is belong to lot , which has the student housing inside

4.3 Land Use & Functional Structure

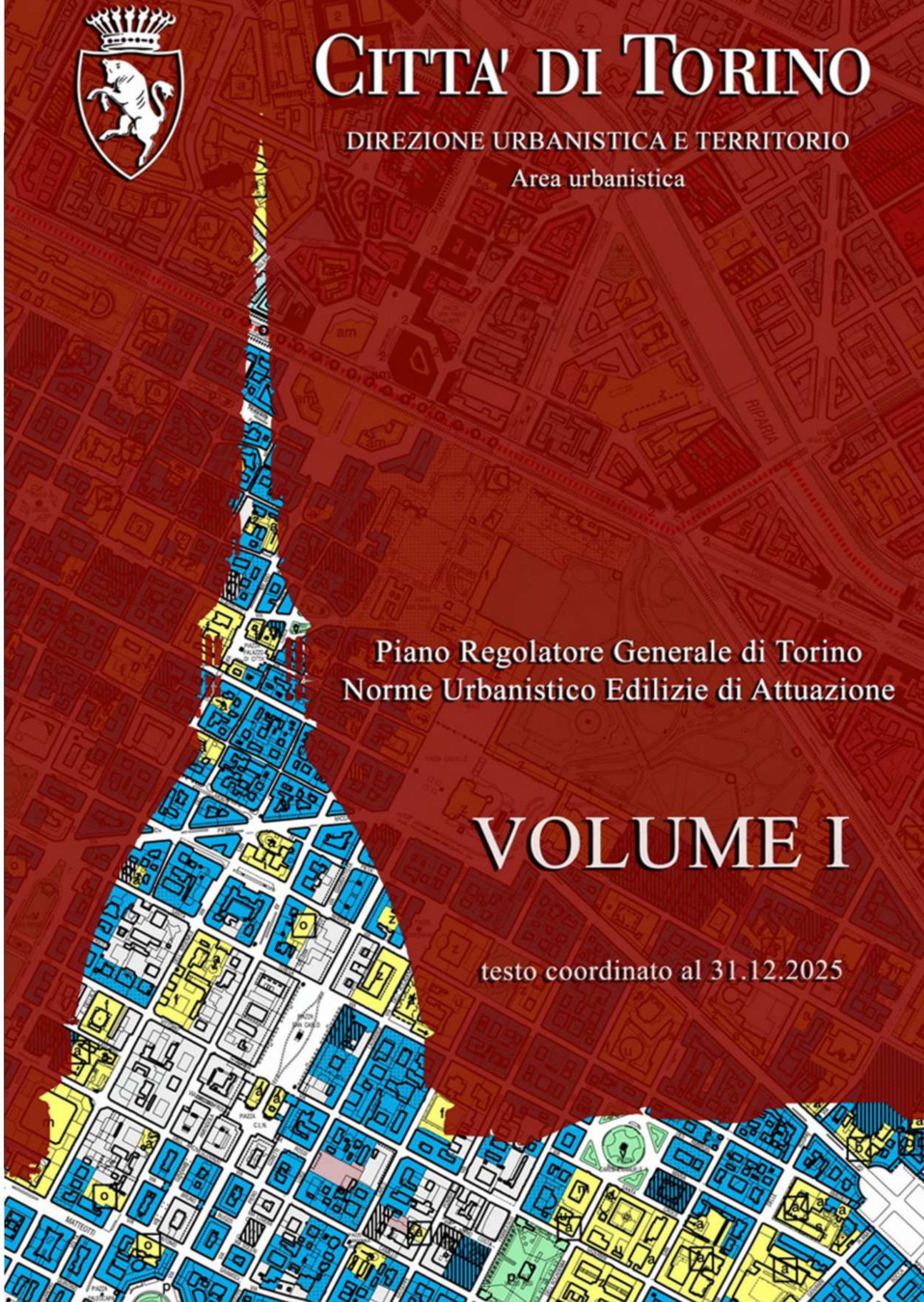
4.3.1 Piano Regolatore Generale [10]

4.3.1.1 A Tool for Urban Analysis

The Piano Regolatore Generale (PRG), or General Regulatory Plan, is the primary urban planning instrument prepared by the Municipality of Turin (Comune di Torino) to govern the physical transformation and management of the municipal territory. Acting as the city's "urban constitution," it is used to legally define land-use designations, establishing where residential, industrial, commercial, or green areas can be located, and setting the specific technical parameters for construction and preservation.

The document, specifically Volume I, which typically contains the implementation rules or the Illustrative report, offers a massive dataset of strategic information, including the zoning map (azzonamento), the system of services, and the protection of historical assets. It outlines the city's long-term strategies, such as the transition from a monocultural industrial hub to a polycentric service city, regulating how empty urban voids should be regenerated.

Consequently, the PRG is the essential baseline for any architectural or territorial study; analyzing it provides the critical "genetic code" of the urban fabric, allowing the researcher to read the underlying logic of the space and understand the constraints and opportunities that define the city's morphology.

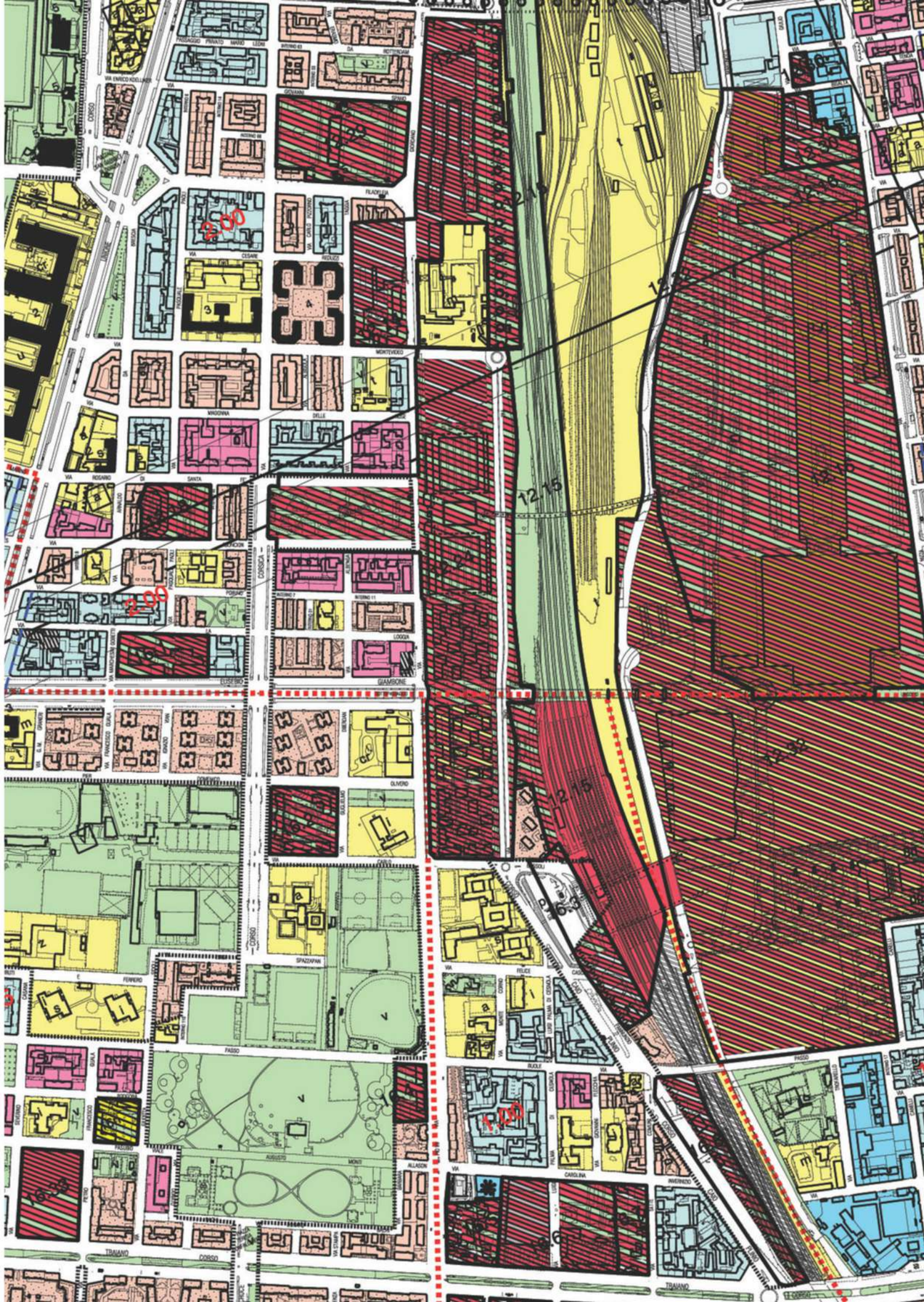


10- Città di Torino ,PRG - Norme Urbanistiche, Vol. I, 2025 .*Source: http://geoportale.comune.torino.it/* accessed by 29 January 2026

4.3.1.2 The map

This map illustrates the Piano Regolatore Generale (PRG) of Turin, updated to December 31, 2025, displaying the official zoning and planning layout. The current PRG of Turin was originally approved in 1995 (known as the Piano Gregotti-Cagnardi) and serves as the rigid legal framework for the city. However, because the 1995 plan could not predict the future, it has been continuously modified through Variations. Therefore, this PRG is not the original 1995 map, but rather the 'Consolidated Version' (Testo Coordinato), which incorporates hundreds of Variations passed since 1995 (e.g., Variante Spina 2 and Variante 200 for Metro Line 2.)

Figures 10. Piano Regolatore Generale (PRG) of 31 December *2025, Source: http://geoportale.comune.torino.it/* accessed by 29 January 2026- specific crop for showing the area of study, rotated 24° (counter-clockwise)



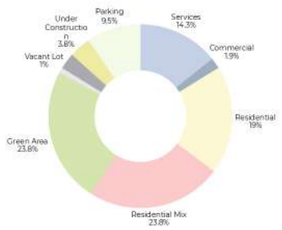


Figure 11. Current land use ratio

Legend

- Services
- Commercial
- Residential
- Residential with Services/ Commercial
- Green Area
- Vacant Area
- Abandoned
- Under Construction
- Parking

4.3.2 The Current Land Use

The current land use map in this thesis is from the observation of Piano Regoltore Generale, which is the official plan document for Turin, with adopting the simplification, to make it easier to be read. In this regard, the categories introduced in map are following special logic:

Services: (Public & Private) : Educational, Governmental, administrative, Offices, Hotel, Exhibitions, Mixed-Use
Commercial: Big commercial centers
Residential: Lots which are totally residential, and not sharing the lots with any other function
Residential with Services/Commercial: Residential lots which are sharing the ground floor level facing the street with commercial stores, services ,etc.
Green Area: Urban greeneries, including parks and sport pitch's
Vacant Area: Free lands with no building
Abandoned: Building or lot which is not used or not having any active function
Under Construction: land with active plan, currently under construction
Parking: Land using for parking

The point of this categorization is to see which lots are having their Uni-function and which ones are mixed with the functions.

As it is shown in the map, The biggest portion of land of buildings is covered by those residential lots which sharing their ground floor level with services and commercial, which illustrate an active facade. The ratio of lands for services also...

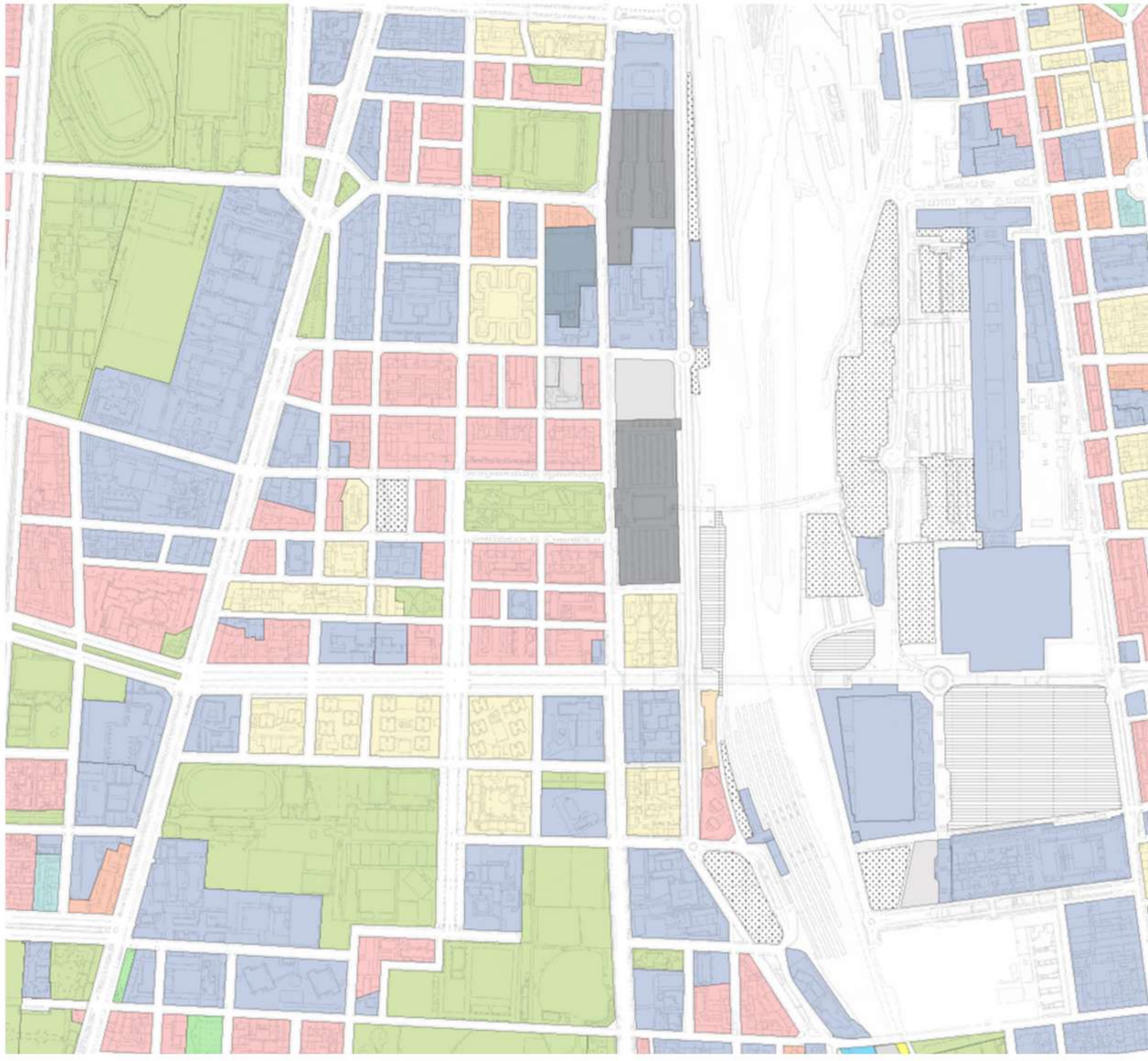


Figure 12. Current land use map.
Source: Author's elaboration based on vector data from QGIS file of Geoportale Città di Torino, 2025

4.3.3 Built Fabric and Open Spaces

Looking into the Municipal Technical Map (Carta Tecnica Comunale), It shows the details of the land use by defining the Built Volume and Light Structures as 'mass,' while considering the rest as 'open realm configurations.' It is a precise survey that documents the physical "State of Fact", helping to see the density of the land covers, ratio of built feathers with open space ratio.

The categorization as Built Fabric and Open Space is because this simple division clearly separates the city into just two parts: the solid and the void. The Built Fabric represents the 'mass' (about 30%), which includes all the residential blocks and industrial structures. The Open Space represents the 'void' (about 70%). In this view, 'Open Space' groups everything that is not a building, including the green parks, the private courtyards, and even the infrastructure like roads and railways.

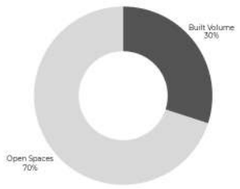


Figure 13. Ratio of the built fabric and Open Spaces

Legend

- Built Volumes
- Open Spaces

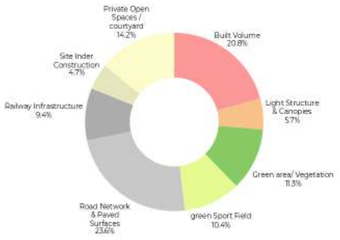


Figure 14. Ratio of the land use- Built Fabric and Open Spaces

Legend

- Built Volumes
- Light Structure & Canopies
- Green Areas / Vegetation
- Green Sport fields
- Road Network & Paved Surfaces
- Railway Infrastructure
- Sites Under Construction
- Private Open Spaces / Courtyards

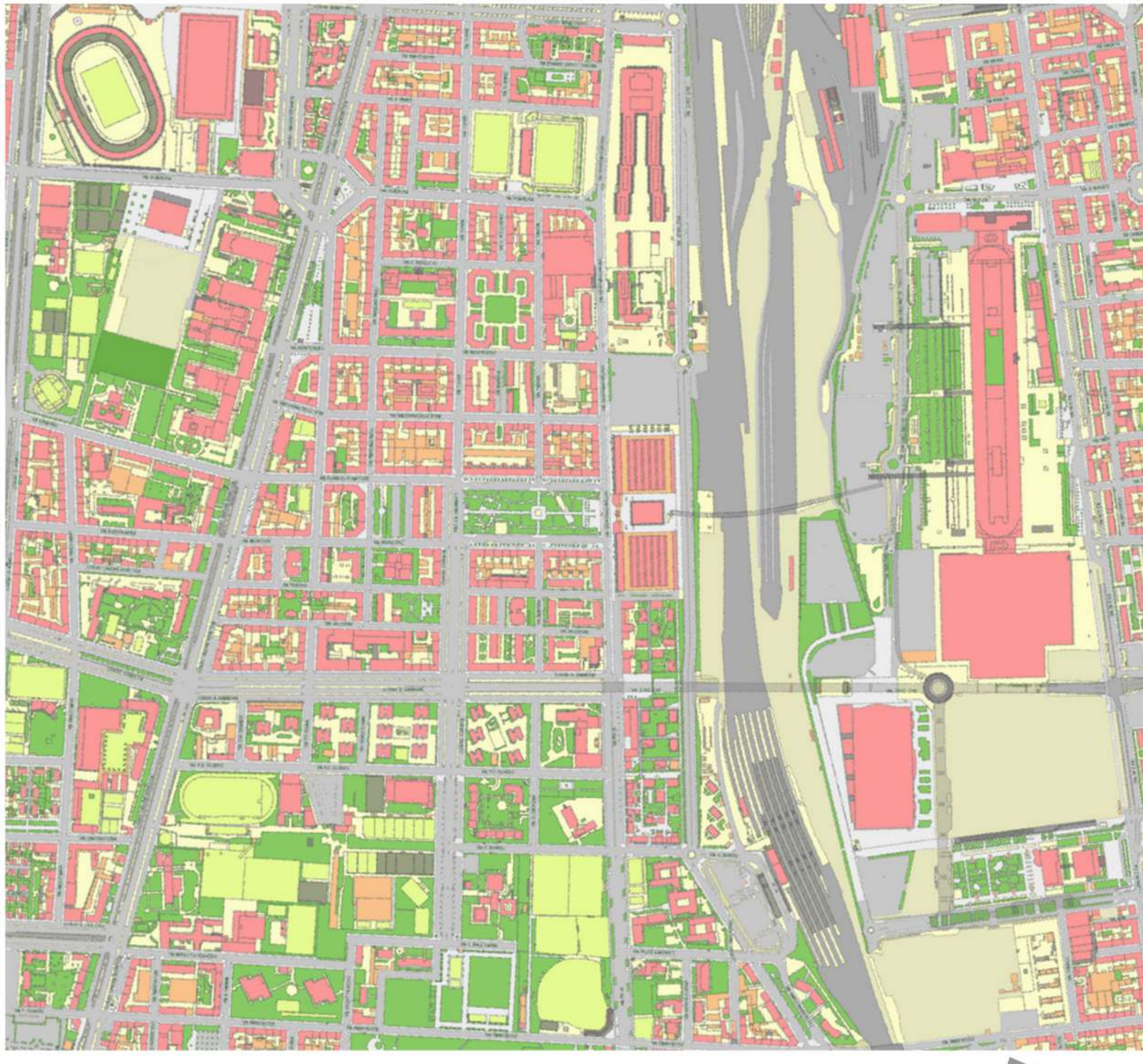


Figure 15. Built Fabric and Open Spaces. *Source: Author's thematic elaboration based on Carta Tecnica Comunale data, Geoportale Città di Torino, 2025*

4.3.4 Time Dynamics

This map introduces the dimension of time to the analysis, showing not just where things are, but when they are used. This is an Important map because it is a By looking at the city this way, It can be seen the 'rhythm' of the neighborhood.

The map divides the area into four categories based on how active they are.

First, there is **Continuous Activation (Day & Night)**, which marks the places that are always alive, like residential areas where people sleep or main plazas. Second is **Daytime Only**, covering places like offices and shops that close in the evening. Third is **Periodic Activity**, which refers to spaces used only for specific events, like the stadium on match days or exhibitions. Finally, **Inactive / Abandoned** marks the empty spaces that are currently not used at all, so they are inactive during both day and night. This simple classification helps to understand which parts of the district are “alive” and which ones 'turn off' at night.

This analysis helps to understand the activation rate of the neighborhood specially at night, which is a base for further analysis.

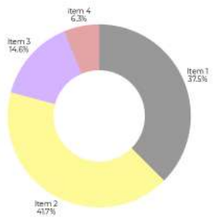


Figure 16. Time dynamics ratio

Legend

- Continuous Activation
- Daytime Only
- Periodic / Event-based Activity
- Inactive / Abandoned

Figure 17. Time Dynamics map. *Source: Author's elaboration based on vector data from QGIS file of Geoportale Città di Torino, 2025*

4.3.5 Facilities and Services

4.3.5.1 Theorical framework

Services and Facilities, is one of the first fundamental factor of base analysis in an area.
to see the distribution of them. It is just not to report their availability, but it is a fundamental test of the neighborhood's urban vitality.it is for evaluating the consideration of a “successful district” as it requires a “close-grained diversity of uses” [11] to generate safety, economic activity, and social interaction.

The area of chosen for this analysis is from the center of MOI to the distance of approximately 20 minutes of the radiuses by walking, to promote the theory of “The 15-Minute City” [12]. It is stating that a quality of life in an area depends on the proximity of the facilities with where you live, within a short walk or bike ride.

11- Jane Jacob, The Death and Life of Great American Cities, 1961

12- Carlos Moreno, Introducing the 15-Minute City-Smart Cities, 2021

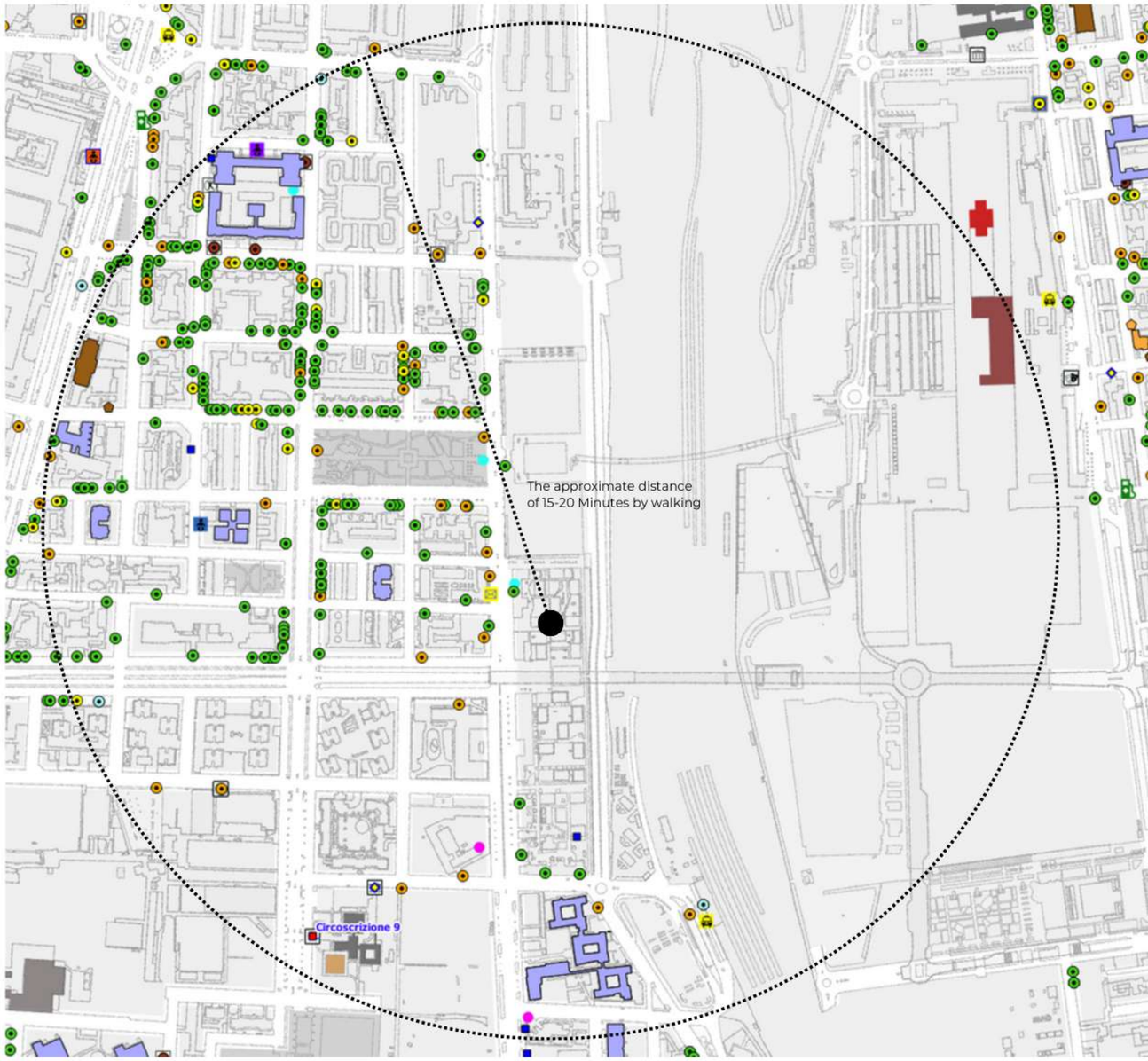


Figure 18. Facilities and services map.
Source: Author's elaboration based on vector data from QGIS file of Geoportale Città di Torino, 2025

Note: this map based on QGIS mapping system of official Torino Website in 2025, which has the overall services and functions, but it has some missing data due to the changes, and not being updated, so the layer of red circle are the layer added by authors to add the changes.

4.3.6 The Land Use with the Services and Facilities

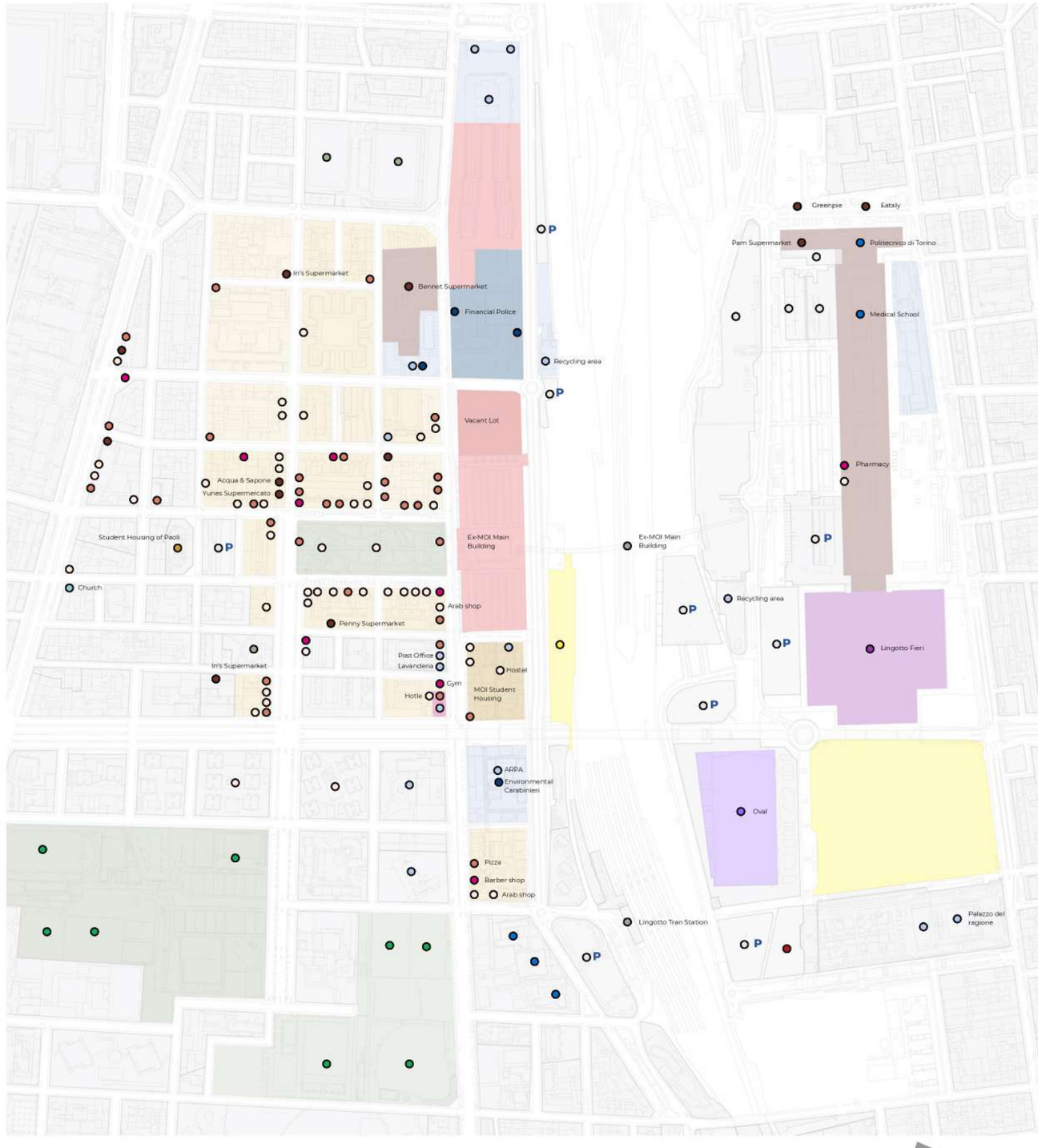
This mixed-use map illustrates how the land use (the lots' main function) hosts facilities. Studying urban functions requires more than just understanding the land cover or counting facilities; it requires analyzing the mix of these elements. This map demonstrates how lots host services, which supports the theory of the building 'serving the city.'

For example, there are lots in this neighborhood which are classified as 'Residential,' but it shares its ground floor with the public (e.g., a shop or café), it is actively serving a facility function. This analysis shows how lots share their edges with the public realm. Furthermore, the map identifies single-used lots which are not sharing the edges with the city as independent islands.

This study is essential for understanding the quality of active edges and facades. As Oscar Newman argues, an active ground floor is not just a service; it creates a transparent link between the private and public worlds, generating conditions like the natural surveillance which is necessary for a safe and vibrant street.

As the map shows; the area is rich in diverse facilities, providing most of the services required to form a vibrant neighborhood. However, the distribution is uneven: the density of these services is highest moving from Via Giordano Bruno towards the west and north. In contrast, the availability decreases in the southern section and along the eastern side, marking a clear decline in facilitates and service accessibility in those zones.

Figure 19. The land use with the Services and Facilities mixed map



4.3.7 Necessity vs. Destination; Socio-Functional Study of the Services and Facilities

4.3.7.1 Methodological Framework

The study on the land use, facilities and functions provides a groundwork for further analytical perspectives and surveying lenses. Generally, These deep studies act like a filter for the data, grouping them by purpose to help answer specific questions about the area. One of these orientations in which the services and facilities are studied in this thesis is based on “User Intent.”

To understand the true human capacity of an area, it is necessary to ask how these functions serve the neighborhood beyond their basic definition. In this regard, the special question arises based on the purpose of the thesis: What is the primary character of the service ecosystem in this area regarding the specific functions they offer to the community? Which facilities exist as strict for daily living and responding the need of the neighborhood, and which ones provide a different layer, rather than just essential existence that encourage gathering and social staying?

Following the question this study categorized the Facilities and services into the 2 main categories of “necessary” and “Destination” implementing the theory of Jan Gehl [13] to distinguish between services residents must use, and their existence is necessary and those they choose to use.

This framing reveals whether the neighborhood is merely functional for survival, or if it is fundamentally equipped for social living.

13- Jan Gehl, Life Between Buildings: Using Public Space, 2011

He use this theory to defiling the different activities, which it is used to defined the label for services and facilities.

4.3.7.2 Categories and Definitions

Categories introduced in this study are in 4 groups; including the 2 main categories of “Necessary” and “Destination” followed by a synthesized category of “ Hybrid Services”. it is also includes one “ Not-Related” services.

Necessary

These Services are defined as the essential infrastructure of the neighborhood. They fulfill the primary daily needs of residents, creating temporary foot traffic where people do not intend to stay long. These facilities act as hosts for 'quick actions' and are characterized as compulsory, meaning users are required to visit them to support their everyday life regardless of the environment. The example of this category

Destination

These are defined as the optional dimension of the neighborhood, selected by users through a conscious decision to visit. Unlike necessary services, these facilities introduce a layer of gathering, functioning as specific targets rather than just transit points. They are characterized by a longer duration of stay, where the user's intent is to pause, socialize, or enjoy the environment, making the location itself the goal.

Hybrid Services

Necessary-Destination represents the synthesis of the two categories, formed by the juxtaposition of essential functions and social potential. In this mix, some of the services that are originally 'necessary' evolve to acquire the value of gathering. Here, the user's intent transforms from a simple transaction into a social experience, where daily tasks (like shopping at a local market) become opportunities to linger and interact. This category is most found in mixed-use areas, where the density of functions turns routine activities into destination-like events.

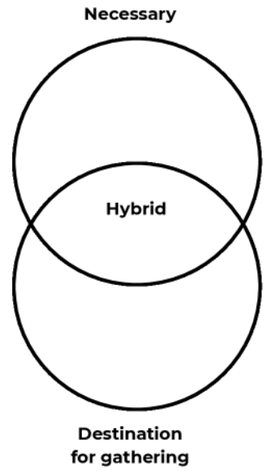


Figure 20. The categorization, relationship between Necessary and Destination and the logic of the Synthesis

Non-related

These Services are defined as facilities that fulfill a city-wide need rather than belonging to the specific context of the neighborhood. While their existence is essential for the broader urban system, they function independently of the local fabric and could theoretically be located anywhere. These services are characterized by occasional administrative-Bureaucratic use rather than daily engagement, serving a wide demographic beyond just the local residents. Consequently, they remain functionally detached, as they do not involve the neighborhood in active 'use' or daily social interaction.

4.3.7.3 Logic of Each Service Categorization

Determining which category a specific service belongs to is a sensitive and deep part of this analysis. While the process is complex, the logic can be simplified by applying a specific 'test question' to each facility based on the user's intention. For every service, the thesis asks: Is the visit an obligation or a choice?

If the facility requires the user to visit in an obligatory term simply to fulfill a daily life need, where the goal is to receive a service and leave quickly, it is classified as Necessary. An example is a pharmacy or a post office; you go there because you have to, not to hang out.

On the other hand, if the visit is a conscious choice by the user to take time, stay for a while, enjoy the moment, or invite others to join, it is classified as a Destination. An example is a clothing shop or a restaurant or a comfortable café.

If a facility answers both questions like a lively local market (Open-air mercato) where people buy food (need) but also stop to talk (enjoyment), it is Hybrid. the example is mixed-used spaces. Finally, if it answers neither question like a environmental office or insurance organization, it belongs to Non-Related Services, as it does not engage the daily life of the resident.

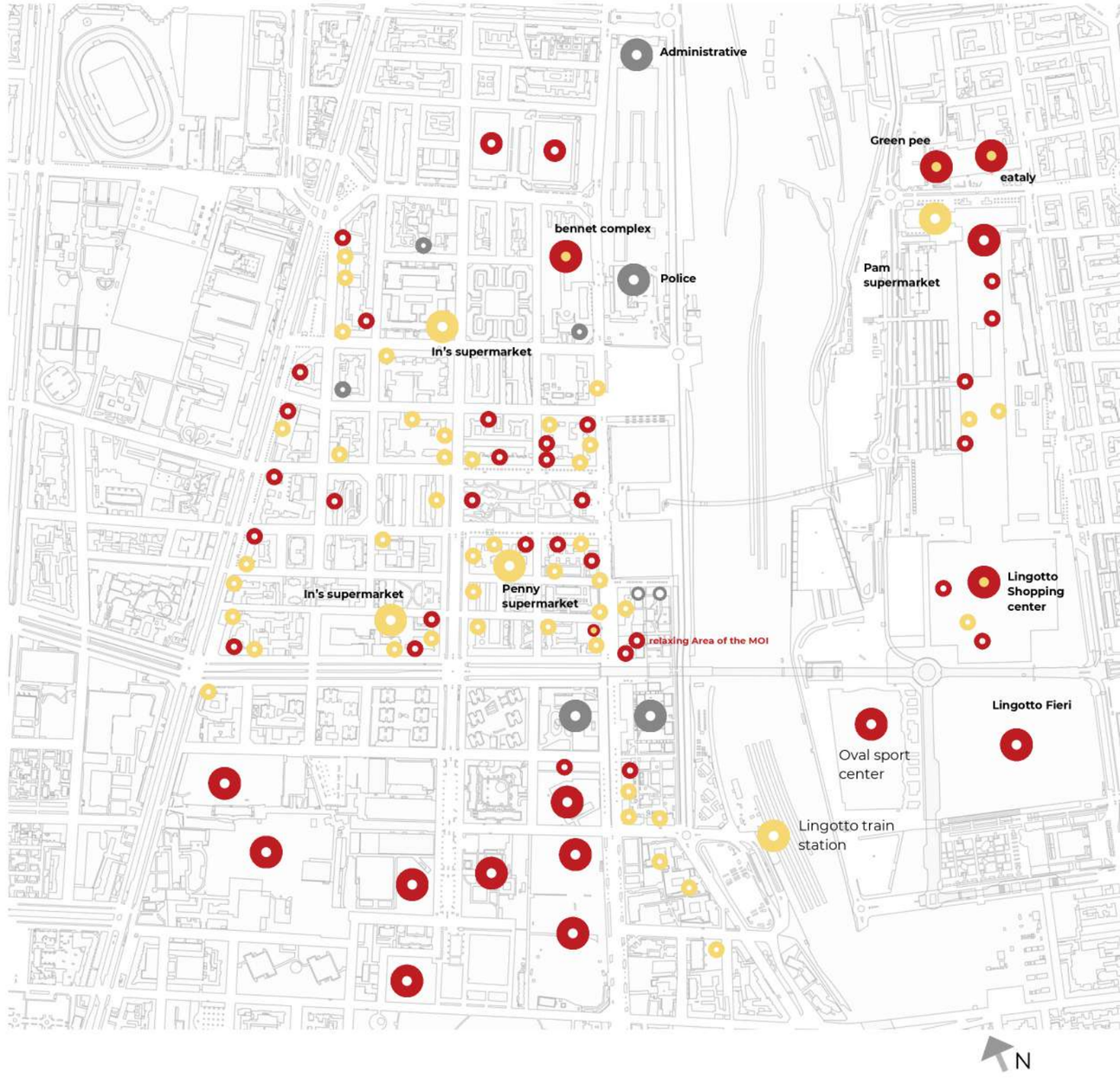
It is worth noting that “Destinations” also fulfill a need. By definition, every service exists to satisfy a specific demand, whether it is material, social, or psychological. Conversely, the Necessary category often contains a 'hidden destination' aspect. While these services are obligatory, the element of choice remains: for example, if a neighborhood offers four supermarkets, the user actively decides which one to visit based on preference.

Figure 21. Services and facilities hierarchy of classification

4.3.7.4 Mapping the Necessity and Destination

This map shows a comprehensive spatial analysis of the neighborhood based on the four functional categories proposed in this thesis: Necessary, Destination, Hybrid, and Non-Related. It reveals the operational reality of the area. It highlights the spatial availability of essential infrastructure required for daily maintenance, identifies the specific nodes that act as magnets for social gathering, captures the 'hybrid' spaces where routine needs evolve into social interaction, and clearly distinguishes the administrative layers that remain functionally detached from the street life. This analytical approach is crucial, as it exposes the practical functioning of the neighborhood, demonstrating not just which services are physically present, but how they foster (or limit) active engagement and user interaction within the urban system.

It is important to note how the data is presented. While the initial survey identified specific services individually, such as a 'Bakery' or a 'Clothing Store', and in this map it is specifically point out every single services, the data analysis is based on the groups of broader functional categories for clarity. For example, a bakery is recorded in the data as a specific shop, but in the final analysis, it appears under the larger group of Daily Retail. This approach allows the study to be based on precise, detailed observations while presenting the results in a way that highlights the major patterns of the neighborhood.



Legend

- Necessities
- Destination
- Hybrid
- Non-Related

Figure 22. Necessity and Destination map. *Source: Author's elaboration based on vector data from QGIS file of Geoportale Città di Torino, 2025*

4.3.7.5 Data analysis

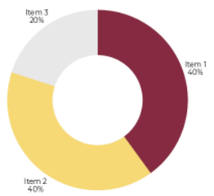


Figure 23. The Necessity services ratio

Necessity

Legend

- Daily Retail (Food & Basics)
- Civic & Admin Services
- Education (Compulsory)
- Maintenance & Repairs
- Mobility and transport
- Health center

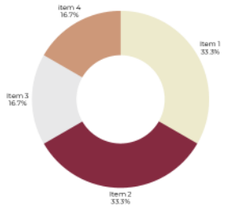


Figure 24. The Destination services ratio

Destination

Legend

- Leisure & Culture and Hospitality
- Dining & Nightlife
- Sports & Wellness
- Public open Spaces
- Retail and shopping

Based on the socio-functional analysis of the data, the neighborhood's operational capacity reveals distinct strengths and critical gaps.

1- Necessity

Regarding the foundational layer of Daily Necessities, the area currently supports a functional number of essential transactional nodes, specifically supermarkets, pharmacies, banks and etc. These facilities ensure that the basic survival requirements of the residents are met within a walkable radius. However, based on the definition of a self-sustaining neighborhood, there is a notable absence of supportive maintenance functions; the missing services serving the neighborhood are identified as local repair shops, fresh markets like fishery, The lack of these specific amenities forces residents to seek basic services elsewhere, weakening the local economic loop.

2- Destinations

as the analysis of the destination category, it shows services that are available in this area and users consciously choose to visit. It is important to note that while these facilities fulfill specific consumer needs, they are distinguished by the user's primary intention, which is driven by choice and the desire to stay rather than obligation. The data reveals that the area is particularly rich in this dimension, offering a strong variety of locations for leisure and social interaction. Specifically, there is a high concentration of sports facilities and fields, alongside a considerable number of restaurants, bars, and clothing local shops. However, the survey also highlights notable gaps in the cultural and nightlife infrastructure; facilities such as clubs, libraries, and bookstores are largely missing from the neighborhood.

3- Hybrid

The data indicates a limited presence of these services within the neighborhood. While there are a few notable examples, like the Lingotto Center and bennet complex, the area lacks a widespread network of this type of facilities. The analysis highlights a critical gap in this regard: the complete absence of local daily open markets. This deficiency is significant, as such markets are key to activating the streetscape and creating a distinct neighborhood identity. Furthermore, the area lacks collective dining hubs, such as food courts, which limits the opportunities for spontaneous social interaction that typically occurs in these mixed-use environments.

4. Non-related

For this category, the analysis shows that these facilities are not widely distributed but are instead concentrated in three or four specific locations, most notably near the MOI area like ARPA, big financial Police guard and administrative lot on the north of the MOI lot. While they are not numerous in terms of quantity, they are significant due to their large physical scale. This creates a challenging condition of juxtaposition: being very close to the neighborhood, these massive administrative complexes occupy substantial space while remaining functionally detached, having a sharp contrast with the surrounding urban fabric.

Regarding suggests that the most effective design interventions for this area are not single-use facilities, but Dual-Purpose Hybrids. The optimal strategy is to introduce functions that, similar to the Lingotto model, address a specific necessity gap while providing the spatial quality for lingering. These nodes can bridge the disconnectivity caused by the isolated islands.

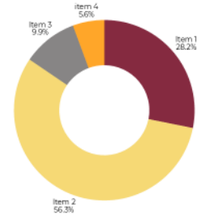


Figure 25. Collective data ratio

Legend

- Necessities
- Destination
- Hybrid
- Non-Related

4.3.7.6 Conclusion on the analysis

4.3.8 Green Layer

4.3.8.1 Morpho-Functional study of the Greenery

The study of land cover draws immediate attention to the vast presence of greenery across the city. This "green layer" is one of the most significant components of the urban fabric, yet identifying it physically is only the first step. To understand its value, this analysis filters the data through a specific lens: functionality and user interaction.

While there are many ways to classify vegetation, like based on ownership and accessibility or spatial hierarchy, or private-public greenery, but this thesis focuses on the role these spaces play for the neighborhood and how residents treat them. The analysis is driven by the "User Intent" to distinguish between spaces we use and spaces we just see. The central question is: What is the function of this green land cover for the neighborhood/city? Does it hold an active program that generates social value, or is it a structural green element?

It analyzes the role of the greenery within the urban fabric. Based on the purpose of usability and function, to see whether the green space invites an active decision to enter and use, or serves as a passive element that shapes the city form, the greenery is divided into two categories:

- **Programmatic Urban Greenery**
- **Structural / Definitive Urban Greenery**

Programmatic: Greenery designed for people and activities in active use and Structural Greenery designed for the city and shaping the space as a passive fabric.

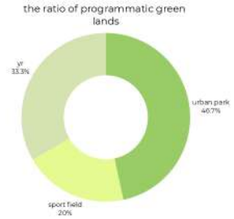


Figure 26. Green layer ratio in the city, categorized by Programmatic greenery and Structural greenery

Legend

Programmatic Greenery

Sport Pitch

Public/local park

Structural Greenery

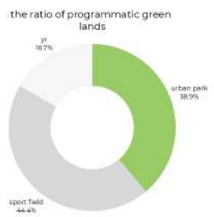


Figure 27. General Distribution ratio of green land in the area of study

Legend

Greenrey

Buildings

Infrastructures

Figure 28. General Distribution of green land in the area of study

4.3.8.2 Programmatic Urban Greenery

Programmatic urban greenery are green spaces that are intentionally planned as open, accessible environments for social interaction [14], leisure, and recreational activities.

Programmatic urban green spaces, such as parks, playgrounds, sports fields, and community green areas, are designed as destinations that support occupation and collective use. Apart form their social functions, these spaces also introduce strategic openness into the city, reducing built density and providing spatial relief within compact urban fabrics. Some of them like parks have environmental roles, such as improving microclimate, ventilation, and spatial continuity, which are secondary purposes to their primary purpose of enabling activity and public life. Programmatic greenery operates as destinations, they play a critical role in urban livability, identity, and well-being.

14- James Corner, The Agency of Mapping: Speculation, Critique and Invention, 1999

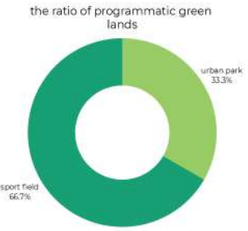


Figure 29. Availability of Programmatic Greenery in the area

Legend

- Park
- Sport pith

***Park:**

open access area, mostly with no physical definitive barriers, with unauthorized access for gathering, including:

- park
- community garden
- amusement park

***Sport pitch:**

Authorized access area, mostly with fences and physical barrier; including:

- football field
- basketball field
- badminton filed

Figure 30. Programmatic greenery map

This map is one of the foundational layer of social gathering outdoor spaces in the area. It is showing the specific green nodes of vitality and collective use that function as the primary destinations as “purposed gathering space” in the area.

The analysis shows that the area is rich in active green spaces. Locally, Parco Galimberti serves as the main social anchor by distance. For larger green spaces, residents can reach Parco Di Vittorio in 10 minutes and the vast Piazza d'Armi in 20 minutes. Additionally, the district has a high density of sports green fields, with 13 sport fields found within just a 5-to-10-minute walk, proving the neighborhood is well-equipped for active social life.

4.3.8.3 Structural-Definitive Urban Greenery

Structural Urban Greenery greenery are green elements whose primary function is to organize, define, separate, and articulate the urban fabric, rather than to accommodate social or recreational activities.

This greenery includes green spaces such as buffer zones, residual greenery, edge greenery, roadside strips, fence-associated planting, and infrastructure-adjacent green areas. Although these spaces are visually green, their principal role lies in urban organization. They operate as spatial tools that mediate between incompatible urban systems, such as fast vehicular infrastructure and pedestrian environments, by shaping boundaries, managing transitions, and mitigating impacts such as noise, pollution, and scale. These green elements are typically linear, residual, or inaccessible, and are not conceived as gathering spaces. Their importance lies in their capacity to structure the urban fabric, enhance legibility, and soften hard separations in a socially acceptable manner. As such, they form an essential but often overlooked layer in the reading and functioning of urban systems.

Green elements are used for urban definition because first of all they soften hard separations without eliminating them, unlike walls alone. Second is Absorb impacts (noise, pollution, scale). Followed by, they allow flexibility and continuity across large areas and can be operate at multiple scales as visual, environmental and psychological. Finally as they are socially acceptable as separators as, green divides are less aggressive than concrete divides.

There are 5 typologies of the Structural greeneries defined in the site area which 2 of them comes in bigger coverage.

Buffer Zone Greenery (The Mediating Layer)
Buffer Zone Greenery is a strategic volumetric layer to mediate between incompatible urban systems by utilizing physical depth rather than simple linear boundaries. Functioning to absorb environmental impacts like noise and pollution, it establishes a protective spatial distance that softens hard urban edges, transforming rigid structural divisions into socially acceptable transitional thresholds.

Residual Greenery (The Interstitial Layer)
Residual Greenery operates as the interstitial vegetative layer that articulates voids between built volumes, functioning primarily as the breathing room of the urban structure. It regulates physical density in a compact fabric. As a passive structural agent, it softens hard architectural transitions to maintain visual continuity, defining the neighborhood's essential "negative space" through spatial relief rather than programmatic occupation.

Residential Edge & Setback Greenery
A private vegetative layer adjacent to the building facade that establishes a privacy buffer, defines the domestic boundary separate from the public street.
Roadside Greenery (Verge)
A linear strip of public vegetation located outside private lines, between road curbs, sidewalks, or fences, that separates vehicular infrastructure from pedestrian or private zones.
Fence-Associated Planting
Vertical vegetation growing directly on constructed barriers to visually soften security lines and mask hard boundaries with organic texture.

4.4.3.3 Typologies

Figure 31. Buffer zone greenery in the area. *Photo by the authors.*

Figure 31. Residual greenery in the area. *Photo by the authors.*

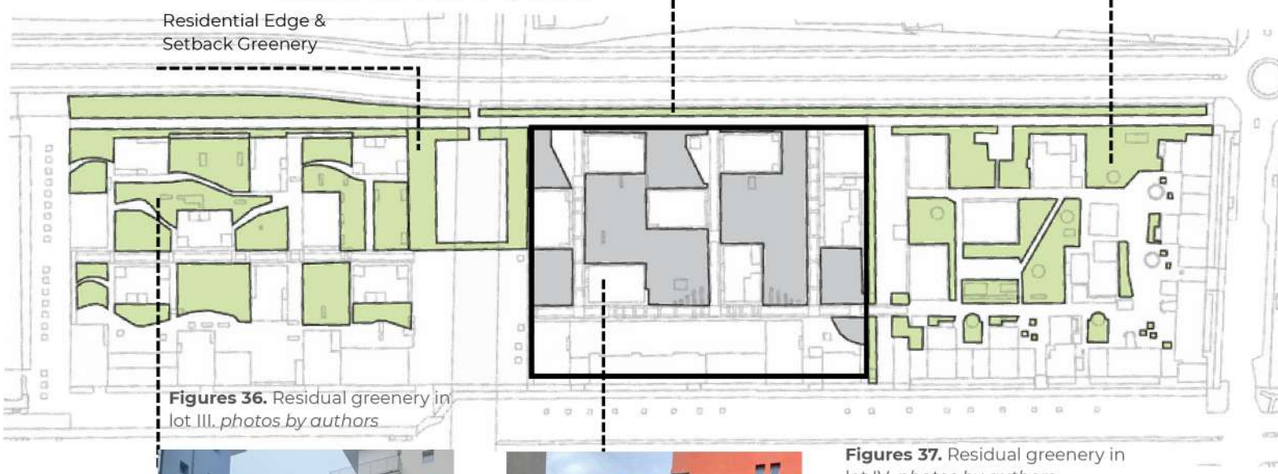
4.3.8.4 Structural Urban Greenery Mapping

Analyzing the structural greenery is critical simply because of its sheer scale; these interstitial layers occupy a considerable portion of the site's land cover, yet their specific function often remains ambiguous. Currently, this "open, non-programmed" vegetation creates a spatial confusion, hovering between neglected residue and necessary breathing room, making it essential to diagnose exactly how these spaces operate. By systematically mapping these "silent territories", the analysis distinguishes their operational reality from their passive appearance, uncovering latent potentials and existing threats to define precisely where the urban fabric is successfully articulated and where it is failing as a disconnected void.

Figure 32. Programmatic greenery key map, including the focused area of the detailed analysis

Figures 34. Buffer greenery between Via Zino Zini and the local pedestrian path from lot III to lot V. *photos by authors*

Figures 35. Residual greenery in lot V, *photos by authors*



Figures 36. Residual greenery in lot III. *photos by authors*

Figures 37. Residual greenery in lot IV. *photos by authors*

Note: The greenery within the **ARPA** site acts as Enclosed Institutional Greenery. While excluded from the active social analysis due to strict fencing, it retains a passive visual value, serving as a 'borrowed landscape' that softens the urban image without functioning as accessible public territory.

Figures 33. Detailed Programmatic greenery map in the lots III, IV and V

4.3.8.5 Data analysis and Results

Figure 38. Residual Leftovers Greenery of lot III. *photo by authors*

Figure 39. Residual Leftovers Greenery of lot V. *photo by authors*

Figure 40. Buffer Zone Greenery. *photo by authors*

Residual Leftover

The analysis of structural urban greenery shows a critical paradox within the site: while these green layers occupy a big portion of the land cover, their actual role in the urban fabric remains ambiguous. These spaces; particularly the large, residual "leftover" zones between buildings, offer essential visual relief and acting as a "green blessing" that softens the dense built environment. However, as they are in the open space remind without program, their existence as big green land become problematic.

Because these areas lack specific functions, they often slip into the background of the city's management, suffering from lower maintenance standards and neglect simply because no one "owns" or uses the space. Now they are confused, passive territories, suffering from lack of proper maintenance, while still playing their role as just space fillers. Ultimately, they can turn from "green coverage" into living, accessible space.

The Paradox of the Buffer Zone

The critical buffer greenery successfully performs its primary duty, mediating between the high-speed highway and the residential zone while softening the rigid infrastructure barrier. However, its continuity with other undefined greenery exposes it to the same crisis of ownership and neglect. Lacking active stewardship, this protective layer has degraded into a wind-driven debris trap, collecting garbage within its dense vegetation. The healing solution requires reclassifying this space from passive 'no-man's-land' to managed infrastructure, restoring its dignity as a clean, functional shield rather than a neglected waste collector.

Undefined Edge and roadstrips

The Roadside Strips and Residential Setbacks suffer from a critical lack of physical definition. The absence of a rigid boundary encourages habitual encroachment; vehicles and pedestrians continually trample the vegetation, eroding the grass into compacted earth. This structural failure creates a functional nuisance: during rain, these exposed patches turn to muddy clay which is tracked across the pavement, generating a sense of disorder throughout the site. The healing solution requires strict articulation, installing raised edges and vertical planting (bushes and trees) to visually command respect, physically blocking unauthorized access and preventing the messy merging of green and grey zones.

Figure 41. Roadside Strips and Residential Setbacks greenery in lot III. *photo by authors*

Figure 42. Roadside Strips and Residential Setbacks greenery in lot V. *photo by authors*

Figure 43. Roadside Strips and Residential Setback greenery in lot III, *photo by authors*

4.4 The Public Realm Configuration

4.4.1 Spatio- Kinetic Study of the Public Realm

4.4.1.1 Reconceptualizing the Unbuilt Fabric (Flow vs. Stay)

The public realm is the common ground of the city, the space that belongs to everyone. While there are countless technical ways to categorize these areas, such as by physical typology or connectivity purpose or hierarchy of transition, this thesis chooses a Spatio-kinetic lens to analyze them based on their actual function and what they host. It re-evaluates the street network and open spaces as an integral component of the land cover. The goal is to focus on the dominant action: how does the space make people behave? what are the situation in the street network as characteristic in this neighborhood? where ae the open spaces, and what are their functions?

Through this lens, the public realm is divided into two distinct functional categories based on movement. Flow defines the transitional corridors, where the space is designed for movement and the user's intent is to pass through. In contrast, Stay defines the spaces that cause the flow to stop, areas that act as "brakes" in the urban rhythm, inviting users to pause, gather, linger, or inhabit the space. The stay is in the continues path of flow, and flow is occurred also whin the stay. This classification allows us to map the neighborhood not just as a physical grid, but as a dynamic system of movement, Situation and special patterns inside. ‘

The term Spatio-Kinetic is used because kinetic refers to energy and motion as Flow, and spatial refers to the physical container as Stay.

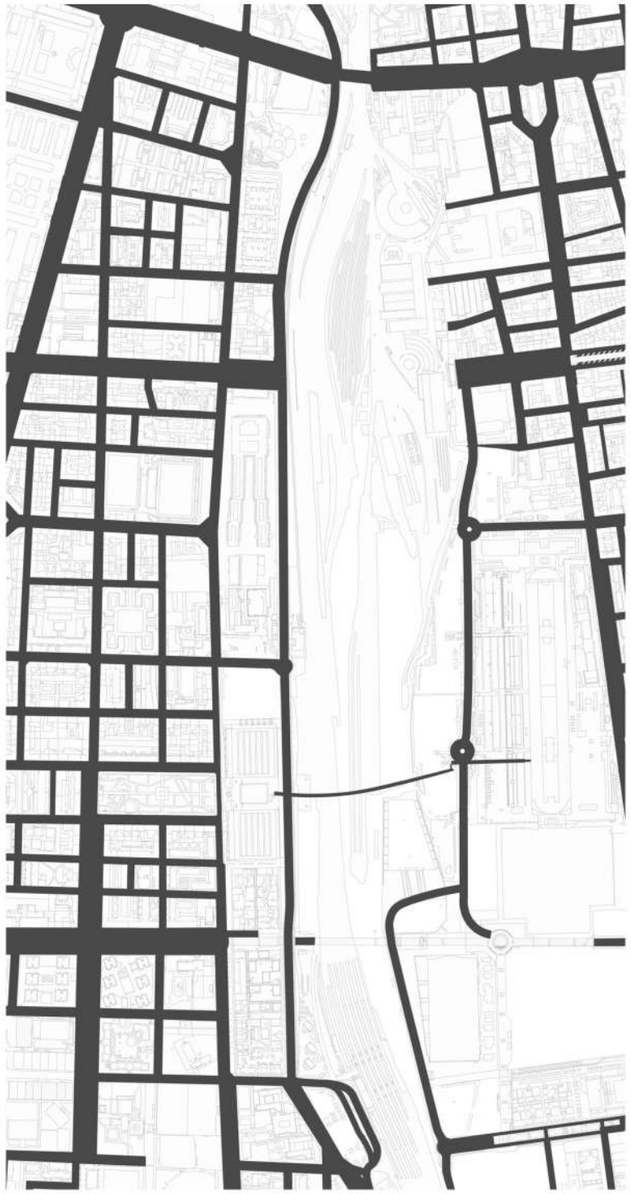


Figure 44. Flow land cover map as the part of public real configuration.

Figure 45. Open Spaces land cover map as the part of public real configuration.

4.4.2 Flow: The Kinetic Network

4.4.2.1 The Structure of Movement

The study on the flow begins with the structural hierarchy of flow, mapping the primary network that dictates movement across the site. This inventory captures road typology and what are the site characteristics regarding the movement combination. By establishing this base map, the map exposes the street network, lines of circulation, the dominant structural skeleton that shapes the unbuilt fabric. It acts like a identity, showing how things in the network are working together.

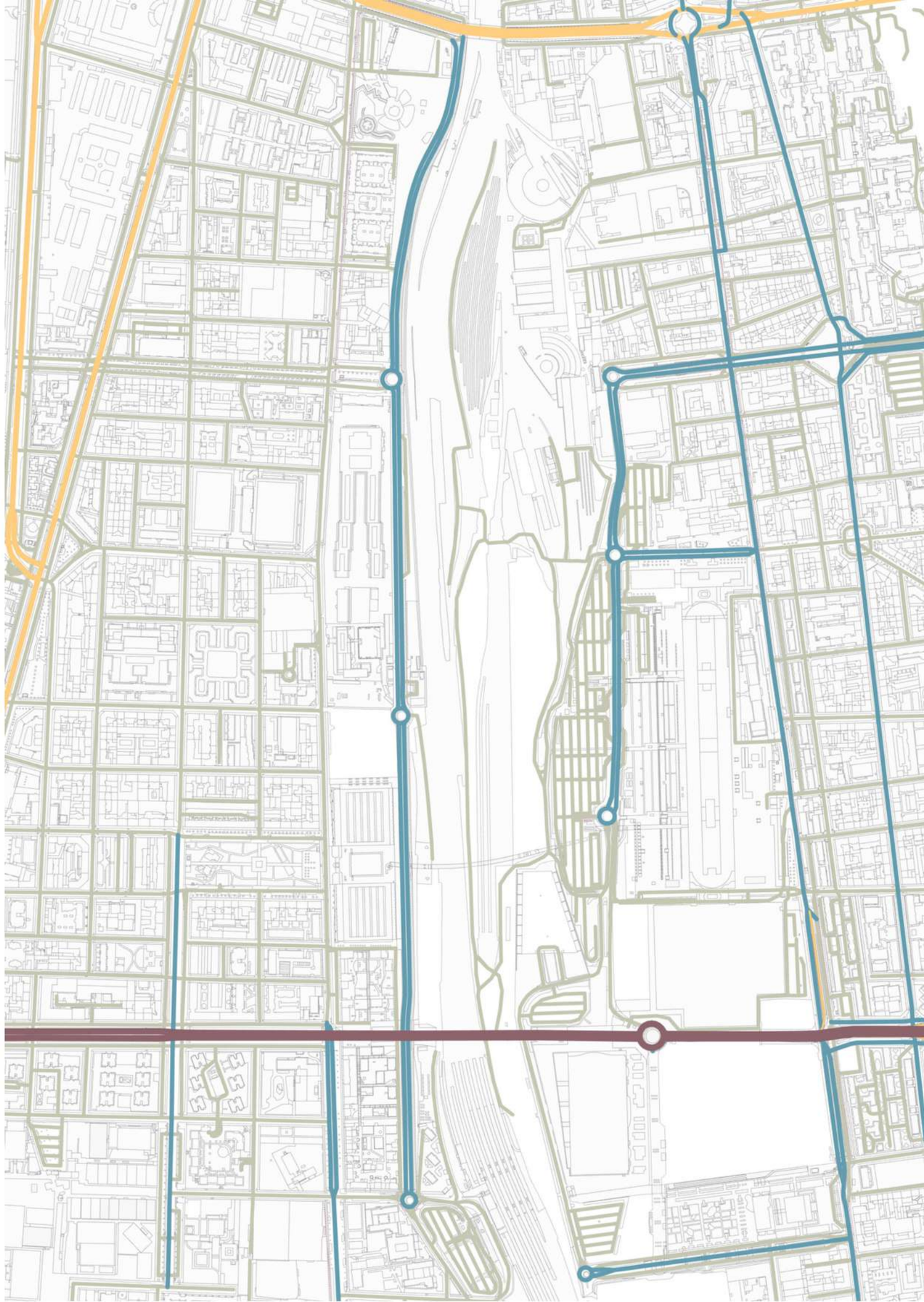


Figure 46. Hierarchy of the structure of Movement. *Source: Vector data from QGIS file of Geoportale Città di Torino, 2025*

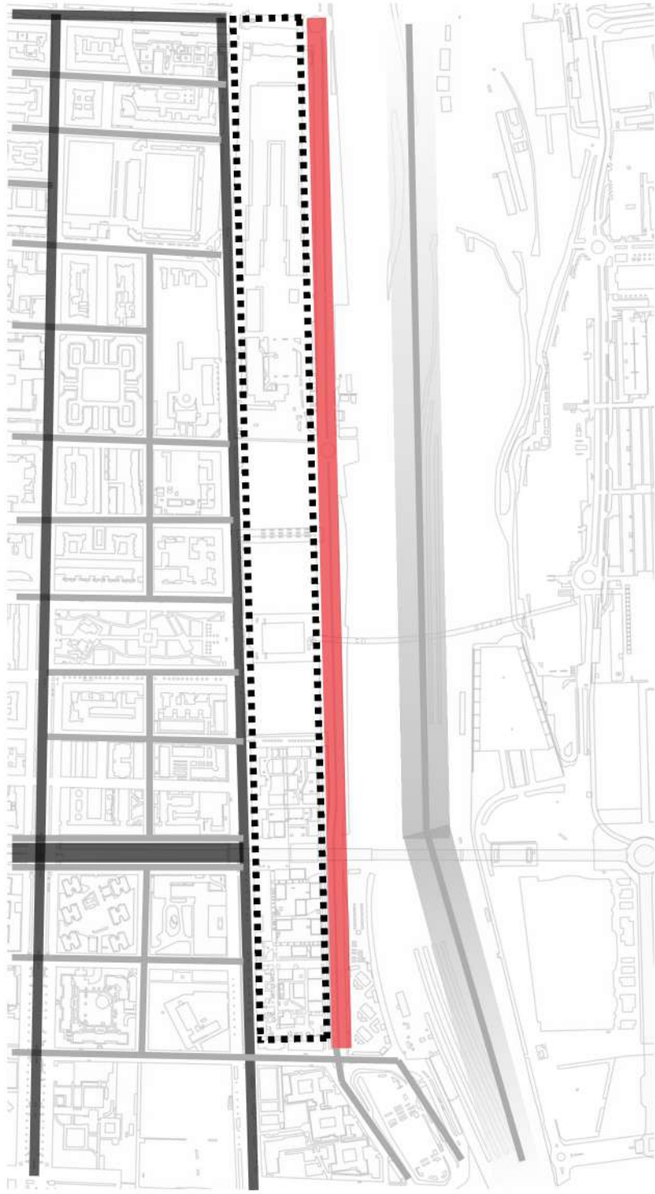
4.4.2.2 From Skeleton to Inquiry

Pattern recognation

The structural skeleton of the area reveals a distinct configuration in the flow of movement. By a closer look at this map, it highlights noticeable morphological patterns that define the site's perimeter and internal tissue. What is can be observed is the area is not following the same rhythm of flow of movement in all part, as there are some collapse, and sharp changes can be seen.

First, the eastern flank is dominated by the massive land cover of the Railway. Second, Via Zino Zini emerges as the visible primary corridor of the hierarchy with a sharp presence. Third is the Via Giordano Bruno side (the western interface), which appears as a functional combination of hierarchy and flow. Finally, there is a visible shift in the movement pattern in the 'In-between area', the tissue between Via Zino Zini and Via Giordano Bruno, which reads like a less integrated Island.

But what is the reason behind this pattern? What characteristic brings this specific configuration to the neighborhood? To understand the forces driving this, the analysis must move beyond the static hierarchy to investigate the dynamic operational factor: Speed. Ultimately, the true characteristic of movement cannot be defined without understanding the pattern of speed and velocity within the site area.



A. Railway massive land cover

B. Via zino zini sharp present as edge

C. functional combination of flow in left side of site area

D. less integrated island between via Giordano Bruno and via Zino Zini

Figure 47. Hand sketch diagram of the pattern recognition from the flow of movement

Figure 48. Hierarchy of the movement by sharp key rollers. *Source: Author's elaboration based on vector data from QGIS file of Geoportale Città di Torino, 2025*

Legend

Railway

Tertiary Road

local roads

central island

N

4.4.2.3 Spaces and Speeds

The Kinetic Diagnosis: Speed, Impact, and Juxtaposition analysis of the The Structure of Movement

Moving beyond the static inventory, the second phase introduces the critical dimension of velocity, recognizing that the flow of movement cannot be meaningful without analyzing its speed. The study evaluates how the neighborhood's structure aligns, or conflicts, with the human pace of the pedestrian, and how this integration serves in the area.

In this regard, the analysis deconstructs the network into two opposing forces: the High-Speed Fracture and the Low-Speed Mesh, sequentially mapping the juxtaposition of these layers within the urban tissue. This approach redefines the land use analysis based on impact: rejecting the reductionist view of roads as mere 'pipes for cars,' it serves to evaluate how much space truly belongs to the public. By shifting from introductory physical labels to a qualitative diagnosis, this Morpho-Typological Analysis reveals the functional reality of the physical land. It demonstrates that the 'veins' of the city are not just defined by their geometry, but by the kinetic character that determines their usability, safety, and ultimate potential as a social resource.

The study goes through 3 layers of analysis:
The Morphological Barriers (The "Walls")
The Functional Integration of Flow (The “Left Flank”)
The Consequence (The “Island”)

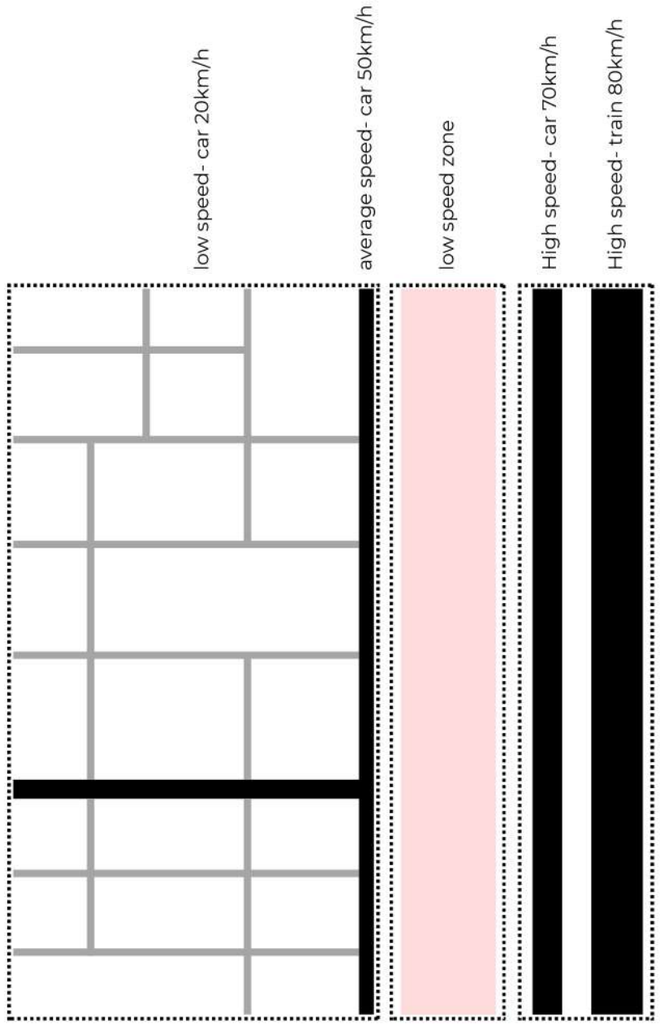


Figure 49. Speed pattern in the space,

4.4.2.4 The Morphological Barriers (The "Walls")

A multi-layered sandwich of speed and concrete:

1. The Layered Barrier

The first sharp characteristic of the area reveals itself through a rigid system of barriers. In this analysis, the definition of a 'barrier' is twofold: the Kinetic Barrier (the speed that stops movement) and the Physical Barrier (the walls that enforce separation). The Railway, operating at the highest velocity, acts as the primary severance, slicing through the urban fabric like a knife. This kinetic force is immediately reinforced by a physical separator, a concrete wall, that creates a buffer zone. Directly parallel to this lies the second kinetic layer: Via Zino Zini. Functioning as a high-speed arterial channel, it adds another density of rapid flow, which is then contained by yet another physical wall protecting the residential 'Citeria' block. This cumulative sequence, **Rail-Wall- Road- Wall**- forms a dense 'Infrastructural Trench,' layer by layer limiting the site and creating a hard, impermeable edge to the neighborhood.

2. The pedestrian Interface

Adding the pedestrian layer to this morphological map reveals the critical conflict of the site: the Juxtaposition of Opposing Speeds. The cross-section presents a jarring contrast, placing the Pedestrian Path directly between the high-speed Railway and the rapid flow of Via Zino Zini, with no transitional speed zone to buffer the experience. While the Passerella Arco Olimpico (the pedestrian bridge) offers a vital vertical solution, successfully stitching the severed sides of the railway together; it functions primarily as a bypass, leaving the street level unresolved. On the ground, the lack of transitional space weakens the pedestrian network.

Figure 50. Layered Barrier map

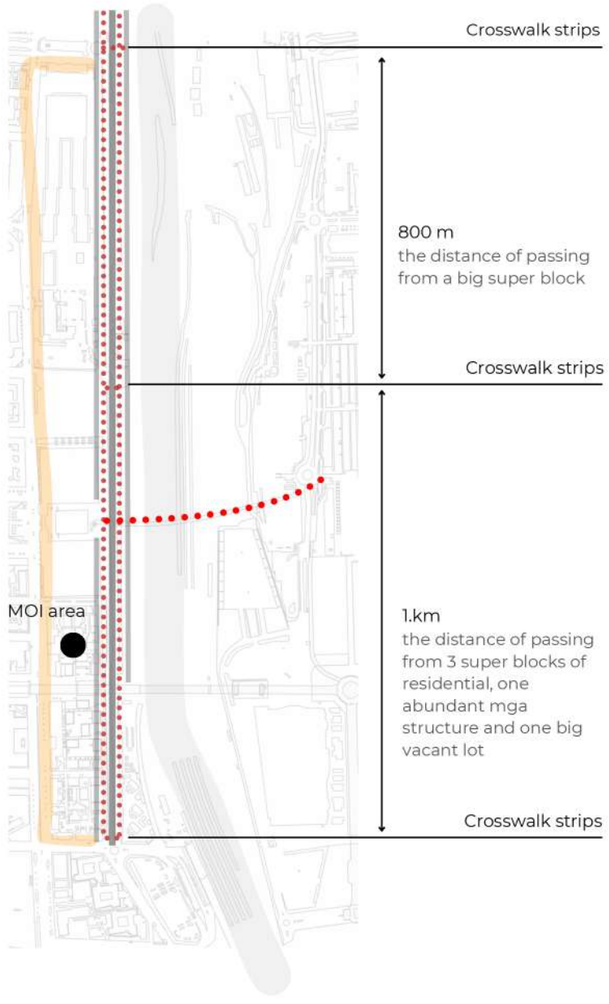


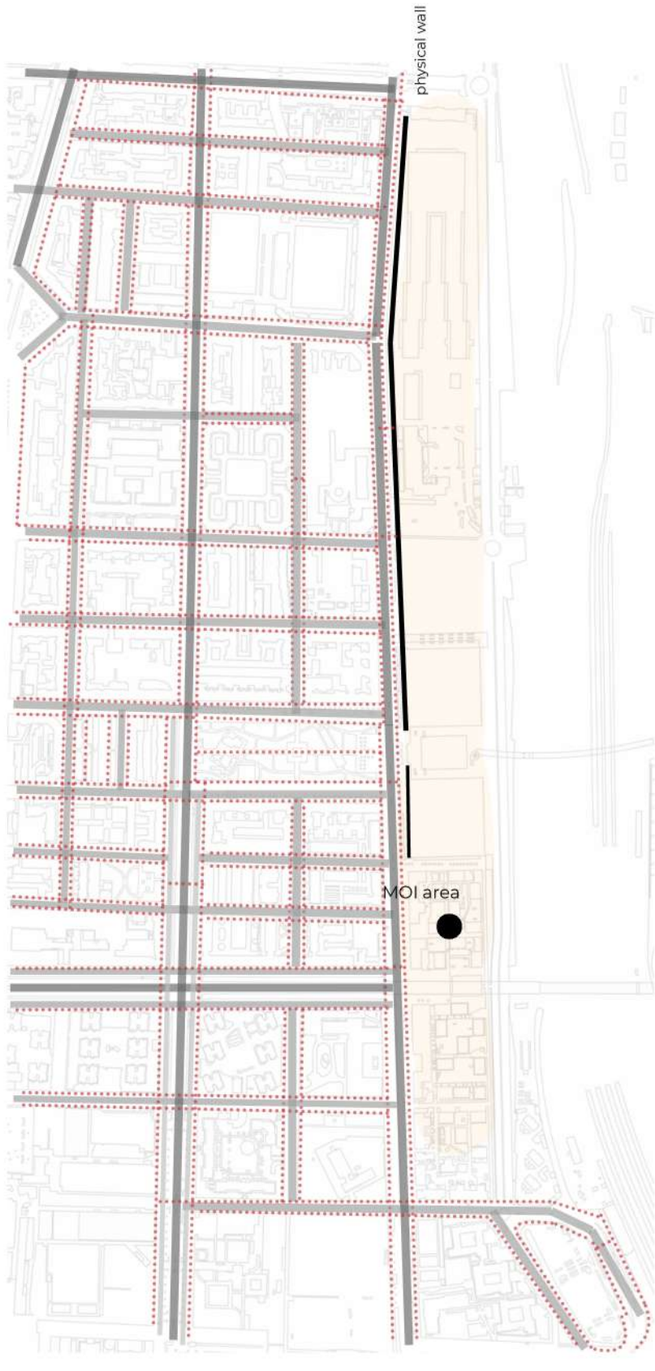
Figure 51. Pedestrian interface map

4.4.2.5 The Functional Integration of Flow (The Left Flank)

Structural Continuity & Fluid Movement

In sharp contrast to the barrier on the right, the western flank anchored by Via Giordano Bruno demonstrates a well-integrated structure of movement. Here, the flow is not blocked but organized into a coherent system, presenting a 'Structural Continuity' where the hierarchy of the road aligns perfectly with the needs of the urban tissue. The analysis observes a distinct 'Functional Integration' of movement; despite the presence of higher-speed vehicular traffic, the pedestrian flow is organically woven into the street profile, creating an interactive and welcoming juxtaposition evidenced by the visible density of passerby activity. However, a specific morphological distinction defines the site's immediate boundary (the right side of the street). This edge functions as an 'Avoidance Facade', a pedestrian path adhering to the block that is characterized by significantly lower flow rates and intermittent physical obstructions. While the street axis itself possesses a natural, well-integrated flow, this specific boundary retains a defensive character, especially i the upper part of the site area with 2 massive abundant structures, acting as a secondary constraint within the broader connected mesh."

continuity of pedestrian way, existence of the crosswalk strips in meaningful distance, structure of integrated local speed flow, and dynamic of flow are evidenced in the left flank.



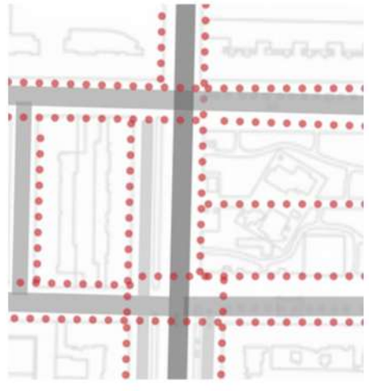


Figure 52. Detail of the combination of pedestrian and car flow - a well-hosted integrated system of movement, in which there are frequent cross walks.

Legend

Main roads

local roads

pedestrian

Figure 53. Flow pattern of movement in the left flank of the neighborhood,

4.4.2.6 The Consequence (The central Island)

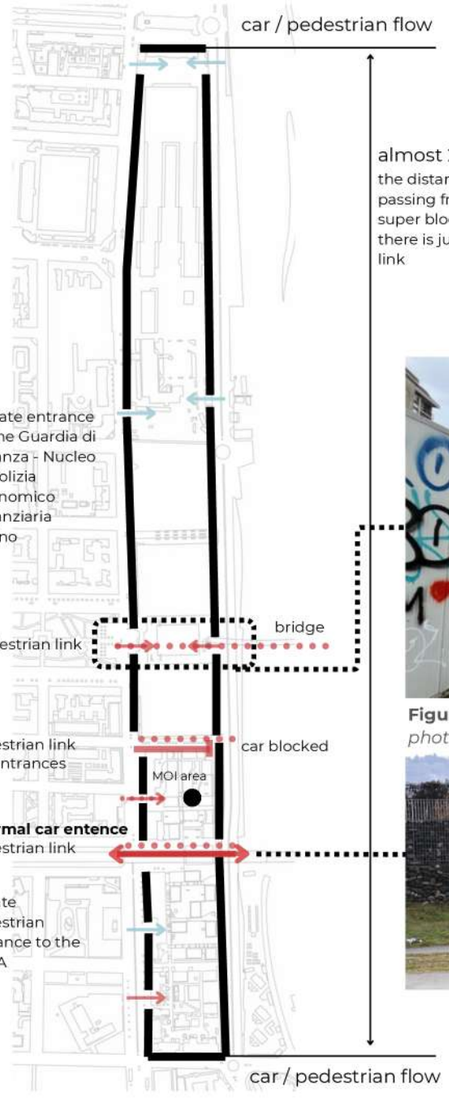
Pattern of movement in the central part

Defined by two decisive borders, Via Zino Zini to the right and Via Giordano Bruno to the left, the site is defined as a distinct entity: The “central Island”. But why use the term **island**? This classification stems from two spatial dynamics. First, the connections; how the site links Via Giordano Bruno to Via Zini and how one enters the area. Second, the internal flow contained within the site itself. Together, these factors bring forward the debate of the 'isolated island.'"

1. Porosity & Entrances

To understand the isolation of the central tissue, the analysis of linkages reveals the site connection from the western flank (Via Giordano Bruno) to the eastern edge (Via Zino Zini). The results reveal a severe structural porosity deficit: across a span of five mega-blocks (approx. 2km), the continuous urban fabric is breached by only one vehicular link and one primary pedestrian axis, supplemented by just two minor, low-flow pedestrian connections.

This scarcity of cross-linkages confirms the 'Isolated Island' diagnosis. The perimeter does not function as a membrane but as a shell; the number of entrances from Via Zino Zini is negligible, and access from Via Giordano Bruno is strictly limited. Consequently, the massive physical length of the blocks, combined with the lack of transversal stitching, effectively seals the internal tissue off from the surrounding kinetic grid."



Figures 54. Entrance view of temporary passage after footbridge through Ex-MOI historical building. *photos by authors*

Figures 55. Temporary passage through Ex-MOI historical building. *photos by authors*

Figures 56. Gate between lot III and Via Zino Zini. *photos by authors*

Figure 57. Porosity and entrances in the central island map

2. Internal Pattern of Flow

Internally, the reality of this 'central island' is defined by its fragmentation into smaller, isolated blocks—, what we might best call 'introverted islands.' Spanning from Corso Sebastopoli in the north to Via Carlo Bossoli in the south, the site is composed of six distinct lots: the closed compound of the Nucleo di Polizia and Customs Office sitting alongside an abandoned industrial structure; a vacant fenced lot; the abandoned ex-wholesale market, the Ex-MOI residential area, the fenced ARPA complex; and finally, and the social housing project. Critically, out of these six main zones, only two maintain open access to the city, creating an obvious 'inside blocked' pattern. Zooming into this internal tissue reveals that even where movement exists, it functions as **'Introverted Loops.' with lower speed flow.** The flow analysis highlights a critical distinction: while vehicular movement is physically permitted in the residential zones, these paths do not function as dynamic 'Urban Streets.' Instead, they operate as internal capillaries designed merely to allow the car to pass, rather than to facilitate continuous urban flow. While this hierarchy prioritizes the pedestrian, the unintended consequence is a state of 'Kinetic Stasis.' The low-speed nature of these inter-block zones, divorced from the wider city rhythm, reduces the intention of movement. The flow becomes static rather than dynamic, transforming the internal streets into dormant corridors that lack the vitality of a true public network." So to comparing the contrast with surrounding flow of movement, the ex MOI residential lot and social housing lots as open access spaces, has a different sped pattern of flow, with different perception of hosting flow of cars and people integration.

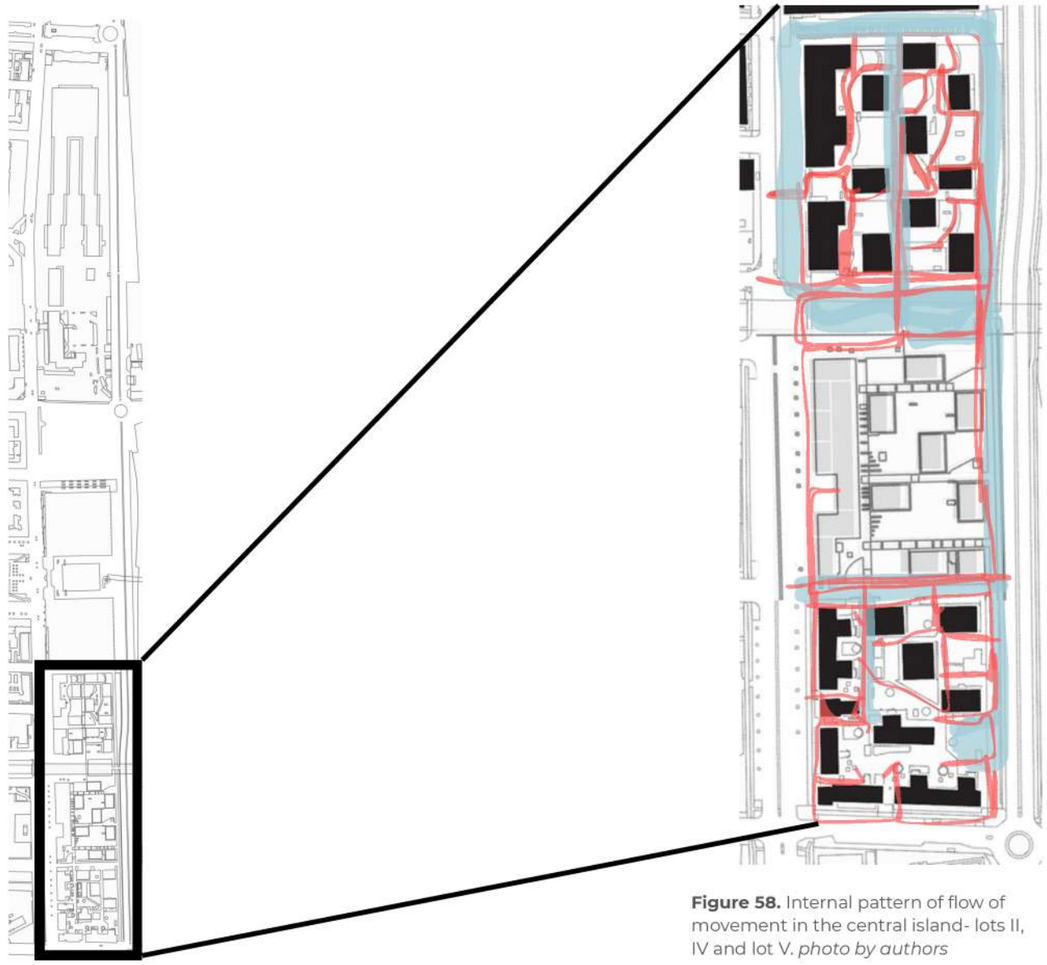


Figure 58. Internal pattern of flow of movement in the central island- lots II, IV and lot V. *photo by authors*

Note: This map, showing the different speed pattern combination in the area. it is important because it shows the pattern of inside of a residential block movements, as Oscar Newman Illustrated with a different speed pattern and logics, as it is the low speed zone, dominant by pedestrian.

4.4.3 Stay: The Static Reservoirs

4.4.3.1.The Structure of Static Node

Moving beyond the analysis of flow, the analysis goes through the identification of the reservoirs where that flow comes to rest. This mapping investigates the 'Structure of Static Nodes,' categorizing the land use, not merely by its zoning, but by its “capacity to hold human activity as stay” in urban realm. The rationale for this division lies in the visibility of function. On one side, we have the Active Nodes (the existing reality): areas explicitly labeled and dedicated to a specific purpose, whether for the social life of humans or the logistical storage of cars. On the other side lie the Latent Voids (the hidden areas): the unlabeled territories. These are spaces characterized by uncertainty and a lack of expectation; places that often escape the casual eye. However, with a deeper analytical look, their true nature is revealed, there is the potential of shifting them from simple empty spots to significant, if currently invisible, components of the urban structure.

4.4.3.2 The Mechanical vs. The Living

To understand the defined reality of the site, spaces that are explicitly programmed and labeled for a specific function of "staying." Within this realm, however, a critical dichotomy emerges between the 'Mechanical' Stay and the 'Living' Stay This is not merely a difference in zoning, but a fundamental conflict in urban priority: the tension between areas dedicated to social interaction and community life, and the vast territories surrendered to the logistical storage of vehicles. By analyzing these opposing functions side-by-side, we expose the precise balance, or imbalance between the human and the mechanical footprint.

4.5.3.3 The Mechanical Stay

In the site analysis, the mechanical stay, occupies a massive footprint, representing a functional must within the urban load. However, the map reveals that not all parking is created equal; rather, it manifests across varying levels of definition [15].

1. Definitive Parking This category represents the formalized and predictable logic of the city. These spaces are explicitly planned and engineered for vehicles to stay. They are well-defined by physical characteristics, such as paved surfaces, clear signage, and barriers, and are often labeled for specific users. A key example is the Lingotto shopping center parking or the lot in front of the Lingotto train station, illustrating clearly that larger event centers and shopping areas require larger, formally designated parking lots.

2. In-Street Linear Parking The mechanical presence also infiltrates the street network itself. These spots introduce the concept of "staying" within the "flow." Whether occupying the side of the road or the median strip, these are local reservoirs mostly used by residents and shoppers. They represent a temporary colonization of the active street network, turning dynamic circulation space into static storage.

3. Ambiguous & Invasive Dominance This category combines the "No Man's Land" with the collapse of urban planning. Here, a layer of doubt emerges: Was this space planned for cars, or simply taken by them? This includes leftover territories where the car dominates just because the space was available, as well as invasive zones where cars have overcome areas designated for other functions, such as greenery or pedestrian paths. This is a compulsory presence that defies the original plan, proving that without strict definition, the mechanical load inevitably expands to fill any available void.

15- There is another category of the Internal Parking, which While technically are not considered as public urban realm, the in-building parking (both private garages and public shopping center levels) is crucial to map. Spotting them completes the reality of the site's density, showing where are the car storage in the neighborhood. the example can be the the underground parking of Bennet shopping center, or the underground parking of Lingotto shopping center.

4.4.3.4 The Mechanical stay map

The map shows the distribution of the mechanical stay or so called “parking” in tha area. The sharp functional divide created by the railway track showing that, On the east side, the landscape is clearly dominated by Definitive Parking. This planned infrastructure is a direct response to the major social gathering nodes located there, specifically the Lingotto Shopping Center, the Oval, and Lingotto Fiere, which require massive, engineered capacities for vehicle storage. However, the story changes completely on the west side of the railway. Here, the pattern shifts to a dense network of In-Street Linear Parking, which is undeniable and omnipresent, as it is also evidenced to be in the east side of the neighborhood. Virtually every residential block is lined with cars on all four edges. Furthermore, this western area is characterized by a significant presence of Ambiguous and Invasive parking. The data shows that many unassigned or 'free' spaces lands with no clear plan have been informally colonized by vehicles. This suggests that the neighborhood functions as a 'Car Land,' where any available void is inevitably consumed by the mechanical load.

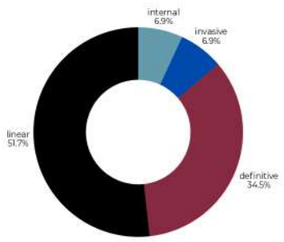
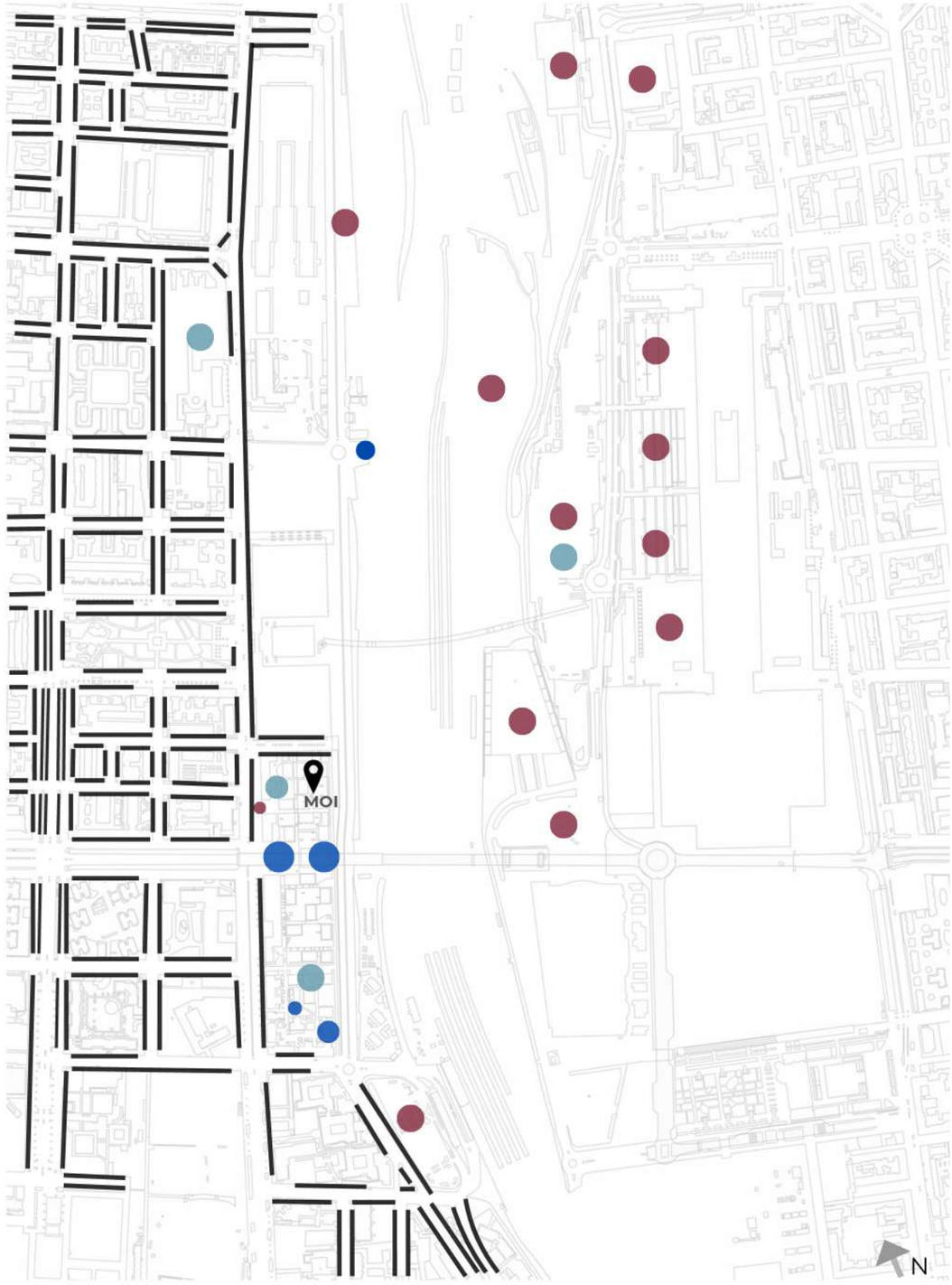


Figure 59. Mechanical stay ratio in the area

legend

- Definitive Parking
- Linear Parking
- Internal Reservoirs
- Ambiguous & Invasive Dominance

Figure 60. Mechanical stay point map



4.4.3.5 The Living Stay

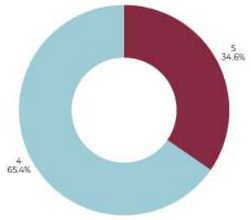


Figure 61. Living stay ratio in the area

legend

Active
- Short time pause
- Piazza

Potential
- movement intersection
- vacant lots

4.4.3.6 Data Analysis an result

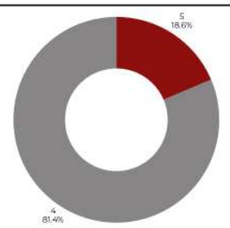


Figure 62. Mechanical stay and living stay in the area

legend

- Mechanical Stay
- Active Living stay

Figure 63. Living stay points map in the area

In this part, the realm space is evaluate by the lands dedicated for human gathering. so it evaluate the active nodes and potential nodes of gathering configurations.

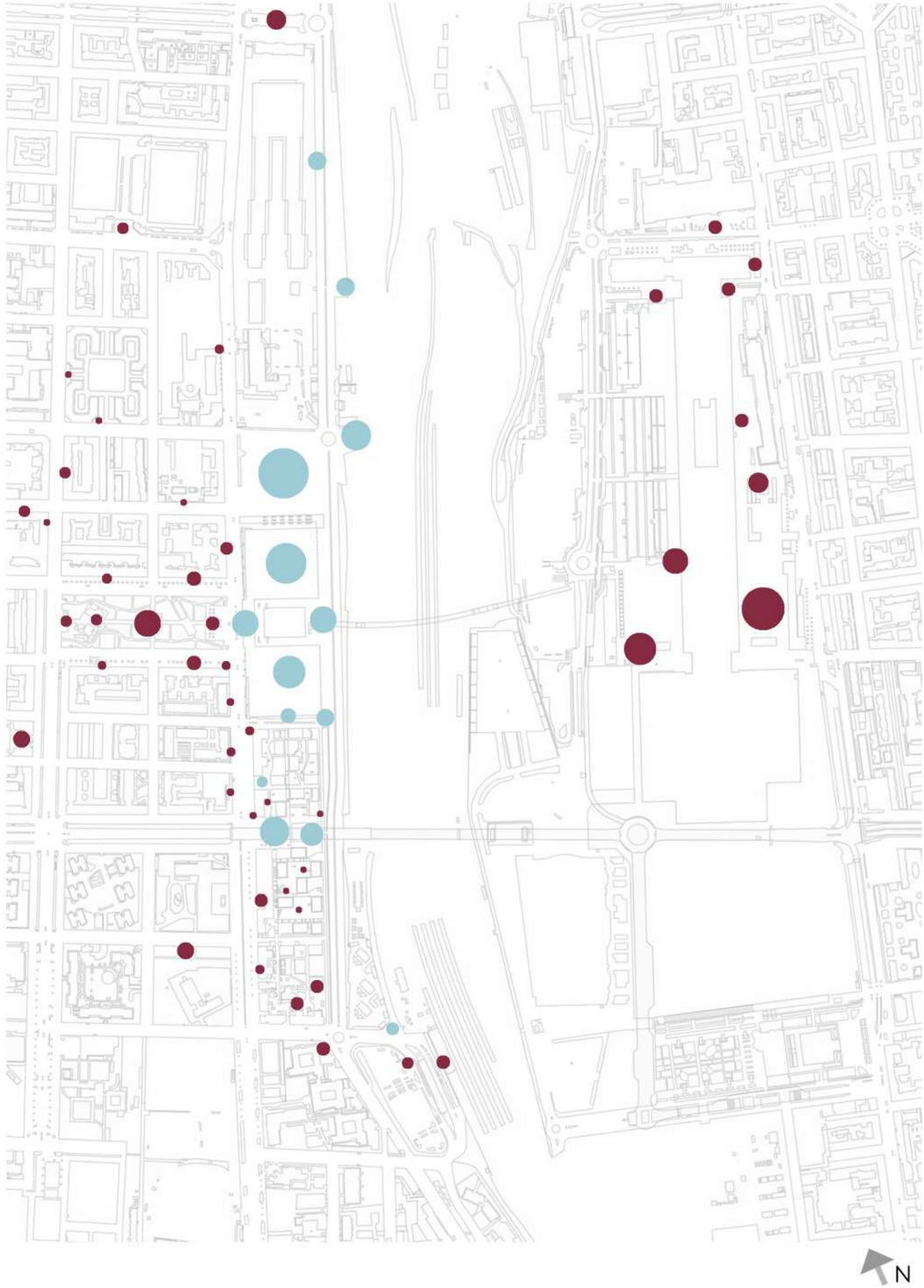
Active Nodes

This identifies the key places for social interaction, divided into two types. First are Short-Time Pauses, which are informal and spontaneous moments occurring at intersections or outside busy shops and bars. Second are Formal Gathering Spaces, such as piazzas and parks, which are intentionally designed environments for planned community activities.

Potential Nodes

These areas currently inactive but ready for transformation. These include Movement Intersections, where wide pedestrian paths offer space for gathering, and Vacant Lots, which are often occupied by cars but hold immediate potential to be reclaimed for social use.

As it can be seen from the comparison of the ratio of the mechanical stay and living stay reveals a striking imbalance: the 'Mechanical Stay' is overwhelmingly dominant, surpassing the 'Living Stay' in both land area and frequency. While legitimate gathering spaces are scarce, the analysis uncovers a crucial opportunity within the 'Invasive Dominance' and 'Ambiguous' zones. These unplanned 'No Man's Lands,' currently consumed by cars, represent the most immediate potential for transformation to become the “The Lining Stay”. To restore balance, the neighborhood must reconsider these captured voids, reclaiming them from static storage to create new, vital spaces for social living.



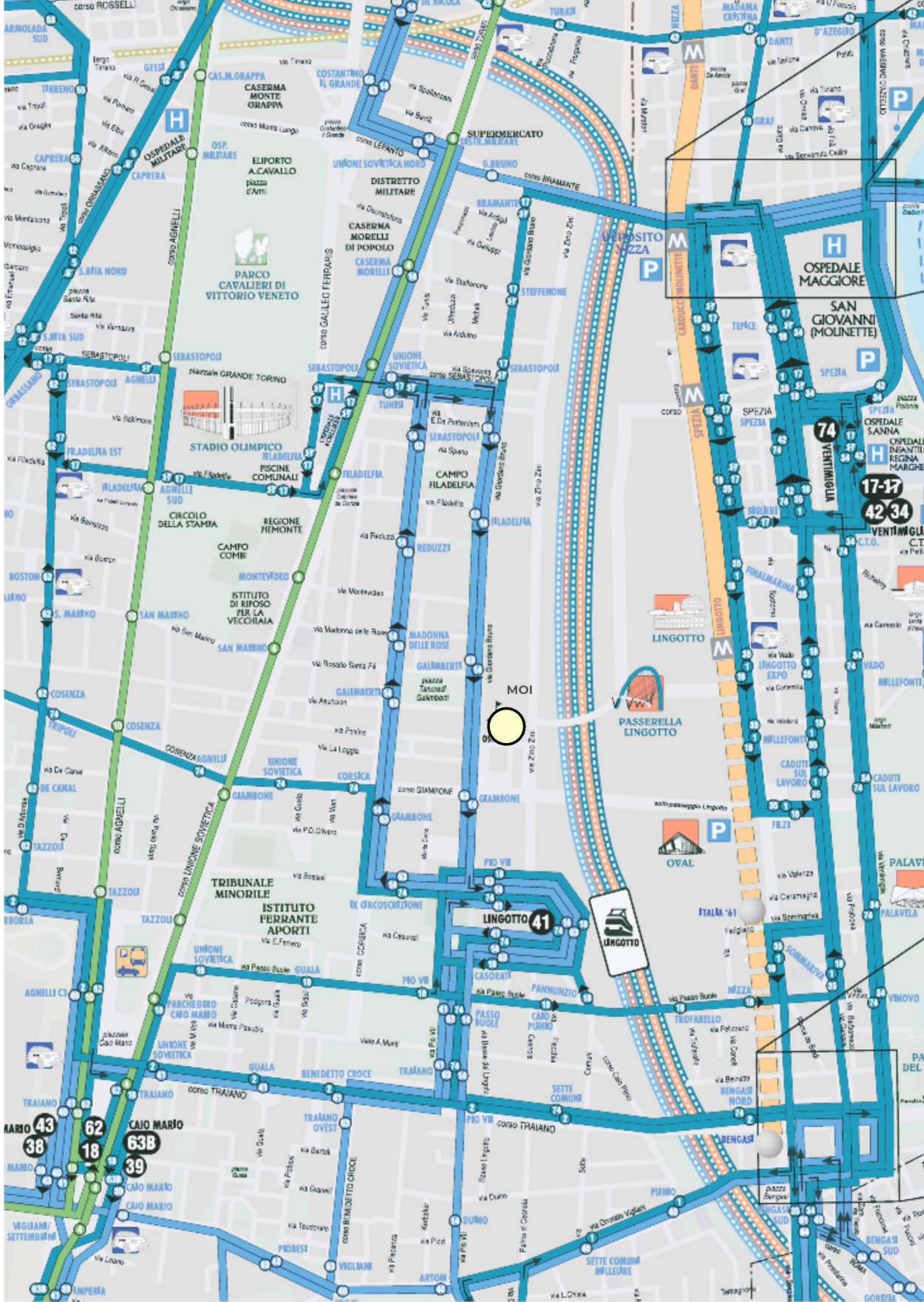
4.5 Mobility System and Public Transportation

4.5.1 Functional assessment

4.5.1.1 The Infrastructure as a System , moving people

Having defined the internal morpho-functional structure of the neighborhood, the analysis now expands to the System of Urban Integration. While the land use configuration determines the potential for gathering, the Connectivity Network determines the viability of that potential.
This section evaluates the infrastructural arteries, public transport lines, metro connections, and city-wide bus networks, that act as the 'umbilical cords' linking this neighborhood to the wider metropolitan context. In the context of a thesis on social gathering, these transit systems are analyzed not merely as engineering lines, but as Vectors of Accessibility. The metro stations and bus stops as the primary 'Arrival Gateways', functioning as the critical interface where the private resident becomes a public citizen.
Understanding this network reveals the 'Catchment Area' of the site: determining not just who lives here, but who can visit, and how the neighborhood invites the rest of the city to participate in its public life.

Functional assessment of the public mobility and transportation system factors availability, accessibility and connectivity to another parts of the city evaluated.



legend

were is MOI?

Buses Line

Trams Line

train Line

Metro Line

Figure 64. The public mobility and transportation system in Torino. *Source: http://www.tplitalia.it/GTT. accessed by 25 January 2025.*

4.5.2 Availability and Accessibility

4.5.2.1 Stations and the catchments

Public transportation stations, showing the density of available infrastructure of mobility nodes and the catchment assessment , and accessibility assessing how much is the distance between the area and the transportation nodes.

4.6.2.2.Challenging Accessibility to the Metro

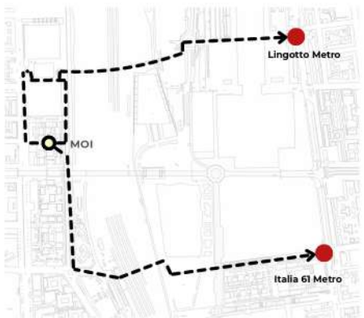


Figure 56. Accessibility of pedestrian to Lingotto metro station and Italia 61 metro station

From MOI to the Lingotto Metro Station
Pedestrian access to the Lingotto Metro is strictly limited to the footbridge, forcing users into a convoluted and coercive path. To reach this connection, pedestrians are compelled to traverse one of two hostile environments: the daunting "Horror Corridor" of the abandoned internal tunnel or the exposed sidewalk along Via Zino Zini. Furthermore, this route effectively privatizes public transit access, as it necessitates entering, traversing, and exiting the Lingotto Shopping Center simply to reach the station platform.

From MOI to the Italia 61 Metro Station
Accessing the Italia 61 Metro Station requires a similarly arduous and disorienting journey. The path forces pedestrians into the subterranean realm, demanding entry into the train station underpass and a transit through a long, fatigue-inducing underground corridor. Upon emerging, the user is not greeted by the station, but by a vast, desolate expanse; the final leg of the journey involves a 10-minute walk through an "Urban Void," completely devoid of active frontage or surveillance, before finally reaching the metro entrance.

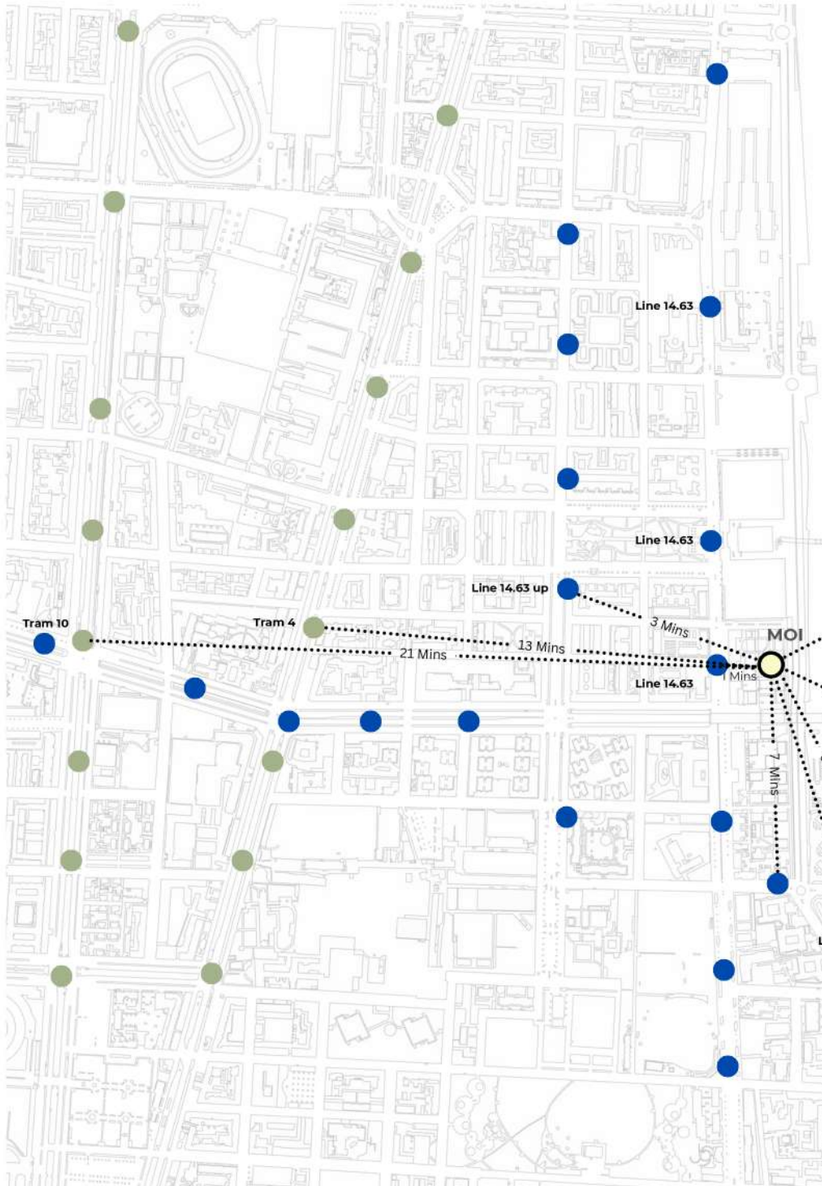
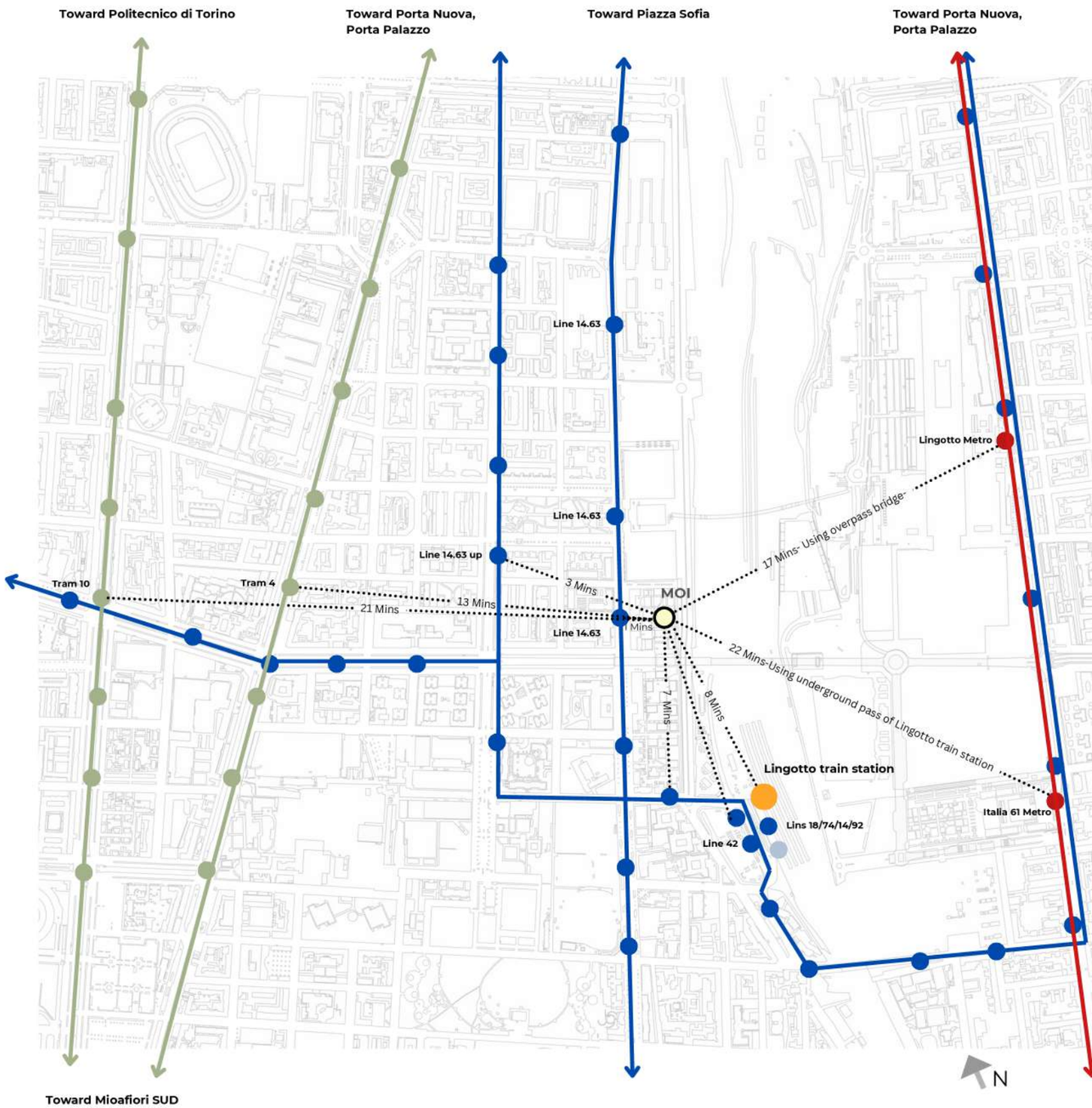


Figure 57. Availability and Accessibility map of public Mobility and transportation system

4.5.3 Connectivity

Connectivity is an important factor in the mobility system. It defined as how much the available public transportation nodes in the area can connect the neighborhood to the other parts of the city. The analysis of the mobility system identifies the area as a strategically positioned and **"well-Connected Node"** within the metropolitan grid. The district is served by a rich infrastructure of transit options, granting residents and users a freedom of choice in their daily movement. With a robust multimodal offering, integrating access to metro lines, heavy rail connections, and a dense capillary network of bus routes, and presence of the Lingotto train station, the area effectively dissolves urban distances. This comprehensive connectivity ensures that the neighborhood is not an isolated fragment, but a fully integrated component of the city, facilitating seamless and effortless exchange with the wider urban context.



legend

- were is MOI?
- Buses
- Trams
- train stations
- Metro
- taxi stations

Figure 58. Connectivity map of public Mobility and transportation system

4.5.4 Interchangeability

Interchangeability is defined as the ability to easily switch between different modes of transport during a single trip. It measures how well the mobility network is integrated, allowing a user to seamlessly change from a train to a bus, or from a car to the metro (1). In this district, the level of interchangeability is remarkably high, largely due to the strategic presence of the Lingotto Train Station as a major mobility node.

The station functions as a critical gateway for two types of flows. First, commuters arriving from outside Turin can disembark at Lingotto and immediately connect to the metro or bus lines to reach the rest of the city. Second, those traveling out of the city can utilize the area for 'park and ride,' leaving their cars at the station to travel by rail. Furthermore, the station facilitates rapid internal movement within Turin itself, connecting residents to the central hubs of Porta Nuova and Porta Susa in less than 10 minutes.

The Lingotto train station is not just for travel outside the city; it is the vital entry point for the district itself. It acts as a rich node that provides direct access to the area's most important destinations, including Lingotto Fiere, the Oval, the Lingotto Shopping Center, and the ARPA headquarters.

1- Vukan Vuchic, Urban Transit: Operations, Planning, and Economics, 2005

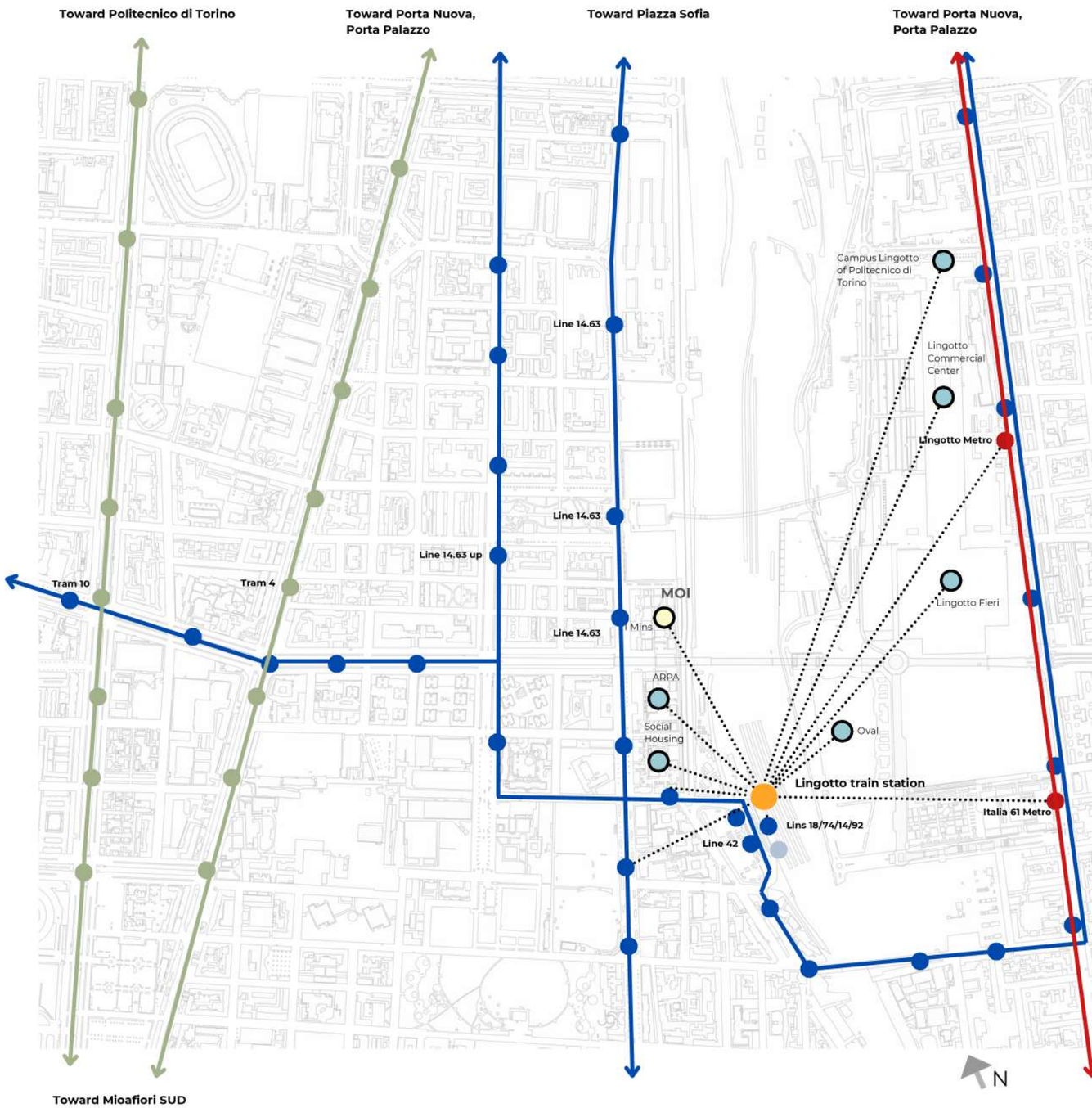


Figure 59. Interchangeability of public Mobility and transportation system map

4.6 Physical Settings and Elements

4.6.1 Urban Objects and Furniture

4.6.1.1 Morpho-Functional Study of the Urban Furniture

The presence of physical objects in the public realm is not just as a matter of decoration; these elements act as the **essential "anchors" of social life**. While often overlooked as minor details, urban furniture plays a fundamental role in determining the usability and human capacity of a space. They give identity to an area, as the area can be recognized also but its urban furniture. In this analysis, urban furniture is defined not as a generic inventory of street objects, but as the collection of social catalysts that invite the user to pause, rest, and appropriate the city.

4.6.1.2 Classification of Stay, Comfort, and Identity Values

As a evaluating of human capacity, the furniture in this area is analyzed through four categories:

1. Formal Collective Use Furniture
2. Informal Collective Use Furniture
3. Functional Comfort Essentials
4. Aesthetic & Decorative Anchors

This classification analyzes how, or if- the physical environment supports the basic human need. By distinguishing between formal and informal elements, it highlights the critical gap between design intent and social reality, showing how users unconsciously appropriate the built environment (steps, walls) when formal provisions (benches) are absent. Furthermore, separating essentials furniture from decorative allows for a diagnosis of the urban quality, determining whether the public realm serves basic utilities or actively invites dwelling. This performance-based approach is for evaluating the area's true human capacity, shifting the focus from what is there to how it supports the social life of the street.

1. Formal Objects of Collective Stay
These elements are explicitly designed with the intent to arrest movement and create a destination. Their primary function is to host collective use, proving the area is programmed for social interaction. While they may not encourage long-duration stays, they provide the essential "social capacity" [16] and authenticity of the site. Elements like Benches & Fixed Seats, Picnic Tables, Chess Tables, Playgrounds & Kids' Equipment, Sport Facilities & Outdoor Gym Equipment, Amphitheater Steps , Bleachers.

2- Informal Objects of Potential Stay
Architectural structures where the primary function is physical, yet they serve as a secondary territory for spontaneous pauses. These elements offer the value of "spontaneous adaptation," allowing users to colonize the space informally. Their presence serves as a "potential" layer for resting, even if not currently in use. elements like Low Walls ,Retaining Walls (40–75cm height), Wide Steps , Staircases.

3. Functional Comfort Essentials
They are the essential operational hardware of the street. They bring the value of civic quality [17] & care. Their presence signals a well-managed neighborhood; their absence or mismanagement (broken or overflowing) signals neglect as off-grid value. Elements like Trash Bins, Recycling Points, Drinking Fountains, Bicycle Racks, E-scooter Docks, Bus stop, Waiting Canopies, Public Toilets.

4. Aesthetic & Decorative Anchors
They are visual elements with no physical utility, serving purely as "Reference Points" [18] for identity. They act as Meeting Points that facilitate social coordination. Elements like Statues & Sculptures, Memorial Monuments, Ornamental Fountains (Visual use only), Art Installations, Historical Markers.

16- William Whyte. H, The Social Life of Small Urban Spaces. Conservation Foundation-Chapter: Sitting Space, 1980.

17- Stephen Carr & Mark Francis, Public Space- Chapter: Needs in Public Space: Comfort, 1992

18- Kevin Lynch, The Image of the City- Chapter: The City Image and Its Elements , 1960.

4.6.1.3 Urban Furniture & Micro-Infrastructure Mapping

Figures 60. Decorative Monumental object “Chakra” by Riccardo Cordero in Galimberti park. *photos by authors*

Figures 61. Decorative fountain in Galimberti park. *photos by authors*

legend

- Formal collective use furniture
- Informal collective use furniture
- functional comfort essentials
- Aesthetic & Decorative Anchors

Figure 62. Urban Furniture & Micro-Infrastructure map

Figures 64. Step in lot III- .Informal collective use object *photos by authors*

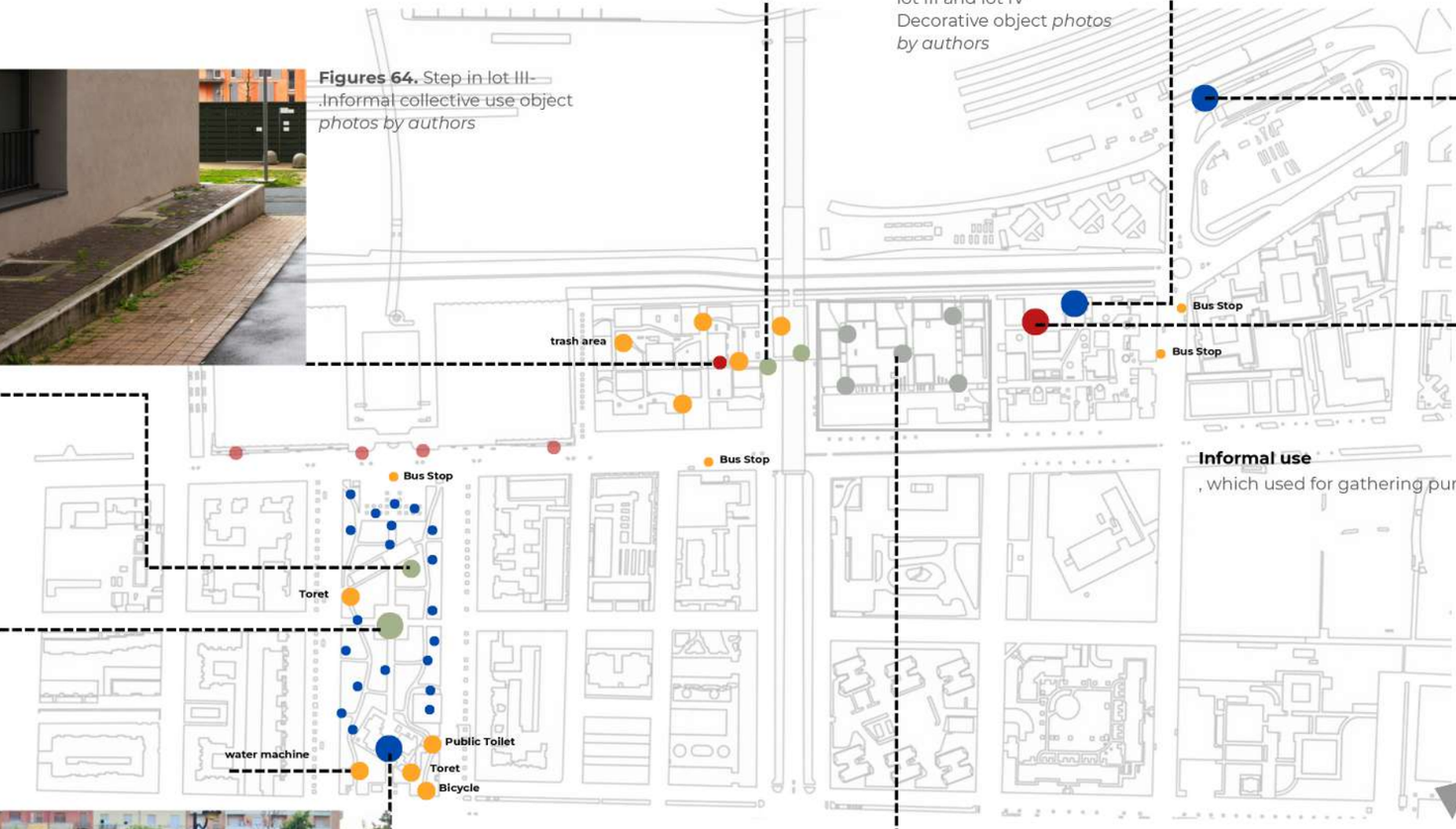
Figures 63. Kids playground- formal collective use furniture in Galimberti park. *photos by authors*

Figures 65. Notice board in vacant area between lot III and lot IV Decorative object *photos by authors*

Figures 66. Kids playground- formal collective use furniture in lot V of social housing. *photos by authors*

Figures 67. Seats in front of the Lingotto train station- formal collective use furniture. *photos by authors*

Figures 68. Short walls in the entrance of an apartment in lot V for seating- informal collective use furniture. *photos by authors*



Informal use

, which used for gathering purposes

Figures 69. Gathering furniture in lot IV Fenced ARPA- formal collective use furniture. *photos by authors*

,Note: while is not open to public, seeing the pattern of gathering furniture is evidenced. It brings the sense of “see the ideal, but it is not for you” .

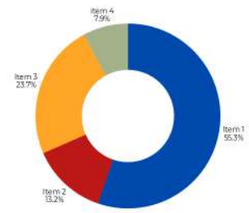


Figure 70. Urban Furniture & Micro-Infrastructure chart- reported by number

4.6.1.4 Data Analysis of the Urban furniture

Result of the presence of objects and urban furniture and absence of management

The analysis exposes a stark disparity in the distribution of collective elements, dividing the area into the "Designed" and the "Neglected." While Parco di Galimberti is fully equipped, the vast majority of the neighborhood is stripped of any furniture, creating a functional void that kills the potential for social stay.

1. The Paradox of Exclusion (The ARPA Case) The most painful evidence of this inequality is the "Visual Segregation" at the ARPA complex. High-quality benches and social corners exist just meters away but are locked behind transparent fences. This creates a "wealth behind the cage" dynamic, where the public is forced to see the potential for gathering while being physically denied it, extinguishing the street's social capacity.

2. Informal Affordances & Negative Appropriation In the absence of formal seating, people attempt to appropriate structural elements, often with negative results.

- Lot 5 (Social Housing): Low walls are used as informal benches, proving the need for connection. However, due to poor surveillance, this potential has suffered from "Negative Appropriation," becoming a hotspot for illicit activity rather than community gathering.
- Ex market front Area: Wide steps offer a "Hidden Potential" for seating, yet remain undefined and underutilized.

3. Functional Mismanagement Even basic utilities fail to serve the area. In the MOI district, essential elements like trash bins are victim to Calculative Mismanagement. Poorly placed and undersized, they generate disorder and trash rather than comfort, transforming potential amenities into sources of urban decay. They are bringing a disaster of unsolved situation, instead of solving the problem of trashes.

Figures 71. Trash bins in Campus MOI in reality. *photos by authors*

Figures 72. Trash bins in Camplus MOI-ideal expected situation. *photos by authors*

Figures 73. Trash bins in Camplus MOI in reality. *photos by authors*

Figures 74. Trash bins in Camplus MOI in reality. *photos by authors*

Figure 75. Location of the trash bins in the Lot III- campluse MOI. *photo by authors*

4.6.2 Restriction

4.6.2.1 Morpho-Functional study of the Urban Barriers and borders

This part analyzes the layer of restriction, evaluating the urban fabric not through its physical obstacles but through the profound social impact these barriers impose. The analysis follows a methodological process: first identifying the physical typologies of the barriers found in the site, then diagnosing the resulting "personality" of the architecture (Introverted vs. Extroverted), and finally determining the specific "Level of Permission" granted to the public realm. This study argues that barriers are not just static dividers; they are active agents that dictate the action of the building towards the city and the interaction of the people towards the built environment. following by the functional effect of barriers on social interaction, movement, and the capacity to stay. By mapping these elements, we reveal whether the neighborhood functions as a connected community or a fragmented collection of isolated islands.

4.6.2.2 Territorial Definition and the Role of Barriers

According to Oscar Newman [19], the primary goal of restriction in urban design is not to build a fortress, but to define a hierarchy of space and define territory. In his analysis of territoriality, he states that the physical environment must create "perceived zones of territorial influence". The purpose of these zones is to trigger a proprietary attitude in residents, ensuring that "any intruder should be able to sense the existence of a watchful community and avoid the situation altogether.

19- Oscar Newman, Defensible Space, People and Design in the Violent City, 1972

4.6.2.3 The Trap of Real Barriers and Fenced-Off Areas

However, that these real barriers such as high masonry walls or chain-link fences bringing the detachment. While these hard restrictions effectively block access, defining the zone of territory and creating restrictive behavior from the outsiders, they often produce negative consequences for the community's social image. Enclosing a lot in the neighborhood in high fencing creates a 'Prison Image' or 'Institutional Atmosphere,' which stigmatizes the users and isolates them from the surrounding urban fabric. Paradoxically, these 'fortress' tactics often reduce safety especially for outside area, as they creating not-interactive facade, carrying the sense of isolation by physically cutting off the site. The hard barrier effectively screens the criminal from view, making the interior also less safe . despite being enclosed.

This study by mapping the fencing physical situation in the area, wants to answer the question of what is the dominant physical setting in the area which defining the territory and what are the consequences as this identification brings.

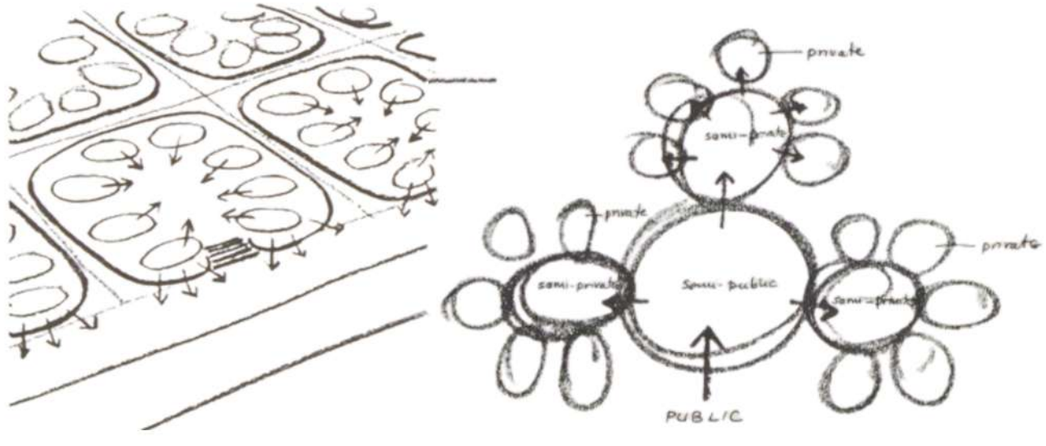


Figure 76. left- Hierarchy of Defensible Space. Schematic diagram illustrating evolving hierarchy of defensible space from public to private. Arrows indicate entries at different levels of the hierarchy. *source :Oscar Newman, Defensible Space, People and Design in the Violent City (1972)*

Figure 77. Right-Defensible Space. Schematic sketch illustrating territorial definition reinforced with surveillance opportunities (arrows)- *source :Oscar Newman, Defensible Space, People and Design in the Violent City (1972)*

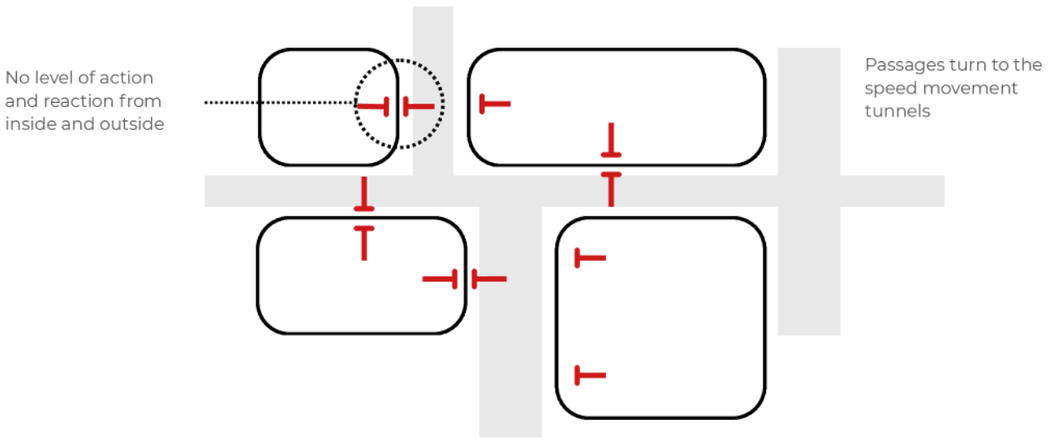
4.6.2.4 Introverted and Extroverted

Interoverted

In the analysis of the urban fabric, the Introverted Building functions as an "Isolated Island," a closed system that physically and socially rejects the context it inhabits. Drawing on Jane Jacobs' concept of the "Border Vacuum" and Richard Sennett's distinction between the resistant "border" and the permeable "boundary," these structures are defined by a "Hermetic Interface." Morphologically, they are fortified by hard barriers, solid walls, opaque gates, and blind facades, that create "Blind Edges" along the sidewalk. By strictly enforcing a condition of "Zero Permission," the introverted building eliminates the threshold where public and private life might intersect. The result is a pattern of Urban Severance: the architecture turns its back on the city, reducing the street to a sterile corridor of transit and transforming the neighborhood into a fragmented collection of privatized territories with no capacity for social exchange.

Figure 78. Introverted behavior of the building

Figure 79. Introverted neighborhood diagram and definition of action and interaction

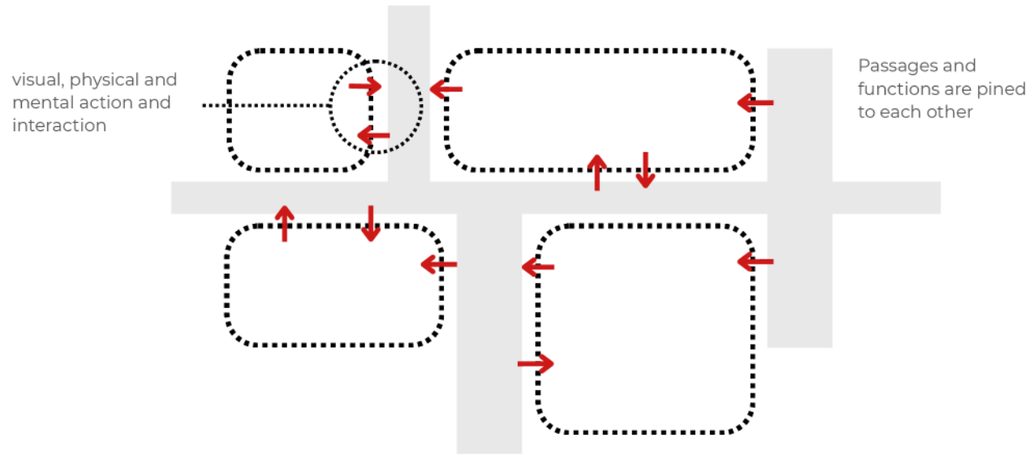


Extroverted

the Extroverted Building acts as a "Permeable Membrane," functioning as an active participant in the public realm rather than a passive observer. Aligning with Jan Gehl's theory of "Soft Edges" and William H. Whyte's "Social Triangulation," these structures project their influence outward, blurring the distinction between the private dwelling and the public street. Physically characterized by "Osmotic Boundaries", low walls, , or active porches, they create a graduated zone of "Social Permission." This porosity allows for "Social Spillover," where domestic life visually or physically bleeds into the urban environment, inviting the pedestrian to pause or interact. By establishing this "Connected Interface," the extroverted building transforms the boundary from a line of defense into a zone of negotiation, fostering a safer, more vibrant, and socially cohesive neighborhood identity.

Figure 80. Extroverted behavior of the building.,

Figure 81. Extroverted neighborhood diagram and definition of action and interaction



4.6.2.5 Typologies of Barrier

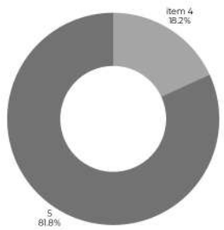


Figure 82. Introverted and Extroverted personality of the area

legend

- Introverted
- Extroverted

Note : Introverted are hard Barrier and Transparent Barrier and extroverted are soft barriers and changing the pavement barriers.

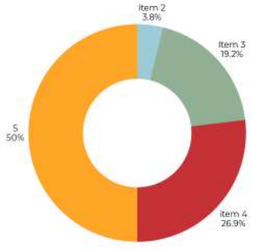


Figure 83. Barrier's' typology distribution

legend

- Hard Barrier
- Transparence Barrier
- Soft Barrier
- Interactive walls

Assessment of the typology of objective restrictions based on the degree of separation, defining the introverted/ extroverted personality of the buildings

1. Impermeable Hard Barriers

Those physical elements in the area which create blind edges, regarding the open spaces, it bring the physical, visual , and mental disconnectivity. Elements like High brick or concrete walls, solid metal sheets, opaque wooden panels, shuttered facades. They bring the introverted personality for the building or the area of involving, closing the doors totally to the city.

2. Transparence Barriers

This typology are the architecture of control. Characterized by see-through, these barriers deny physical access while maintaining visual continuity. They create a relationship of guarded visibility and It dictates a "look but don't touch" dynamics. Elements like Iron bar fences, chain-link mesh, tall gates. Their personality is originally considered as Introverted-extroverted, but still mostly Introverted.

3. Soft Barriers, Symbolic Barriers

This typology is the architecture of invitation. They are porous or low-lying elements, these barriers define territory without blocking social connection. They are considered as “Symbolic barriers” create extroverted Territories where the strict line between public and private dissolves. They allows the private life of the building bleeds into the public realm, as pedestrians pause, sit, or converse across the threshold. Elements like hedges, steps, changes in paving, low walls <60cm.

4. Interactive walls and active facade

They are physically walls, but having functions of the edge, or windows, made them defined as interactive walls. Presence of shops and active windows, bring the value of interaction for them.

legend

- Hard Barrier
- Transparence Barrier
- Soft Barrier, symbolic barriers
- Interactive walls

Figure 84. Barriers map

4.6.2.6 The Impact of Restriction: The Geography of Exclusion

The analysis reveals that the neighborhood is defined by a "Predominance of Enclosure." The majority of the urban fabric is heavily fenced, a morphological condition that critically restricts social permeability and severs the interactive relationship between the private lot and the public street.

When an area is defined by fences rather than active facades, the edge loses its function as a social interface. The immediate perimeter becomes a sterile zone, a stretch of sidewalk flanked by barriers rather than interactive functions (such as storefronts or entrances). Consequently, these edges suffer from Zero Surveillance and zero interaction. Even where barriers are transparent, they effectively create a collection of separated non-Interactive lots. The architecture is so detached from the context that one could claim these fenced functions are spatially generic, replaceable interchangeable volumes that contribute nothing to the specific character of the street. this is obviously evidenced from the most of the fenced lots, specially in via Giordano Bruno in right facade, via Zino Zini and south part of the neighborhood.

The juxtaposition of these introverted islands creates a critical failure in the urban realm. Because the surroundings offer no friction, no visual interest, and no invitation, the relationship between the pedestrian and the built environment becomes purely functional. The sidewalk, hemmed in by these introverted lots, transforms from a place of stay into a fast Movement Corridors or avoidance. The pedestrian is subconsciously urged to move quickly through the area, resulting in zero intention of stay and effectively nullifying the human capacity for gathering.

Figure 85. Action and interaction of introverted area, and distribution of intensity of isolation map

4.7 Ambient Qualities and Social Attributes

4.7.1 Light

4.7.1.1 Morpho-Functional Study of Illumination

Light is a important factor of the urban quality, providing the primary "ability of perception" which is one of first factor of safety in the public realm. However, mapping the nocturnal landscape requires more than measuring intensity; it involves illustrating the dynamic Image of the area held by the user after dark. This analysis posits that the dynamics of the night are dictated by the presence or absence of human activity; areas that function solely during the day and fall silent after 7–8 PM do not become dark, but create shadow zones defined by the Absence of the light and observer. Therefore, this part of the study claim that there are two critical layers of illumination: the corridor light which is the illumination object exist in public the corridors of movement and the osmotic light which is the live indoor areas that spill light and life onto the street. By mapping the interplay of these two sources, and the resulting voids, it evaluates the area's true capacity for safety, revealing that darkness is not just a lack of electricity, but a social void, creating avoidance.

4.7.1.2 Source of Illumination in Public realm

1. Public Illumination
This light is produced by light infrastructures located in the public realm, specifically along corridors of movement and streets. They are provided by the Municipality for the city to ensure safety and visibility. Elements such as street lamps, pedestrian poles, and high-mast lighting belong to this category.

2. Private Illumination
The active radiance of the private sectors which "give" this light to the public realm (often referred to as "Borrowed Light"). It comes from lights of active functions at night, such as cafeterias, restaurants, hotels, and hospitals. It also originates from the windows of functions which are not active at night but keep lights on (like residential lobbies or vitrines). Additionally, the shops' signage & neon provide essential ambient light for the area.

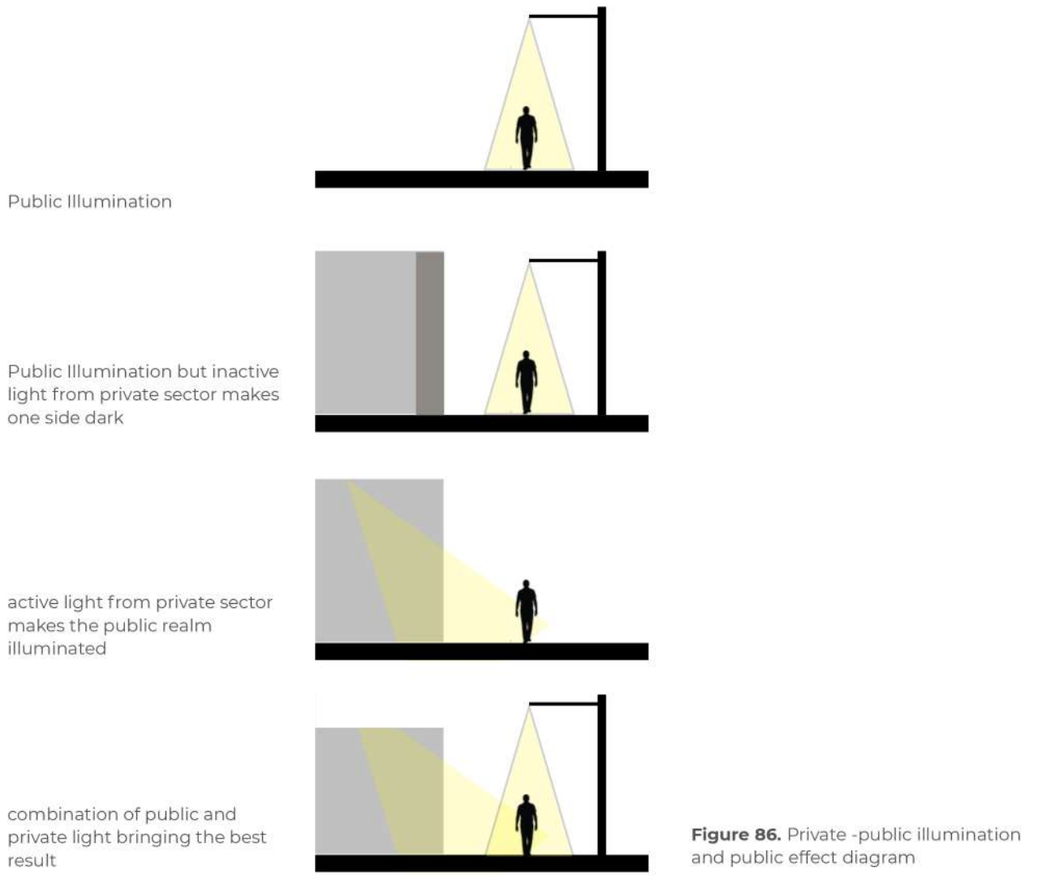


Figure 86. Private -public illumination and public effect diagram

4.7.1.3 Presence of light Mapping

Chronometric mapping of public and private Luminance

Light is a physical quantity characterized by intensity, which typically requires special devices for precise engineering measurement. In professional practice, the intensity of light falling on a surface (Illuminance) is measured in Lux using a Lux Meter (or Illuminance Meter), while the brightness perceived by the human eye (Luminance) is measured using a Luminance Meter. These techniques are standard for verifying safety codes and technical compliance.

However, in this mapping, the light is shown as a qualitative intensity based on the density of sources rather than instrumental data based on public light combined with the private sector light. This is not a precise quantitative engineering survey, but rather a comparative analysis showing the 'rate of light' across different streets, spots, and areas.

4.7.1.3.1 Data analysis

The mapping reveals a direct correlation between active private light and street, and the overall brightness of the street. The most illuminated areas, such as Via Giordano Bruno west side, benefit from a functional synergy where public street lamps are reinforced by borrowed light from the private sector, even when they are not active. The example is the FitActive gym, which remains open late; its transparent facade allows internal light to spill onto the sidewalk, effectively extending the public lighting network. Similarly, the edges of Galimberti Park maintain good visibility not just from park lights and street, but from the collective glow of active functions' windows and presence of late-open caffe, bar, restaurant, hotel and other active windows like bank. These areas demonstrate that a safe, well-lit street relies heavily on the transparency and activity of the buildings that frame it, rather than just municipal infrastructure.

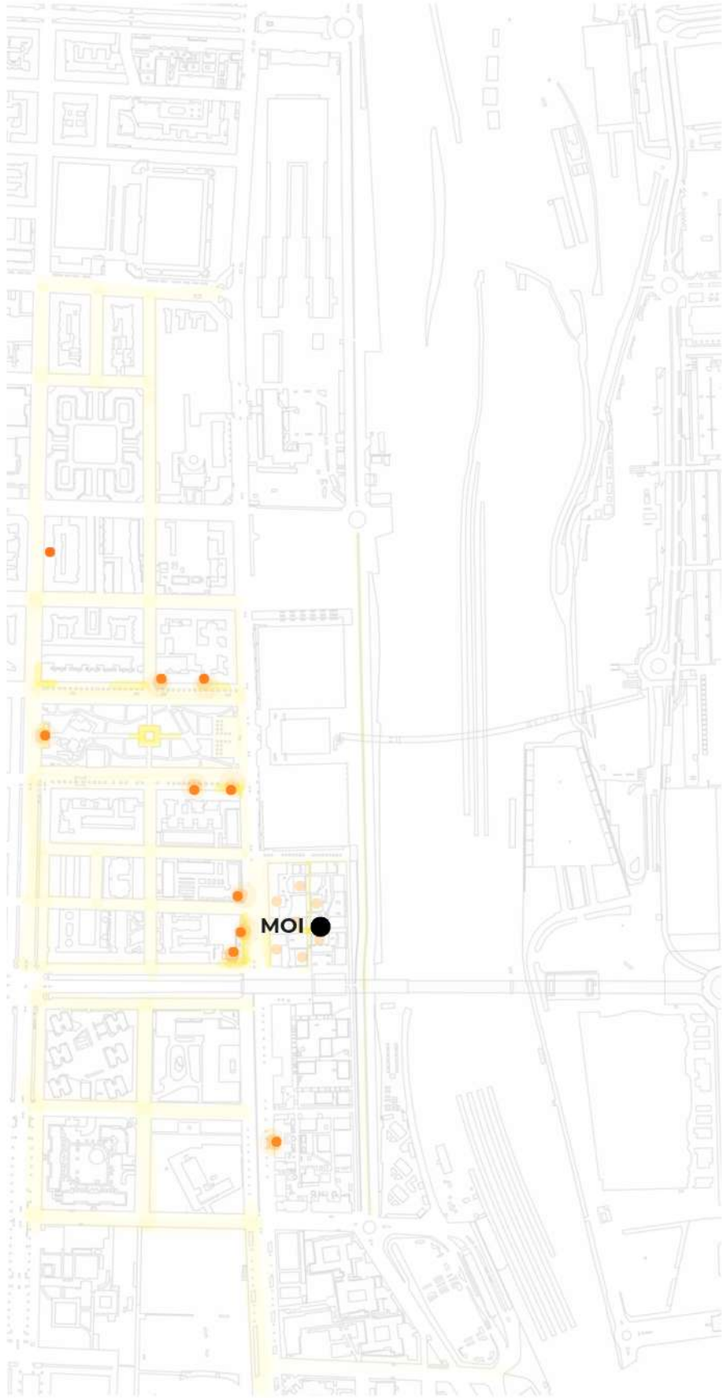


Figure 87. Luminance rate of the area, divided by public and private light affection

4.7.1.4 Absence of light Mapping

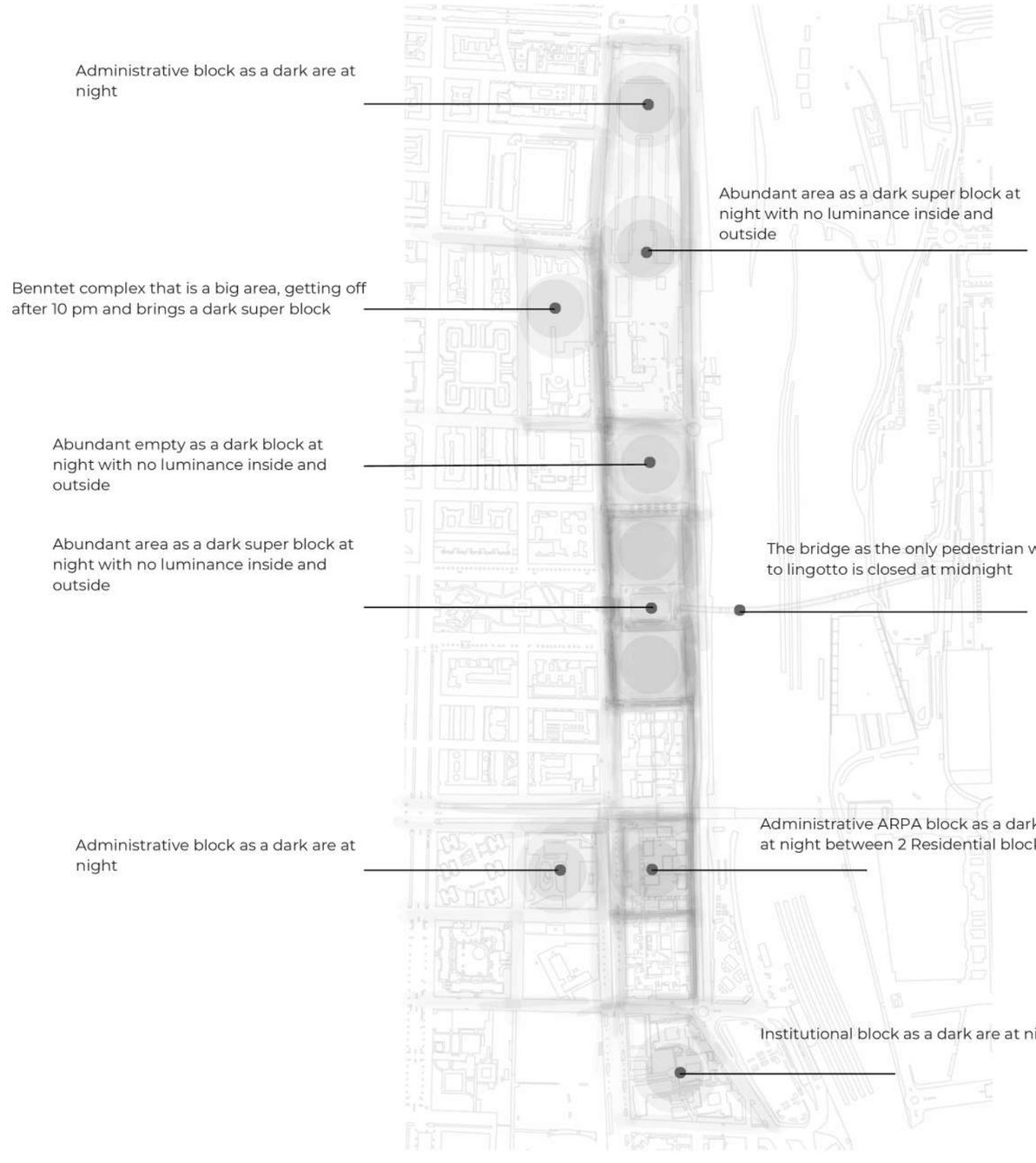
The Shadow Zone

1- Mono-Functional service and land use are refers to urban planning where a specific area is dedicated exclusively to a single function, usually work or administration without any mix of residential or recreational use. Examples are administrative, governmental and office parks, big supermarkets or retails, Industrial and logistics zones, and institutional campuses.

4.7.1.4.1 Data analysis

Following the analysis of illumination, this map identifies the shadow zones as the critical light voids where mainly the private light fails, effecting also the pubic realm darkness. They are mostly in areas of mono-functional land use (1) where the withdrawal of human activity after 8:00 pm, creates a temporal vacuum. Furthermore, inactivation at night can be solved at least by leaving the light-on, which provides light for street. This map serves as a diagnostic tool for perceived insecurity, pinpointing the specific night-invisible area that effects the connectivity of the neighborhood and restrict the pedestrian's freedom of movement in the nocturnal timeframe.

Shadow Zone Results The juxtaposition of diurnal-only superblocks that cease functioning after sunset intensifies the absence of light in the public realm. A critical failure of light surrounds Lots 3, 4, and 5, creating deep pockets of darkness. Lot 5 (Social Housing) has this shadow effect, as it lacks effective public illumination and offers no private spill light due to inactive ground-floor facades, especially along Via Zino Zini. Similarly, Lot 4 (ARPA) remains dark as its administrative function is inactive at night, contributing no radiance to the street. Lot 3 (Student Housing) presents a better condition, yet urban luminance remains insufficient; furthermore, potential private spill light is negated because ground-floor residents close curtains for privacy, blocking internal light. The situation is most severe along the path connecting Lot 3 to Lot 5 and the stretch adjacent to the abandoned Ex-MOI building and vacant lot, followed by northern administrative and abandoned superblock. Here, a complete lack of active private walls on both sides of Via Giordano Bruno and Via Zino Zini combines with broken or stolen public lights, resulting in a continuous corridor of darkness.



Legend

night-off functions

Figure 88. Absence of light map defined as shadow zone.

4.7.2 Presence of People and Surveillance [20]

20- Oscar Newman, Defensible Space, People and Design in the Violent City (1972)

Prescence of people is one of most important factor that should be studied. Surveillance transcends the mere inventory of technological devices (CCTV); it is fundamentally defined by the "Human Capacity" of the area; the presence of people acting as one of the factor of the "Eyes on the Street." (1) This human presence is not a standalone variable, but a "Three-Dimensional Synergy" between the physical environment and social behavior. This synergistic relationship functions as a continuous feedback loop:

1- The Spatial Condition (Barriers): The morphological personality of the area (Extroverted vs. Introverted) dictates the permission for presence, and defines the action and interactions

2- The Temporal Condition (Light): The luminous landscape dictates the possibility of perception.

3- The Social Agent (People): In turn, the presence of people activates the space. This presence is reciprocal: light attracts people, but active people (in shops, homes) also generate light ("Osmotic Light"). Therefore, safety in this context is not a product provided by police, but a "Collective Service" produced by the neighborhood itself. Whether through "Kinetic Presence" (passersby and Low-speed moving cars providing transient observation) or "Static Presence" (people staying and dwelling), the human element acts as the ultimate validator of the urban quality. Where barriers are permeable and light is sufficient, human capacity thrives, generating the "Perceived Safety" that sustains the vitality of the district.

Figures 89. Night life and presence of people in front of the restaurant. *photos by authors*

legend

- Spatial definition of 1-5 people
- Spatial definition of 5-10 people
- Spatial definition of 10-20 people
- Spatial definition of more than 20 people

Figure 90, Presence of people and natural surveillance

5

SUBJECTIVE ANALYSIS AND PARTICIPATORY MAPPING

This chapter introduces the subjective and participatory dimension of the research, focusing on how the Ex-MOI neighborhood is experienced, perceived, and emotionally navigated by its users. Building on the spatial and oriented mappings developed in previous chapters, it explores everyday practices, movement patterns, and perceptions of safety, comfort, and belonging through interviews, participatory surveys, and experiential mapping. By translating lived experience into analytical representations, the chapter reveals spatial dynamics and informal boundaries that are not fully captured through conventional spatial analysis, contributing an essential layer to the understanding of how the neighborhood functions in everyday life.

5.1 Why Subjective Mapping Matters in Urban Analysis

Urban space is perceived as a lived environment shaped by feelings, routines, memories, and social interactions rather than as a neutral physical structure. A long tradition in urban theory has emphasized that cities are produced not only through planning and design, but through everyday practices that give meaning to space over time. The conceptual triad of Henri Lefebvre, conceived space (space as planned), observed space (space as practiced), and lived space (space as experienced and symbolically charged), highlights how the meaning of urban environments emerges through use rather than through form alone [1].

Formal and quantifiable layers including land-use distribution, circulation networks, density, accessibility, and building typologies are frequently given priority in conventional urban analysis. These tools are essential for understanding how urban environments are structured, regulated, and function. However, they often fail to explain how spaces are actually perceived, inhabited, or avoided in everyday life. According to Michel de Certeau, users continuously reinterpret and transform planned space through ordinary actions such as walking, lingering, or detouring, producing spatial meanings that often diverge from official intentions [2].

When discussing issues like safety, comfort, sociability, and belonging, the significance of lived experience becomes more clear. Jane Jacobs demonstrated that urban safety is not simply the outcome of formal design solutions, but emerges from everyday patterns of use, informal surveillance, and the continuous presence of people in public space, what she famously termed “eyes on the street” [3]. Similarly, Jan Gehl emphasizes that the quality of urban environments depends more by how well they support everyday activities such as sitting, meeting, and observing than by formal or visual coherence [4].

The goal of subjective mapping is to make these experiential dimensions visible and analytically understandable. Subjective mapping reveals spatial characteristics that are not visible in conventional cartographic representations, by documenting how users emotionally respond to specific places, routes, and situations. Emotions such as insecurity or attachment are not abstract opinions; they are spatially situated, recurrent, and often socially shared, and thus constitute a valuable form of urban knowledge [5].

In the context of EX-MOI, an area characterized by a strong architectural and infrastructural identity resulting from a highly intentional design process, subjective mapping enables an investigation into how this planned space is currently lived, negotiated, and, at times, resisted by its users. Rather than merely illustrating individual perceptions, this approach complements the spatial and oriented mappings developed in earlier chapters by revealing not only where people move, but why certain spaces are chosen, avoided, or reinterpreted in everyday life.

1- Henri Lefebvre, *The Production of Space*, trans. Donald Nicholson-Smith (Oxford: Blackwell, 1991 [1974]).

2- Michel de Certeau, *The Practice of Everyday Life*, trans. Steven Rendall (Berkeley: University of California Press, 1984).

3- Jane Jacobs, *The Death and Life of Great American Cities* (New York: Random House, 1961).

4- Jan Gehl, *Cities for People* (Washington, DC: Island Press, 2010).

5- Sarah Pink, *Doing Sensory Ethnography* (London: Sage, 2009).

5.2 From Oriented Spatial Analysis to Lived Experience

The previous chapter used a series of oriented spatial analyses to examine the formal structure of the EX-MOI neighborhood now, twenty years after 2006 Olympic Games. This analytical phase defined the area's current spatial organization and formal functions through focused mapping of land use, mobility networks, public space distribution, building typologies, and infrastructural hierarchy.

Such forms of spatial analysis are fundamental within urban research and design practice. They provide systematic comparison, clarify spatial hierarchies, and make explicit relationships between form, function, and regulation. However, these spatial layers describe only one dimension of the urban environment: space as conceived by planners, architects, and institutions, and as it exists in its measurable and observable form. As Henri Lefebvre argues, urban space is not merely a physical container, but a social product shaped through everyday practices and social relations [6].

The same physical location can be perceived and inhabited in radically different ways based on social context, time of day, familiarity, and user identity. Well-connected paths may still be avoided, open spaces may remain underused, and formally public areas may be perceived as unsafe or exclusionary despite their legal accessibility. These inconsistencies highlight the limitations of spatial organization alone in explaining the functioning of urban environments in everyday life.

Subjective mapping addresses these limitations by shifting analytical attention from space as physically organized to space as lived and experienced. Rather than positioning experiential data in opposition to oriented spatial analysis, this thesis places the two approaches in dialogue. Oriented mappings describe what exists and how space is structured, while subjective mappings reveal how these structures are understood, negotiated, and sometimes contradicted through daily practices.

Within this research, subjective mapping is therefore not treated as an illustrative or anecdotal layer, but as an analytical tool capable of questioning, refining, and, in some cases, challenging conclusions drawn from oriented spatial analysis. This relationship becomes central in the following sections, where experiential data is mobilized to identify convergences, tensions, and blind spots within the EX-MOI neighborhood.

6- Henri Lefebvre, *The Production of Space*, trans. Donald Nicholson-Smith (Oxford: Blackwell, 1991 [1974]).

5.3 Theoretical and Methodological Background

5.3.1 Social Sciences and Everyday Urban Experience

Since the mid-twentieth century, urban design and planning have increasingly relied on knowledge from sociology, environmental psychology, and human geography to understand how people perceive, use, and emotionally experience space. This interdisciplinary shift marked a break from purely functional or formal approaches, introducing everyday practices, social relations, and behavioral patterns as acceptable objects of urban analysis.

Anne Vernez Moudon argues that urban design knowledge extends beyond physical form to include how environments are perceived, interpreted, and inhabited by users in daily life [7]. Environmental psychology, in particular, has contributed frameworks for understanding how spatial configurations, sensory conditions, and social settings influence emotional responses and behavior, provide tools to investigate issues of safety, comfort, attachment, and belonging, dimensions that cannot be fully explained through spatial metrics alone.

Within this framework, urban space is understood not only as a designed artifact, but as a dynamic environment continuously shaped by social interaction, cultural norms, and individual lived experience. This perspective provides the conceptual foundation for subjective and participatory mapping techniques, which consider user perception as a form of spatial knowledge rather than as a secondary or anecdotal input.

7- Anne Vernez Moudon, *A Catholic Approach to Organizing What Urban Designers Should Know*. In The Urban Design Reader, edited by Michael Larice and Elizabeth Macdonald, 331–349. (London: Routledge, 2012.)

Figure 1. The Subjective mapping of Warsaw Workshop, Autumn 2019. *Source : subjectiveeditions.org*

Figure 2. The Subjective map drawn by a participant, Warsaw Workshop, Autumn 2019. *Source : subjectiveeditions.org*

5.3.2 Psychogeography [8] and Emotional Space

In the middle of the 20th century, the *Situationist International* [9] established the concept of *psychogeography*, which explicitly examined the relationship between urban form and emotional experience. Guy Debord defined psychogeography as “the study of the precise laws and specific effects of the geographical environment, consciously organized or not, on the emotions and behavior of individuals” [10].

Psychogeography challenged the idea of the city as a neutral or purely functional system, emphasizing instead how spatial sequences, boundaries, and atmospheres influence emotional responses such as attraction, disorientation, curiosity, or avoidance. The Situationists suggested walking as a method to reveal underlying spatial logics embedded in everyday life through practices such as *dérive* [11], which is unstructured walking through urban space.

Although rooted in a critical and political critique of modern urbanism, psychogeography established a lasting conceptual link between emotion and spatial form. Contemporary emotional mapping practices build on this legacy by systematically documenting how affective responses cluster around specific locations, routes, and environments, transforming subjective impressions into spatial data that can be analyzed and compared.

Psychogeography – “The point where psychology and geography collide.(Merlin Coverley – Psychogeography)”

8- Psychogeography is the exploration of urban environments that emphasizes interpersonal connections to places and arbitrary routes. It was developed by members of the Letterist International and Situationist International, which were revolutionary groups influenced by Marxist and anarchist theory as well as the attitudes and methods of Dadaists and Surrealists. (Caves, R. W, Marcus, Greil, Plant, Sadie)

9- Situationist International was a European avant-garde movement active between 1957 and 1972, combining art, political theory, and urban critique. Its members opposed functionalist urbanism and capitalist commodification of everyday life, advocating for experimental practices such as the dérive to reveal the emotional and social effects of urban space (Sadler, 1998).

10- Guy Debord, Introduction to a Critique of Urban Geography. Les Lèvres Nues. (1955)

11- The dérive (French: [deʁiv], "drift") is an unplanned journey through a landscape, usually urban, in which participants stop focusing on their everyday relations to their social environment.

5.3.3 Cognitive and Mental Mapping

Cognitive mapping refers to the mental representation that individuals form about their surroundings, allowing them to navigate and understand spatial relationships effectively [12]. “Cognitive mapping is the procedure by which individuals create visual representations of the spaces that they encounter in their day to day lives. Mental maps aid in navigating, remembering and understanding the living environments better. In the fields of architecture and urban planning, understanding how people mentally map their surroundings is essential for designing spaces that are intuitive, accessible and easy to navigate” [13].

A major contribution to the study of subjective spatial perception was made by Kevin Lynch in *The Image of the City* (1960). Lynch introduced the concept of “*imageability*” [14], referring to the quality of an environment that makes it readable and memorable to its inhabitants. Through experimental studies, he demonstrated that people tend to structure their mental images of the city around repeated elements such as paths, edges, districts, nodes, and landmarks.

While Lynch’s work was primarily concerned with city-scale readability rather than social or emotional dynamics, mental mapping has subsequently been expanded within human geography and environmental psychology. Scholars such as Peter Gould and Rodney White have emphasized that cognitive maps reflect not only spatial structure but also personal experience, cultural background, and emotional attachment [15].

12- Edward. C Tolman, Cognitive maps in rats and men. Psychological Review, 1948.

13- “The Cognitive Mapping Process: How People Mentally Represent Space,” Re-thinking the Future, accessed March 2025, https://www.re-thinkingthefuture.com/architectural-community/a13408-the-cognitive-mapping-process-how-people-mentally-represent-space/.

14- Kevin Lynch, The Image of the City. Cambridge, MA: MIT Press, 1960.

15- Gould, P., & White, R. . Mental Maps. Harmondsworth: Penguin Books, 1974.

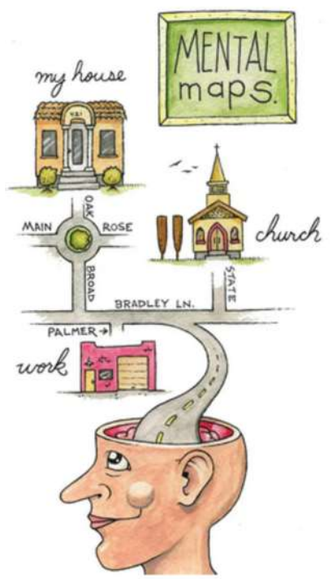


Figure 3. Mental Maps Illustration
Source: re-thinkingthefuture.com, 2012

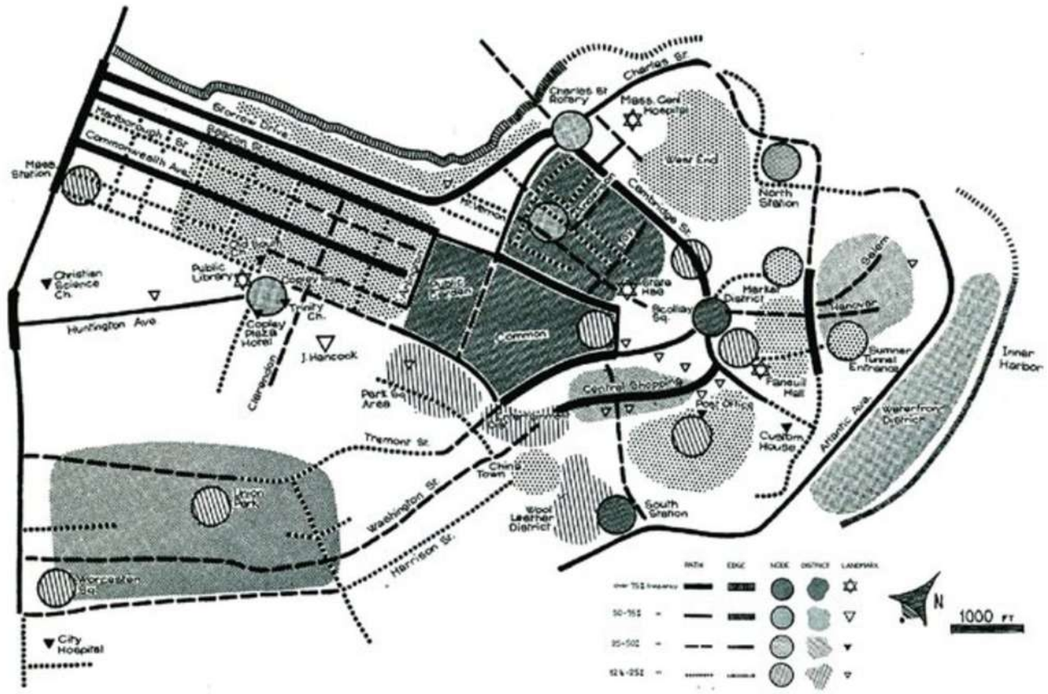


Figure 4. Boston community map derived from verbal interviews.
Source: Kevin Lynch, The Image of the City (Cambridge, MA: MIT Press, 1960), fig. 35, 145–46; reproduced in Gabriele Filomena, “A Computational Approach to ‘The Image of the City,’” Cities 89 (2019): 19.

In this thesis, mental mapping is adopted selectively, not as a measure of imageability, but as a tool for understanding how residents internally organize, prioritize, and emotionally evaluate spaces within the EX-MOI neighborhood. What participants choose to draw, emphasize, or omit reveals perceived hierarchies, boundaries, and everyday territorialities.

16- Go-along methods originate in qualitative sociology and urban ethnography and involve accompanying participants through familiar environments while they narrate perceptions and experiences in real time. This method emphasizes situational and embodied knowledge rather than retrospective description (Kusenbach, 2003).

17- Margarethe Kusenbach, "Street Phenomenology: The Go-Along as Ethnographic Research Tool," Ethnography 4, no. 3 (2003): 455–485.

18- On the choice not to use biometric or sensor-based tools:
While recent studies have explored the use of physiological sensors, mobile applications, and standardized emotional models to measure urban experience, this research deliberately refrains from adopting biometric tools. The aim of the study is not to produce universally replicable emotional metrics, but to explore how a specific group of users interprets and inhabits a particular urban environment. Narrative-based interviews and participatory mapping are therefore considered more appropriate for capturing shared perceptions, social meanings, and spatial behaviors within the EX-MOI context. This methodological choice aligns with the exploratory nature of the research and avoids presenting subjective mapping as a prescriptive or fully standardized evaluative method.

Figure 5. Biomapping device and GPS. *Source : Google*

5.3.4 Walking, Participation, and Contemporary Emotional Mapping

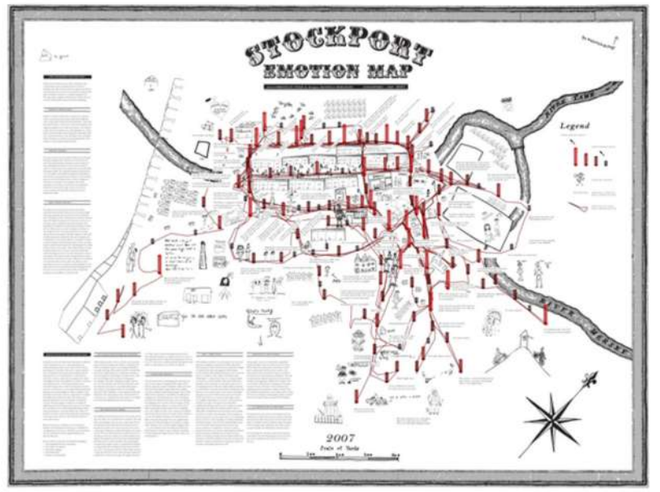
Walking-based methods and participatory mapping practices have further expanded the scope of subjective urban analysis by situating narratives directly within spatial experience. Walking interviews, often referred to as *go-along methods* [16] , allow participants to describe perceptions, memories, and emotions as they emerge in real time, in direct relation to specific locations and transitions. These interviews are particularly effective in capturing situational knowledge that may not surface in static interview settings, including sensory cues, momentary discomfort, or spatial familiarity [17] .

These methods emphasize the co-presence of researcher, participant, and environment, producing spatially grounded narratives. Recent methodological experiments have combined walking-based exploration with digital tools and emotional assessment frameworks to systematize affective responses to urban space.

More recent approaches to emotional mapping have explored technological ways of visualizing affective responses to space. Christian Nold's bio-mapping projects, for example, combine GPS tracking with physiological data to record emotional arousal during urban walks. While such methods raise ethical and interpretative questions, they demonstrate how emotions can be spatialized, compared, and discussed collectively [18] .

Christian Nold's Bio-Mapping examples

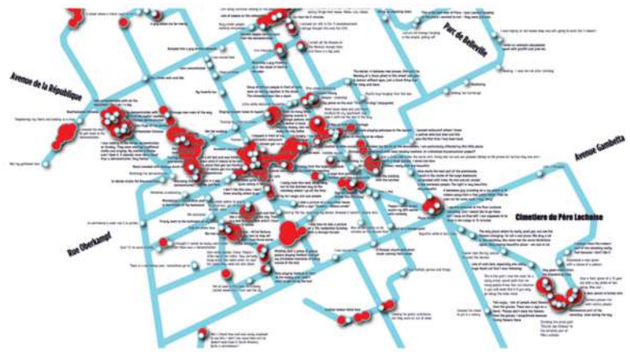
STOCKPORT



The Stockport Emotion Map challenges traditional maps by representing local people's emotions, opinions, and desires. Over two months in 2007, around 200 participants contributed through public mapping events. The final map combines two activities: Drawing Provocations and Emotion Mapping.

Figure 6. STOCKPORT EMOTION MAP, *Source : Artist Christian Nold and designer Daniella Voraschi*

EAST PARIS EMOTION MAP



The East Paris Emotion Map was created during a two-day workshop in April 2008 led by Christian Nold and commissioned by Gallery Ars Longa. 18 local participants explored the 11th arrondissement using Nold's Bio Mapping device to record emotional arousal tied to their geographic location.

Figure 7. EAST PARIS EMOTION MAP, *Source : Christian Nold and designer Daniella Voraschi*

GREENWICH EMOTION MAP

The Greenwich Emotion Map was part of Peninsula, a series of participatory art commissions by Independent Photography, where digital artists collaborated with local residents to respond to the changing environment of Greenwich Peninsula..

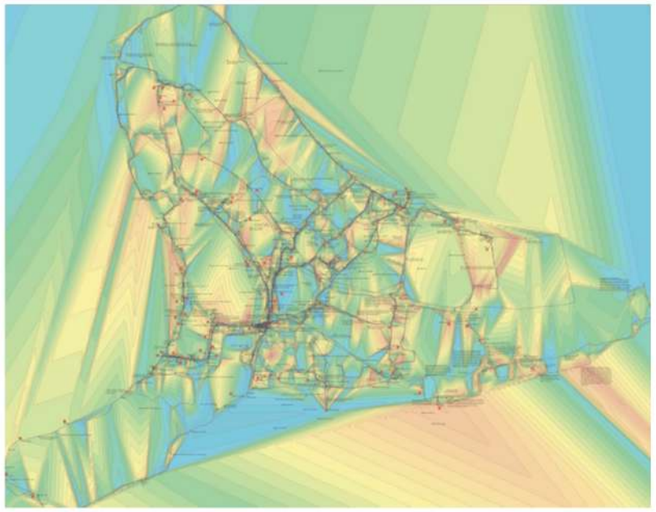


Figure 8. GREENWICH EMOTION MAP, *Source : Christian Nold and designer Daniella Voraschi*

Newham Sensory Deprivation Map

The Newham Sensory Deprivation Map was created during a workshop with 34 students from Newham Sixth Form College. Working in pairs, one student was blindfolded and wore ear defenders while the other guided them and recorded sensory observations and GPS data during an hour-long walk around the college area.

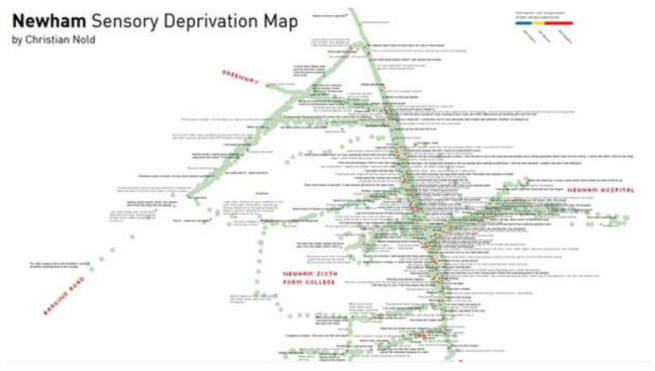


Figure 9. Newham Sensory Deprivation Map, *Source : Christian Nold and designer Daniella Voraschi*

5.3.5 Positioning of This Research

Building on the theoretical perspectives discussed above, this thesis adopts a qualitative and experience-based approach to subjective urban analysis. The methodology privileges verbal narration, spatial memory, and recurring experiential patterns as primary sources of spatial knowledge. Rather than pre-defining emotional categories or translating experience into numerical indicators, emotional meaning is allowed to emerge through narratives, spatial references, and shared patterns of avoidance and appropriation articulated by participants.

Within this framework, emotions and perceptions are not treated as secondary or anecdotal, but as analytically relevant dimensions of urban space. Subjective experience is understood as spatially situated and collectively produced, contributing to how places are used, avoided, or invested with meaning in everyday life. These experiential layers provide insight into aspects of the urban environment that cannot be fully explained through spatial configuration alone.

The following section builds on this positioning by presenting the design and implementation of the subjective mapping survey conducted in the EX-MOI neighborhood, detailing how lived experience was collected, interpreted, and translated into analytical representations.

5.4 EX-MOI Subjective Mapping Survey: Design and Implementation

This section outlines the design and implementation of the subjective mapping survey conducted in the EX-MOI neighborhood. The survey was structured as a qualitative, multi-layered investigation combining narrative interviews, sketch mapping, and remote participatory input. These methods were selected to document how residents experience, interpret, and navigate the neighborhood in everyday life, and to translate these experiences into spatially readable forms.

Rather than replicating objective spatial analysis, the survey focuses on experiential dimensions such as perceived safety, avoidance, attachment, and everyday social practices. By situating these perceptions within specific places and routes, the survey produces spatial information that complements earlier oriented mappings and enables a comparative reading between physical configuration and lived experience.

5.4.1 Research Questions Behind the Survey

Rather than collecting opinions in a generic manner, each component of the survey was designed with a specific analytical intention. The questions aimed to uncover:

- how residents mentally structure and prioritize the neighborhood
- which spaces are emotionally charged (positively or negatively)
- how everyday routines shape spatial familiarity and confidence
- where invisible boundaries, fears, or exclusions emerge
- how social life actually unfolds in contrast to planned functions

These questions were formulated in relation to everyday student practices, such as commuting, studying, socializing, and leisure, allowing routine-based experiences to serve as entry points for spatial interpretation.

Many of these dimensions, such as perceived safety, surveillance, comfort, or social interaction, cannot be reliably identified through professional observation alone. They require direct engagement with users of the space

5.4.2 Participants and Context

The survey was conducted with a small sample of the residents living in Lot 3 of the EX-MOI district, students living in Camplus MOI student housing residential buildings. A group of users which we are a part of. Students represent one of the most consistent and active contemporary user groups in the area, despite not being part of the neighborhood's original intended population.

Participants were interviewed individually, either in person or remotely, to avoid mutual influence and ensure that each response reflected personal experience rather than collective consensus. The full transcription of these interview can be fined in the Appendix A.

Participants varied in age, nationality, daily routines, and length of residence, allowing for a plurality of perspectives while maintaining a shared spatial context. They are students of either in Polytechnique university of Turin or the University of Turin and are mostly rewarded the place from the EDISU organization through the housing scholarship or in some rare cases rented the place from Camplus MOI individually.

As researchers and daily users of the neighborhood, we also belong to this social group. This dual position enabled a deeper understanding of routines, reference points, and emotional responses, while requiring constant methodological awareness to translate personal familiarity into analytical distance.

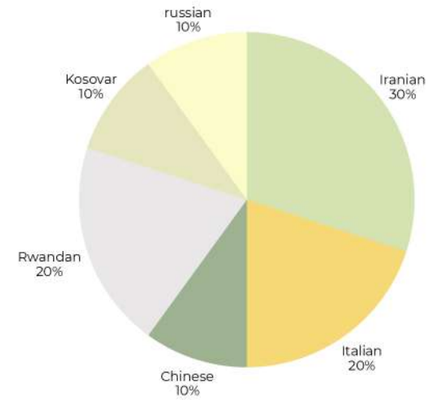


Figure 10. Participant's nationality

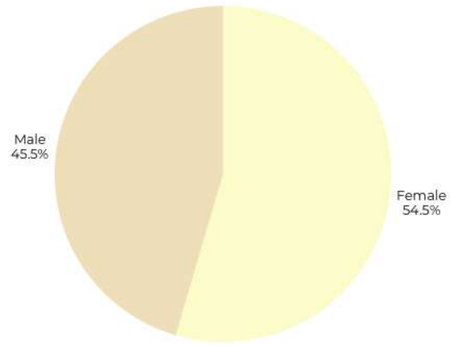


Figure 11. Participant's gender

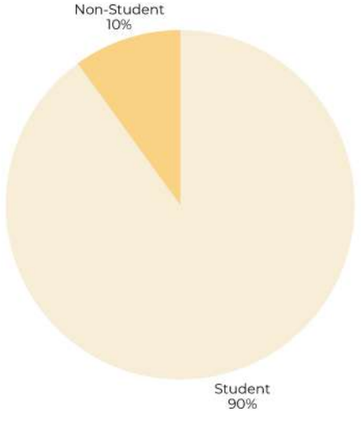


Figure 12. Participant Status (Student / Non-Student)

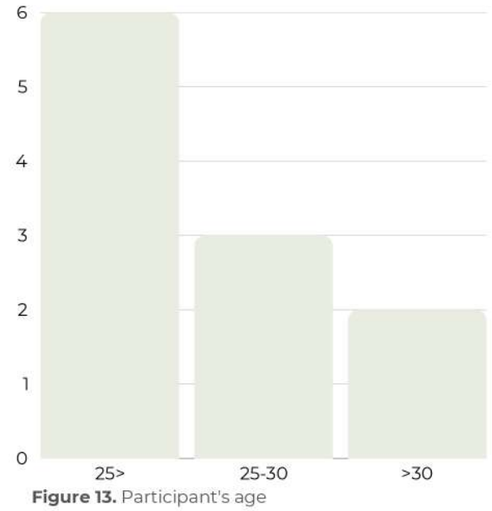


Figure 13. Participant's age

5.4.3 Survey Structure and Tools

The survey was divided into two complementary components, each contributing a different layer of subjective spatial information.

5.4.3.1 Individual In-Person Interviews and Sketch Mapping

The core of the survey consisted of one-to-one, in-person interviews, conducted calm setting, either in the Camplus MOI shared area or as they preferred in their home or even online for those who felt better that way. Each interview followed a semi-structured format, combining open-ended questions with drawing and narrative exercises. The interview questions are designed in five sections:

Part 1: Introduction & Overview
Participants were first asked to describe what the term “EX-MOI neighborhood” symbolized for them and how it is perceived in physical, functional, and social terms. This opening question served to capture their immediate mental image and emotional framing of the neighborhood.

They were asked to produce a sketch map of the neighborhood from memory. No base map was provided at this stage. The drawing process was documented, including the order in which elements were drawn, as this revealed the perceived hierarchy of spaces in each participant’s mental map.

Some maps began from the participant’s residence, while others started from external landmarks such as streets, parking areas, or public facilities, indicating different modes of spatial identification.

Part 2: Distinctive Elements
In this section distinctive elements of the neighborhood were explored. The participants were asked then to decribe the element(s) and talke about any emotion related to it.

Part 3. Daily Routine & Trips
In this part participants were asked to give directions for the trip they normally take during the day, the route they take to get to their destination and any emotions experienced any part of this trip. to capture what are the daily urban descripts.

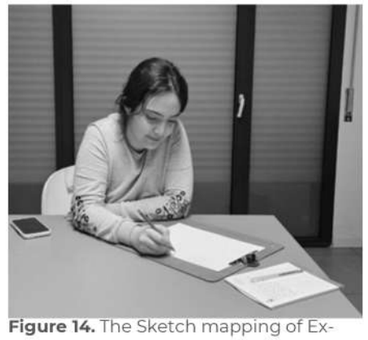


Figure 14. The Sketch mapping of Ex-MOI, Winter 2025

Part 4: Socialization
In this part possible socilazation nodes in th area were searched. they were asked to describe the social collective life of the area and open sapces. If they gather in the area or they do it outside of the neighborhood. and how they preceive the area in terms of socializing.

Part 5 & 6:
And lastly, in the last 2 parts, more short answer questions related to Environment & Facilities and Safety & Atmosphere.

An online application was also made with the same questions for a few number of the participant who were not able to participate in direct talks.

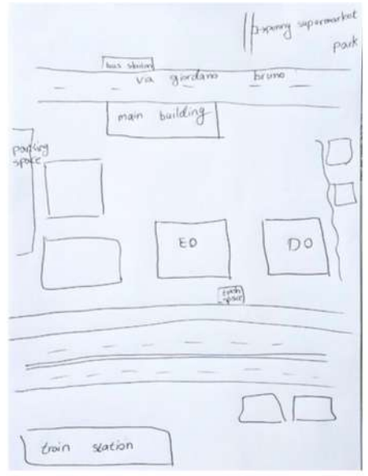


Figure 15. A sketch map of MOI Neighborhood drawn by a participant. Winter 2025

5.4.3.2 Remote Participatory Mapping and Emotional Annotation

Another exiecise which was more predefined by us to target the emotions related to specific point in the area, a remote participatory exercise was developed and share in the group chat of the Camplus MOI as a free participation for volunteers. Participants received a PDF package containing:

- a map of the neighborhood with reference points
- photographic views of the reference points

They were invited to associate places with emotions (positive, negative, or neutral), describe experiences using short sentences or single words.

This method allowed the collection of emotion–place associations without requiring technical mapping skills and complemented the in-person interviews by expanding the emotional dataset.

The responses collected through this exercise were primarily emotional and narrative, but always linked to specific places. Emotions such as comfort, inspiration, disgust, fear, or calmness were later grouped and spatially aggregated. The material produced in this phase contributed to the construction of collective emotional maps, both in verbal form and through color-coded representations.

These two survey components. the interview and the remote participatory excercise, are described fully and evaluated in Appendix A.

5.4.4 Ethical and Practical Considerations

All participants were informed about the aims and scope of the research prior to their contribution and explicitly consented to the use of their responses for academic purposes and they were free to decline to answer specific questions or to withdraw from the study at any point without consequence.
Participation was entirely voluntary, and no personal identifiers were recorded at any stage of the research process.

Given the exploratory and qualitative nature of the research, particular attention was paid to ethical sensitivity during interviews. Discussions related to safety, fear, or avoidance, especially in relation to night-time use of space, were approached with care, allowing participants to frame their experiences in their own terms.

From a practical standpoint, the methodology was deliberately designed to prioritize depth over statistical representativeness. The selected methods do not aim to produce generalizable quantitative results, but to identify repeated narratives, spatial behaviors, and emotional responses through repetition and convergence across a limited sample.

Finally, the researchers' position as residents of the neighborhood required continuous awareness. Personal judgments were methodically checked using a variety of techniques, including mapping, observation, interviews, and spatial analysis in order to maintain analytical rigor and transparency.

5.5 Data Processing and Interpretation:

From Words to Space, Translating Interviews into Maps

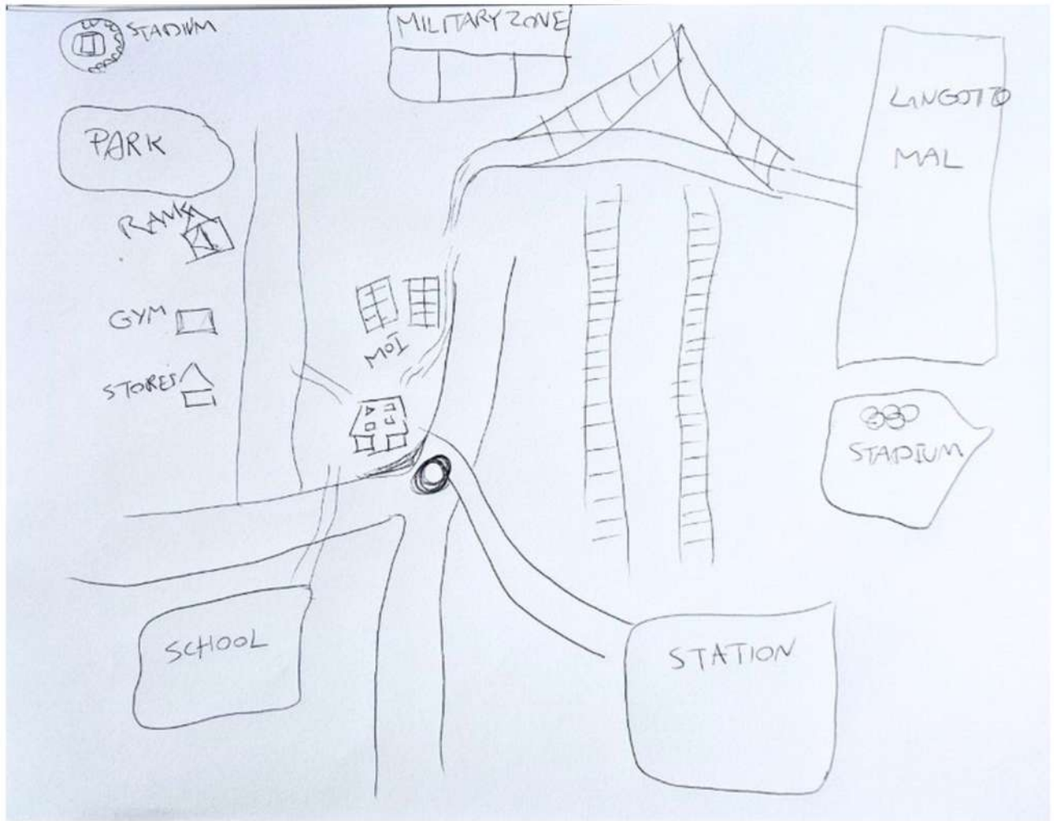


Figure 16. A sketch map of MOI Neighborhood drawn by a participant. Winter 2025

This section explains how qualitative material collected through interviews, sketch maps, and participatory inputs was transformed into spatial representations. The process does not treat narratives as illustrative anecdotes, but as structured sources of spatial knowledge that can be systematically interpreted and mapped.

5.5.1 Data Preparation and Coding

All interviews were audio-recorded and fully transcribed. In order to extract recurrent spatial references, behaviors, and emotional cues, the narrative material was first subjected to a qualitative coding procedure rather than being directly translated into cartographic outputs.

During this phase, verbal descriptions were analyzed to identify:

- frequently mentioned locations,
- recurring routes and areas of use or avoidance,
- expressions related to safety, comfort, attachment, familiarity, and discomfort.

Individual statements were compared across interviews to detect repetition, convergence, and divergence. Through this process, subjective experiences were gradually transformed into analytical categories suitable for spatial interpretation. Emotions and perceptions were not treated as isolated or purely personal, but as spatially situated and, in many cases, collectively shared.
The data-processing workflow followed a clear sequence:

1. Data Collection – interviews, sketch maps, and observational material
2. Transcription and Coding – extraction of spatial references and emotional cues
3. Analytical Categorization – grouping recurring behaviors and perceptions
4. Mapping and Visualization – spatial representation of patterns and intensities

5.5.2 Translating Narratives to Spatial Elements

Throughout all interviews, multiple locations were repeatedly mentioned by participants. In total, fourteen locations emerged as recurrent reference points in the narratives. These locations function as anchors for everyday routines, movement patterns, and emotional evaluations of the neighborhood.

Figure X summarizes the frequency with which each location was mentioned across interviews, providing an overview of their relative prominence within the lived experience of EX-MOI.

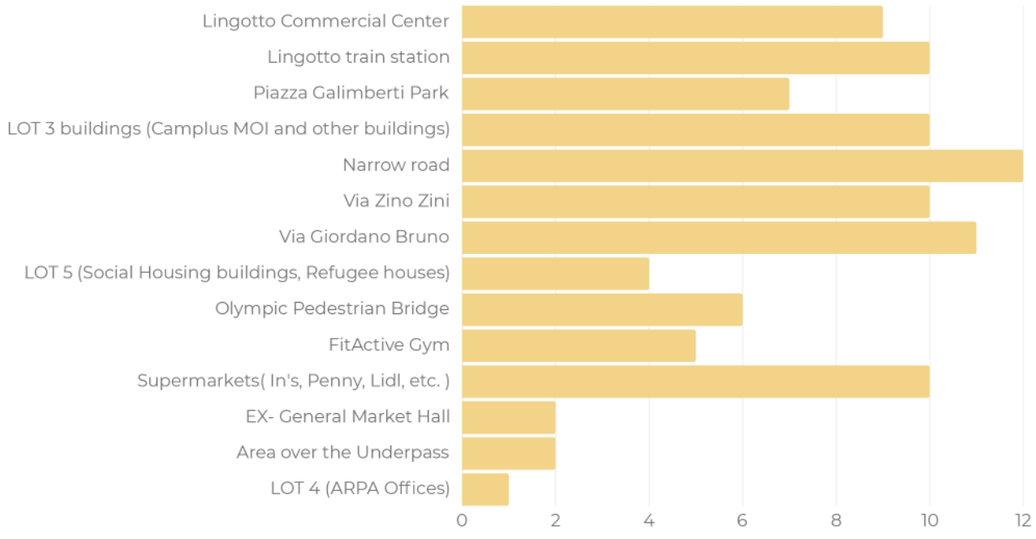


Figure 17. Frequency of mentioned locations in participant interviews.

5.5.2.1 Translation tool

Once the recurrent locations were identified, narrative fragments were translated into spatial elements in order to establish a consistent representational logic. To support this translation, Kevin Lynch's perceptual framework, originally developed to analyze city-scale imageability, was selectively adapted as a spatial grammar for neighborhood-scale analysis [19].

The elements of paths, nodes, edges, and landmarks were used to associate verbal descriptions with concrete spatial configurations. The concept of "district" was excluded due to the study's scope and focus, while a new category called "zones/areas" was added to better reflect the areal aspect of emotional perception.

Through this process:

- verbal references to movement were linked to paths;
- meeting points, crossings, or destinations to nodes;
- perceived barriers, thresholds, or divisions to edges;
- and extended feelings of comfort, fear, or familiarity to zones/areas.

Each coded narrative fragment was thus assigned both a spatial element and a representational type, guiding the subsequent cartographic output.

This translation framework allowed lived experiences to be spatialized without reducing their complexity. Rather than producing abstract emotional overlays, it enabled the identification of recurring patterns, emotional concentrations, and areas of convergence or tension between physical form and everyday use.

19- "*The contents of the city images so far studied, which are referable to physical forms, can conveniently be classified into five types of elements: paths, edges, districts, nodes, and landmarks.*" Lynch, K. (1960). The Image of the City. Cambridge, MA: MIT Press.

5.5.2.2 Translation table

Mentioned locations	Path	Node	Edge	Landmark	Zone/Area
LOT 3 buildings (Camplus MOI and other buildings)		✅		✅	✅
Lingotto Train Station		✅		✅	✅
Lingotto Commercial Center		✅		✅	✅
Olympic Pedestrian Bridge			✅	✅	
Piazza Galimberti park		✅			✅
LOT 5 (Social Housing buildings)			✅		✅
Area over the Underpass					✅
LOT 4 (ARPA Offices)					✅
EX- General Market Hall				✅	✅
Narrow road parallel to via Zino Zini	✅				
Via Zino Zini	✅		✅		
Via Giordano Bruno	✅		✅		
FitActive Gym		✅			
Supermarkets (In's, Lidl, Penny, Esselunga)		✅			

Figure 18. Spatial Interpretation of Interviewed Locations Using Adapted Lynchian Elements

Table 18 summarizes the classification of the fourteen most frequently mentioned locations according to the adapted perceptual framework, providing insight into how narrative references were transformed into spatial elements. Each location is associated with one or more spatial elements, paths, nodes, edges, landmarks, or zones, reflecting the multiplicity of roles that a single place can assume in lived experience.

To document how lived experiences were analytically translated into spatial interpretations, a series of location-based tables was developed. Each table collects verbatim narrative fragments related to a specific location and organizes them according to temporal condition, observed action, emotional tag, and spatial representation. This structure allows individual statements to be read not as isolated impressions, but as components of recurring behavioral and emotional patterns linked to specific spatial settings.

	Narrative phrase	Time	Action	Emotional tag	Spatial Representation
LOT 3 (Camplus MOI and other buildings in Lot 3)	“The buildings are colorful and easy to recognize”	First impression	Orients / identifies	Memorability/identity	Node – Visual Landmark
	“We only meet inside the dorm”	Constant	Socializes indoors	Dependence	Node – Internal Social Node
	“I feel safe only inside my apartment”	Constant	Withdraws	Safety / Isolation	Node – Safety Anchor
	“The relax area is conflicted (study vs party)”	Constant	Competes for space	Tension/ Friction	Node – Programmatic Conflict Node
	“ Me and my friends use the Relax area of Camplus to gather.”	Constant	Meets friends	Belonging/IFormal sociality	Node – Programmatic Social Node
	“Green areas are dirty / not maintained”	Constant	Observes, Passes, doesn’t stay	Discomfort, Uncertainty	Zone – Neglected Public Space
	“The green areas are not suitable for gathering.”	Constant	Does not gather	Disengagement	Zone – Non-social Green Zone
	“Garbage is everywhere”	Constant	Observes	Neglect	zone – Neglected Public Space
	“the green area Could be better”	Constant	Imagines use	Hope	Zone – Potential Zone
	“I see people sitting in the private yard of the hostel, chatting, playing guitar. ”	Occasional	Socialize, Plays music	Informal sociality	Node- Informal Social Node
	“In front of the main building—felt safer and more comfortable, even at night.”	Constant	Prefered	safety	Zone – Safety zone

Figure 19. Narrative-to-Spatial Coding table, Location A: Lot 3

	Narrative phrase	Time	Action	Emotional tag	Spatial Representation
Lingotto Train Station	“Lingotto train station is very important”	Constant/Daily	Commutes	Dependence /Convenience	Node • Mobility Anchor Node • Perceived Comfort Node
	“I use the train station to go to university.”	Daily	Commutes	Routine	Node – Mobility Anchor Node
	“ The train station area feels scary at nights.”	Night	Avoids	Fear/ Insecurity	Zone - Avoidance Zone
	“I will miss Lingotto station if later i move to another neighborhood and have to use those boring buses.”	Constant	Use / Admire	Convenience/Attraction	Node – Mobility Anchor Node
Lingotto Commercial Center	“Lingotto mall has everything you may need”	Occasional/Daily / weekly	Shops / meets	Convenience/Attraction	Node – Commercial Anchor Node
	“It is the best one in Turin, you find anything, with good price!”	Constant	Shops / meets	Convenience/Attraction	Node – Commercial Anchor Node
Olympic Pedestrian Bridge	“Cross Lingotto Bridge and then go into Lingotto.”	Constant	Arrives	Centrality	Node – External Urban Pole
	“You see the railway view.”	Constant	Observes	Exposure	Edge – Infrastructural Edge
	“Near the Olympic Bridge, especially late at night, it’s not safe.”	Night	Avoids staying	Fear/ Insecurity	Edge – Unsafe Night Edge Zone – Avoidance Zone
	“You can see the bridges in front of you.”	Day	Uses visual cue	Orientation	Node – Visual Reference Landmark
	“Arco Olimpico is majestic!”	Constant	Admire	Being amazed/ Sence of identity	Landmark – Reference Landmark
	“It could have been better if there was more light.”	Night	Desire	Fear/ Insecurity	Edge – Unsafe Night Edge

Figure 20. Narrative-to-Spatial Coding table,
Location B: Lingotto train station
Location C: Lingotto mall
Location D: Olympic Pedestrian Bridge

	Narrative phrase	Time	Action	Emotional tag	Spatial Representation
Narrow road parallel to Via Zino Zini	“I avoid the narrow street at night”	Night	Walks fast / avoids	Fear/ Insecurity	Path – Avoidance Path
	“The path near the bridge feels unsafe”	Night	Avoids/Crosses carefully	Fear/ Insecurity	Path – Unsafe Path
	“At night I don’t pass through the behind alley.”	Night	Avoids	Fear/ Insecurity	Path – Avoidance Path
	“I was afraid to walk along the path that connects the bridge to the area.”	Constant	Avoids	Fear/ Insecurity	Path – Avoidance Path
	“a lonely deserted road”	Constant	Avoids	Fear/ Insecurity	Path – Avoidance Path
Via Giordano Bruno	“Via Giordano Bruno feels better because there are people”	Day	Chooses route deliberately	Comfort	Path • Preferred Path • Perceived Comfort Node
	“I prefer Via Giordano Bruno because I prefer to see strangers around me”	Day	Chooses route	Comfort	Path • Preferred Path • Perceived Comfort Node
	“In Via Giordano Bruno there are lots of shops and people”	Constant	Chooses populated areas	Comfort	Path • Preferred Path • Perceived Comfort Node
Via Zino Zini	“In daytime I use Via Zino Zini to go to the Lingotto Station, it is more faster”	Daily	Use/ Minimizes time	Comfort	Path – Preferred Path
	“there are lots of cars going fast in Via Zino Zini and i scare while walking in the sidewalk”	Constant	Walks alongside	Stress, insecurity	Edge / Barrier
	“At night I prefer walking near the main road.”	Night	Chooses route	Safety-seeking	Path – Preferred Night Path

Figure 21. Narrative-to-Spatial Coding table,
Location E: Narrow road
Location F: Via Giordano Bruno
Location G: Via Zino Zini

	Narrative phrase	Time	Action	Emotional tag	Spatial Representation
Piazza Galimberti Park	“I like the park because I associate memories with it”	Constant	Reflects	Attachment	Zone – Memory Anchor Zone
	“The park works for everyone”	Day	Shares space	Belonging	Zone – Inclusive Public Space
	“The park near the Olympic Bridge is good for gathering.”	Day	Gathers, sits	Relaxation	Node – Social Gathering Node
	“ I saw people in the Galimberti Park, children playing in the playground and parents waiting them.”	Daily	Use/ Play/ Socialize	Joy	Node – Social Gathering Node
	“some times i go the Park nearby to walk a bit..”	Day	Walks, socializes	Calm	Zone _ Preceived Comfort Zone
	“I like the Park but i use it only in day-time. At nights it is a bit scary.”	Night	Avoids	Fear	Zone – Avoidance zone
FitActive Gym	“I like seeing people in Fitactive Gym, it motivates me to do some sport”	Daily	Visits	Motivation	Node – Functional Service Node
	“ the gym is really good it has discount for students. I go almost everyday.”	Daily	Uses services	Motivation	Node – Functional Service Node
	“I use the gym / laundry / supermarket only”	Daily	Uses services	Pragmatism	Node – Functional Service Node
Supermarkets	“I use supermarkets (Lidl, Penny, In’s) more than any other services.”	Weekly	Walks / shops	Necessity	Node – Functional Daily Service Node
	“I prefer to walk from my house to super markets, mostly Lidl.”	Weekly	Walks / shops	Necessity	Node – Functional Daily Service Node
LOT 5 (Social Housing buildings)	“The refugee area feels unsafe”	Night	Avoids	Fear / Tension	Zone– Perceived Boundary Zone
	“I never go near the bus 18 area”	Night	Avoids	Anxiety/Insecurity	Zone – Avoidance zone
	“I don’t go near refugee camps at night”	Night	Withdraws	Avoidance	Zone – Avoidance zone

Figure 22. Narrative-to-Spatial Coding table,
Location H: Galimberti Park
Location I: Fit active Gym
Location J: Supermarkets
Location K: LOT 5

	Narrative phrase	Time	Action	Emotional tag	Spatial Representation
District	“There is nothing to do here”	Constant	Evaluates	Boredom	District – Low Programmatic Intensity Zone
	“There is no real public gathering space”	Constant	Evaluates	Lack / Frustration	Zone – Missing Social Infrastructure
	“Everything is too far away”	Constant	Evaluates distance	Fatigue	District – Perceived Distance Zone
	“Most of the time I don’t want to go out”	Night	Stays inside	Withdrawal	District – Behavioral Retreat Zone
	“I go to the city center for social life”	Evening	Leaves area	Escape	Node – External Social Node
	“I go to city center to meet my friends, Piazza Castello or Valentino Park”	Evening	Goes to socialize	Desire	Node – External Social Node
	Santa Giulia / Centro	Night	Socializes	Excitement	Node – External Social Node
	“Some areas feel like they belong to others”	Constant	Avoids	Exclusion	Area – Perceived Social Territory
	“EX-MOI is calm and safe, it feels like a student place.”	Day	Lives, stays	Comfort / Belonging	Zone – Comfort Zone
	“At night the area feels empty”	Night	Avoids lingering	Emptiness / Discomfort	District – Night-Time Low Activity Zone
	“there are a few pubs and discos in this area, i never find them attractive because there are not so many people there, except from some old ones playing billiard..”	Constant	Evaluates/ Avoids	Low Engagement / Social Disconnection	Node – Social Non-Activated Node

Figure 23. Narrative-to-Spatial Coding table,
Location : District

5.6 Results of Subjective Mapping

This section presents the results of the subjective mapping process developed in the previous subchapters. Drawing on qualitative interviews, participatory mapping, and narrative coding, lived experiences are translated into a series of thematic maps that illustrate how the EX-MOI neighborhood is perceived, used, and emotionally experienced by its residents.

5.6.1 Defining the Experiential Field

Before presenting the thematic subjective maps, it is important to clarify the spatial scope of participants' lived experiences. Interviews indicate that everyday life is largely concentrated within a limited and recurrent area, defined by a compact set of streets, buildings, and open spaces that structure daily routines, movements, and emotional responses.

Only a small number of external destinations were consistently mentioned, mainly university campuses (Politecnico di Torino and Università di Torino), the city center, and a few leisure locations. These movements were described as primarily functional and purpose-driven, rather than integrated into everyday neighborhood life. Accordingly, most subjective maps share a common base map focused on the core experiential area, with variations reflecting differences in perception and use rather than spatial extent. The map of daily urban scripts partially extends beyond this area, as habitual routes occasionally connect to external destinations.

LEGEND

1. Core Experiential Area
2. External Nodes

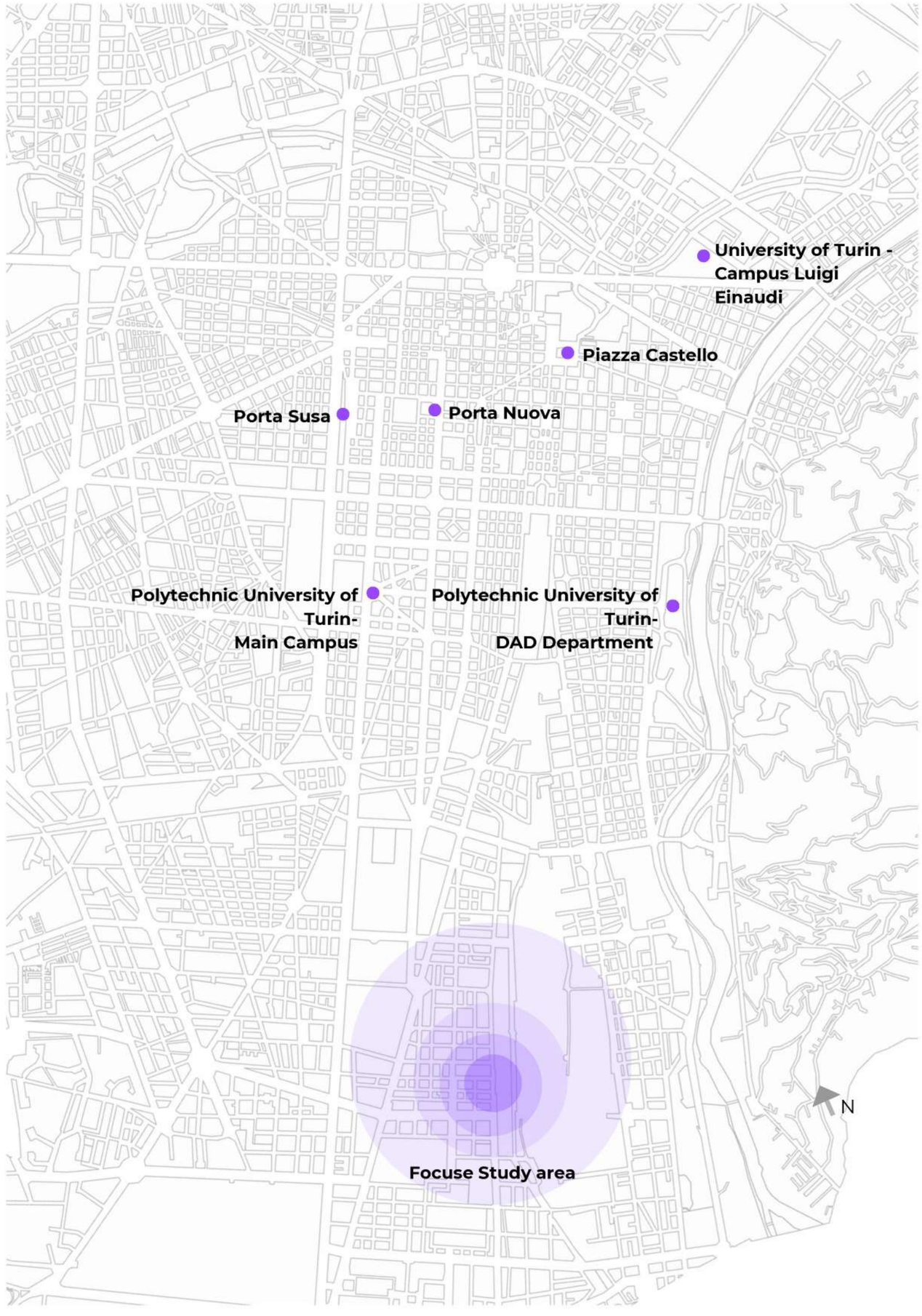


Figure 24. City of Turin and the study area

5.6.2 Thematic Subjective Maps

This section introduces the first set of thematic maps derived from the subjective mapping process, beginning with the representation of daily urban scripts. These maps focus on habitual routes and routines described by participants, translating repeated everyday movements into a spatial reading of the neighborhood. Rather than depicting planned connectivity or formal circulation hierarchies, the map reflects how students practically navigate the EX-MOI area through repetition, necessity, and familiarity.

The thematic maps presented in this chapter are constructed by aggregating all relevant statements made by participants within a specific experiential theme. In the case of daily urban scripts, all interview references related to routine movements, such as commuting to university, accessing services, or returning home, were considered. The resulting map does not represent individual trajectories, but a collective pattern emerging from multiple narratives, highlighting dominant paths, frequently used corridors, and areas of spatial concentration.

Each thematic map isolates one dimension of lived experience while maintaining a consistent spatial reference. This methodological choice allows patterns of convergence, overlap, and contradiction to emerge across different experiential layers when the maps are read together. In the daily urban scripts map, this approach reveals a limited set of recurrent routes that structure everyday life, as well as areas that remain largely outside routine movement despite their physical proximity or formal accessibility.

The purpose of this mapping is not to evaluate the efficiency or adequacy of the mobility system, but to make visible lived connectivity, that is, how movement is actually structured through everyday practices. External destinations such as university campuses or the city center appear only as extensions of these routines, reinforcing the understanding of the EX-MOI neighborhood as a primarily self-contained experiential field punctuated by functional outbound trips.

Overall, this map establishes a baseline for interpreting subsequent subjective layers. By visualizing habitual movement patterns, it provides a reference against which perceptions of comfort, avoidance, social interaction, and emotional intensity can be compared. In this sense, daily urban scripts form the spatial skeleton of everyday life, onto which other experiential dimensions are later mapped and interpreted.

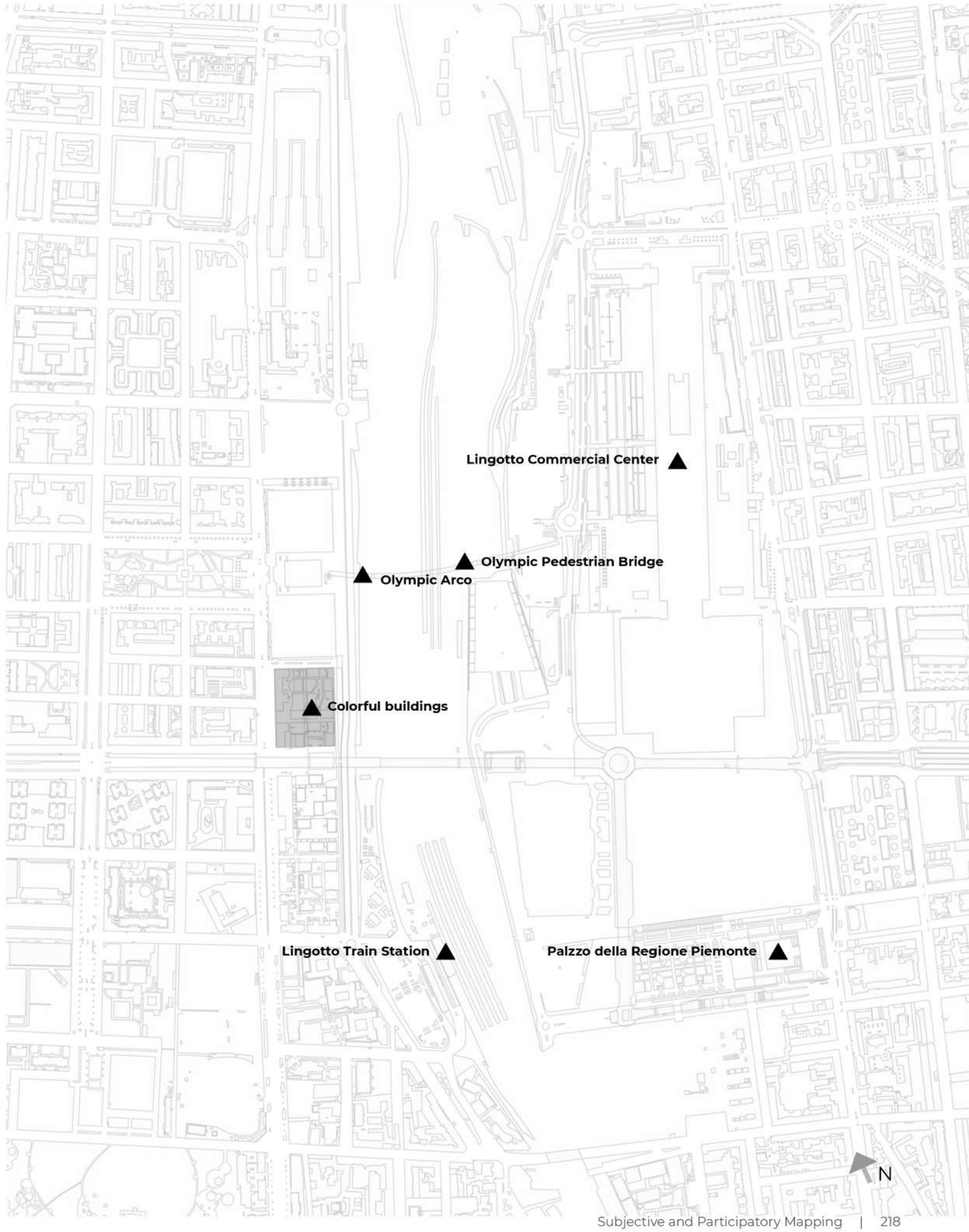
5.6.2.1 Landmarks

This map identifies the landmarks of the EX-MOI neighborhood as they emerge from participants' responses to the first and second part of the interview, about symbolic and distinctive elements, landmarks are defined here as spatial references that are easily recognizable, repeatedly mentioned, and used to orient oneself within everyday movement.

The landmarks most frequently cited by participants include the Lingotto Commercial Center, Lingotto Train Station, and the Olympic pedestrian bridge and its arc, which functions as both a visual marker and a directional reference. The Palazzo Della Regione Piemonte also emerged as a strong landmark, described as visible from a distance and commonly used to give directions within and beyond the neighborhood.

In contrast, a second group of landmarks is constituted by the EX-MOI residential buildings themselves, characterized by strong chromatic identity. Participants referred to the "colorful buildings" as points of recognition, describing how their façade colors help with orientation.

Taken together, the landmarks map demonstrates that spatial recognition in EX-MOI is shaped by a combination of infrastructural nodes and everyday residential elements.



LEGEND

1. Landmark
2. Lot 3

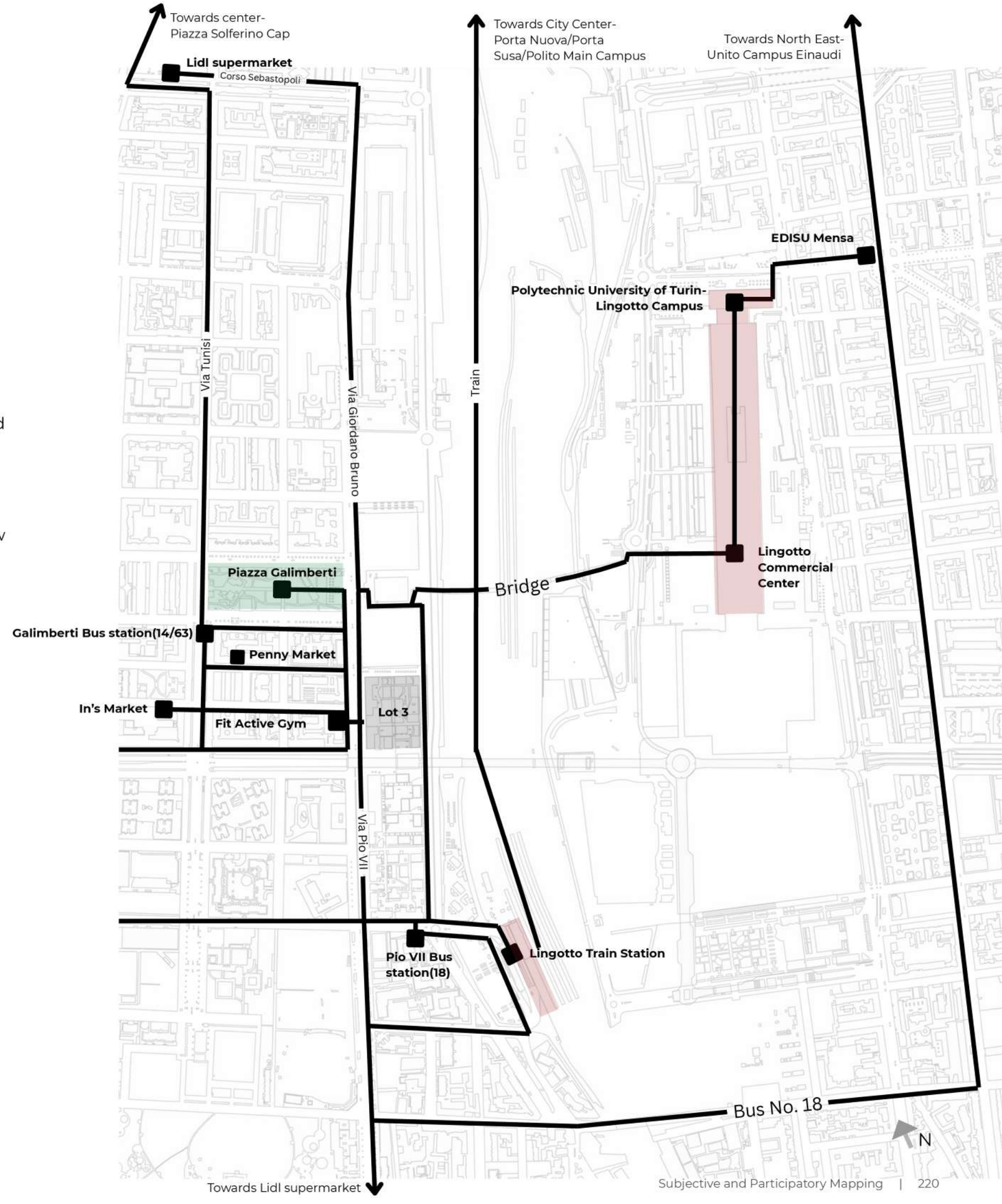
Figure 25. Perceived Landmarks Identified through Participant Interviews

5.6.2.2 Daily Urban Scripts

Habitual Routes and Routines

This map represents the habitual spatial routines through which students navigate the EX-MOI neighborhood in their everyday lives. It captures lived patterns of movement shaped by repetition, necessity, and familiarity. The map highlights dominant paths, recurring routes, and the functional logic that structures daily navigation, revealing how the neighborhood is practically used rather than how it is formally designed to function.

The map is derived from the section Daily Routine and Trips of the interviews, where participants described their typical daily movements, including routes to housing, university, services, and nearby destinations. By aggregating these narratives, the map visualizes collective movement scripts and identifies corridors of frequent use, areas of concentration, and spatial discontinuities within everyday mobility.



LEGEND

1. Daily used services and nodes
2. Daily used paths
3. Lot 3
4. Most used Services
5. Piazza Galimberti Park

Figure 26. Daily Urban Scripts Identified through Participant Interviews

Figure 27. Ex-MOI Basketball court

Figure 28. Recently-opened Coffee shop

Figure 29. Recently-opened Coffee shop

Figure 30. FitActive Gym

Figure 31. Hiroshima Mon Amor Club

Figure 32. Piazza Galimberti Park

Figure 32. Nanne's Pizzeria. *Source : Googlemaps*

Figure 33. Social Nodes Identified through Participant Interviews

5.6.2.3 Social Nodes

This map identifies social nodes as places where residents gather, linger, or interact in everyday life. Rather than equating social activity with formally designed public spaces, social nodes are understood as lived social infrastructure that emerges through repeated use, familiarity, and perceived safety. These nodes some time diverge from the neighborhood's officially planned collective spaces, revealing a gap between intended public life and actual social practices.

The analysis distinguishes between different types of social nodes. Programmed active social nodes, such as the Lingotto Commercial Center, Piazza Galimberti Park, the Camplus relaxing area, recently opened cafés, and neighborhood restaurants, are spaces where formal functions align with actual use. Non-programmed active social nodes, including residential building thresholds, and semi-private courtyards, function socially despite not being designed as gathering spaces.

Conversely, programmed but non-active social nodes, such as the basketball court, reveal a mismatch between design intention and lived use. Occasionally active nodes, including Lingotto Fairs, Hiroshima Club, and Oval Lingotto, are associated with specific events rather than daily life, producing episodic rather than continuous social presence. Together, these categories make visible the uneven geography of social life in EX-MOI and highlight how social centrality is constructed through use, perception, and repetition rather than through planning alone.

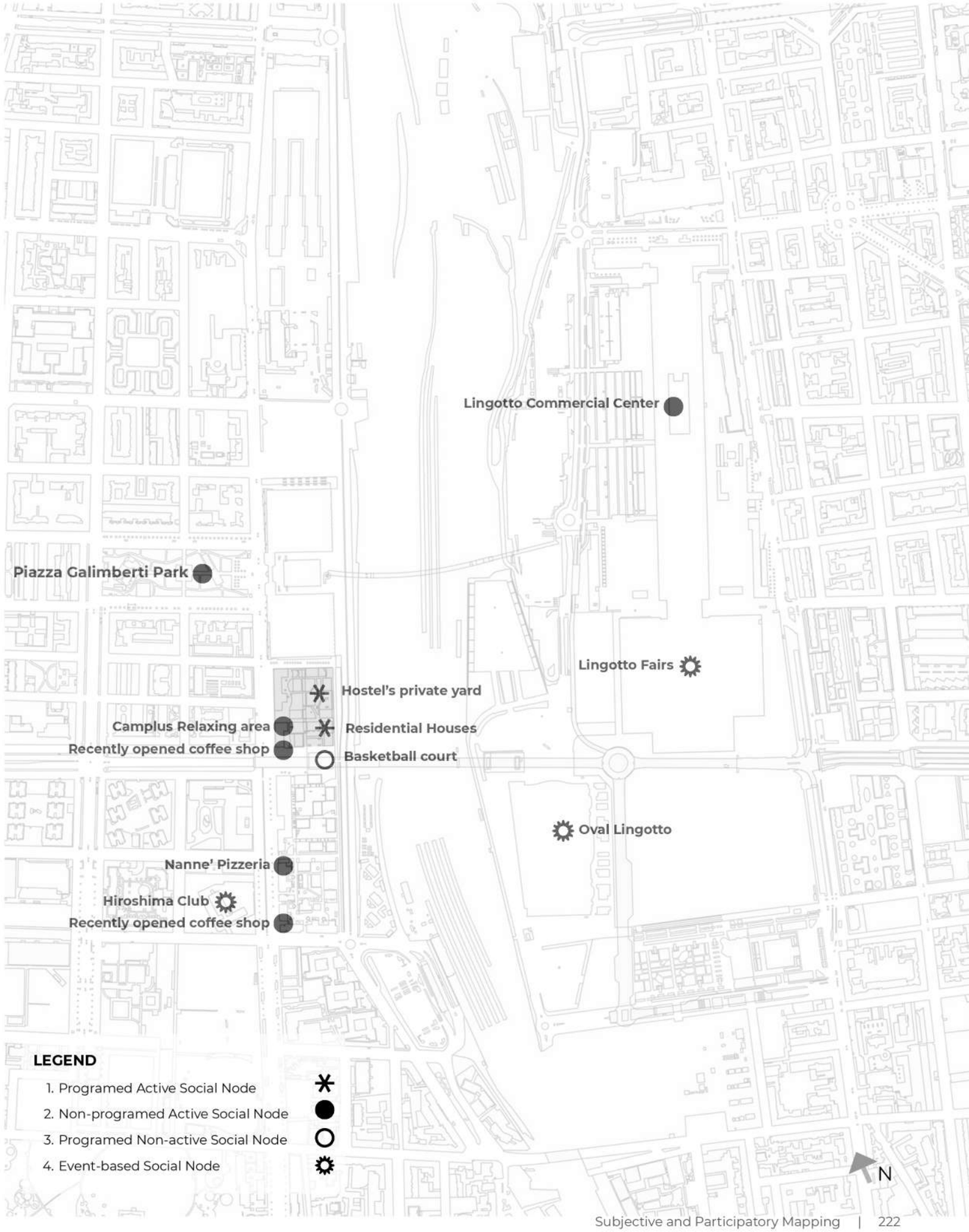


Figure 34. Location 1 on the map. The narrow road at night. *Photo by the authors.*

Figure 35. Location 2 on the map. The area over the underpass at night. *Photo by the authors.*

Figure 36. Location 3 on the map. via Zino Zini's sidewalk at night. *Photo by the authors.*

Figure 37. Location 4 on the map. The path connecting Via Zino Zini to Via G.Bruno at night. *Photo by the authors.*

5.6.2.4 Night time perceived avoidance

This map represents patterns of perceived avoidance reported by residents during night-time use of the EX-MOI neighborhood. It does not aim to depict objectively measurable safety conditions, but rather recurring behavioral responses to space as expressed through participants' narratives.

References to fear, discomfort, insecurity, or avoidance, articulated through expressions such as "scary," "unsafe," or "I never pass there at night", were extracted from interviews and spatially translated to reveal shared perceptions associated with specific paths, nodes, and areas. Based on this intermediate analytical process done in the previous section, the map visualizes elements that are systematically avoided after dark, highlighting zones of discomfort and routes that are consistently bypassed.

Derived primarily from Part 6 of the interviews (Safety and Atmosphere) and supported by narrated route descriptions, the map shows how night-time movement is selectively reduced, redirected, or constrained. Certain spaces emerge as recurrent points of avoidance, producing a fragmented nocturnal geography that differs markedly from daytime routines. The map thus demonstrates how perceived safety, rather than physical accessibility alone, structures night-time urban experience and limits the effective use of public space.

LEGEND

1. Avoided Path
2. Avoided Zone
3. Avoided Node
4. Lot 3

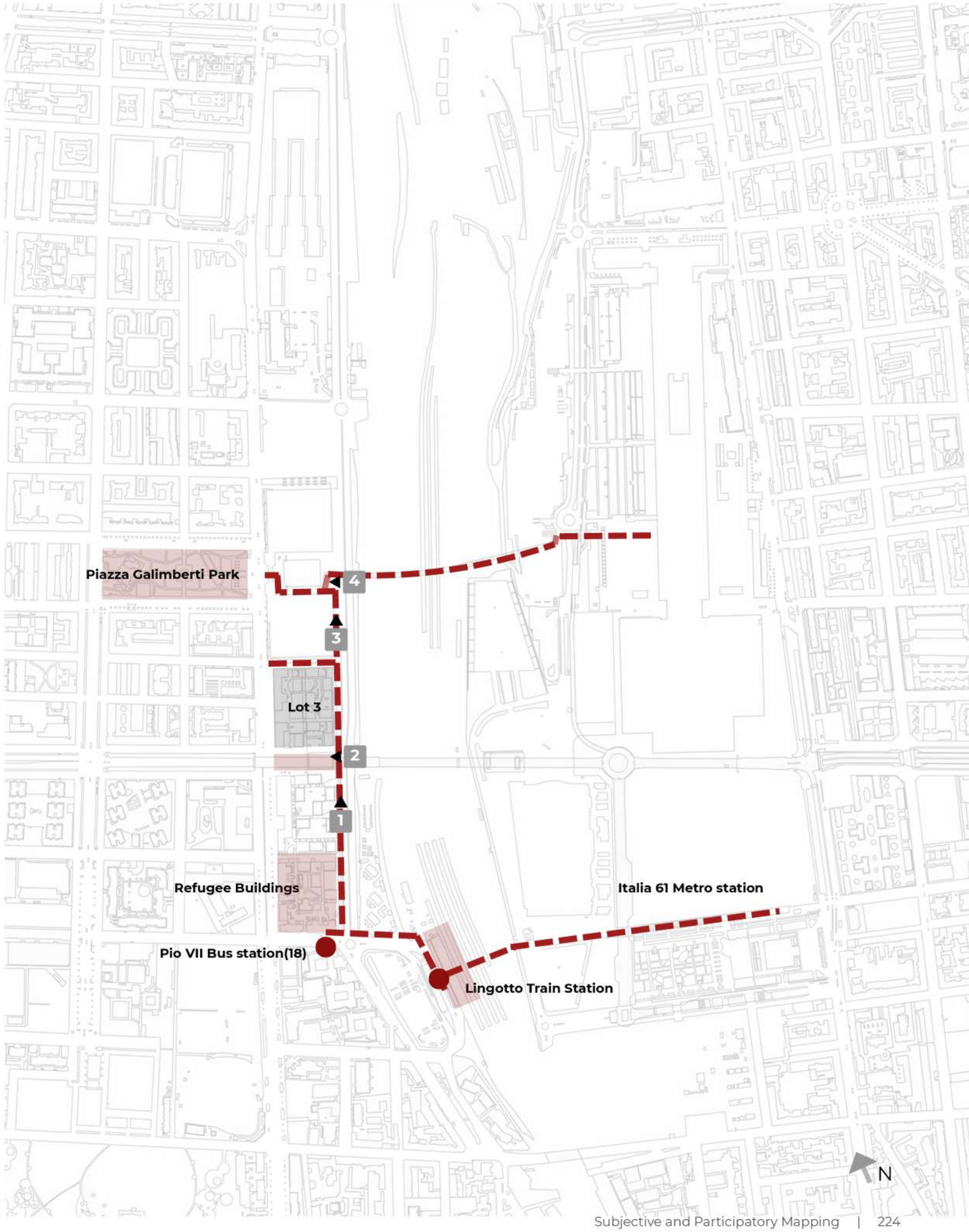


Figure 38. Night time perceived avoidance Identified through Participant Interviews

Figure 39. Location 1 on the map. The narrow road. *Photo by the authors.*

Figure 40. Location 2 on the map.The temporary path connecting the Bridge to Via Giordano Bruno. *Photo by the authors.*

Figure 41. Location 2 on the map, Refugee houses playground, view from the narrow road. *Photo by the authors.*

5.6.2.5 Daily perceived avoidance

While most avoidance patterns intensify at night, the analytical tables also revealed a smaller set of spaces that participants avoid even during daytime. This map isolates those cases by focusing on narrative fragments coded as daytime avoidance, following the same translation process from interviews to tables and from tables to spatial elements. Statements expressing fear or discomfort during daylight hours were associated with specific nodes, paths, or zones and mapped only when multiple participants independently referred to the same location.

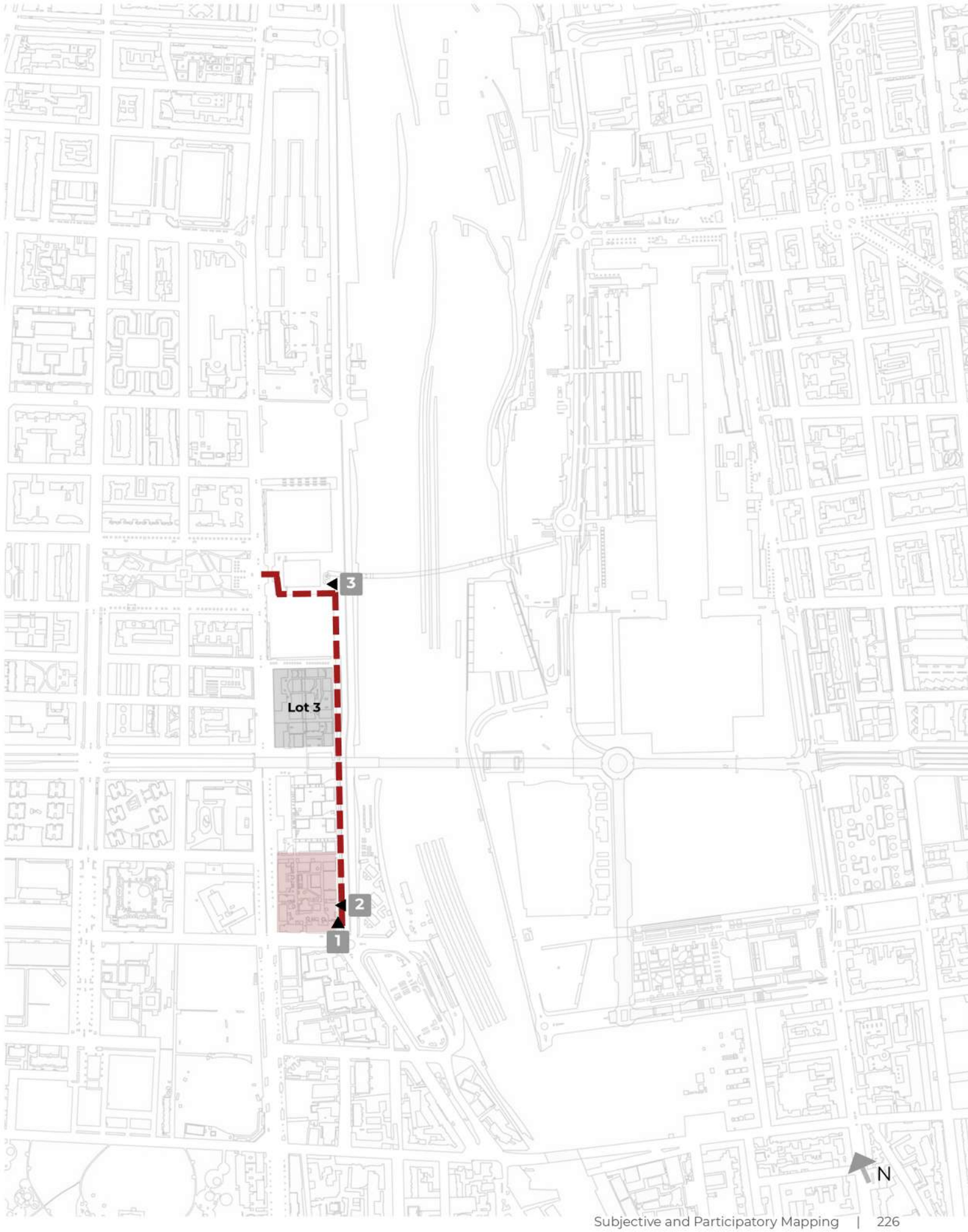
The narrow road parallel to Via Zino Zini—connecting the residential blocks to bus line 18 and Lingotto station—emerges as the most consistently mentioned element. Referred to using terms such as “the narrow road,” “the back road,” or “the scary road,” it is described as a route used only when necessary or when time constraints override discomfort. This map highlights how certain spatial configurations generate persistent avoidance independent of time of day, pointing to deeper issues related to enclosure, visibility, and perceived isolation rather than to temporal conditions alone.

By contrasting daytime and nighttime avoidance patterns, the two maps together reveal how temporal conditions fundamentally reshape the lived geography of the neighborhood, producing different experiential boundaries within the same physical environment.

LEGEND

1. Avoided Path
2. Avoided Zone
3. Lot 3

Figure 42. Daily perceived avoidance Identified through Participant Interviews

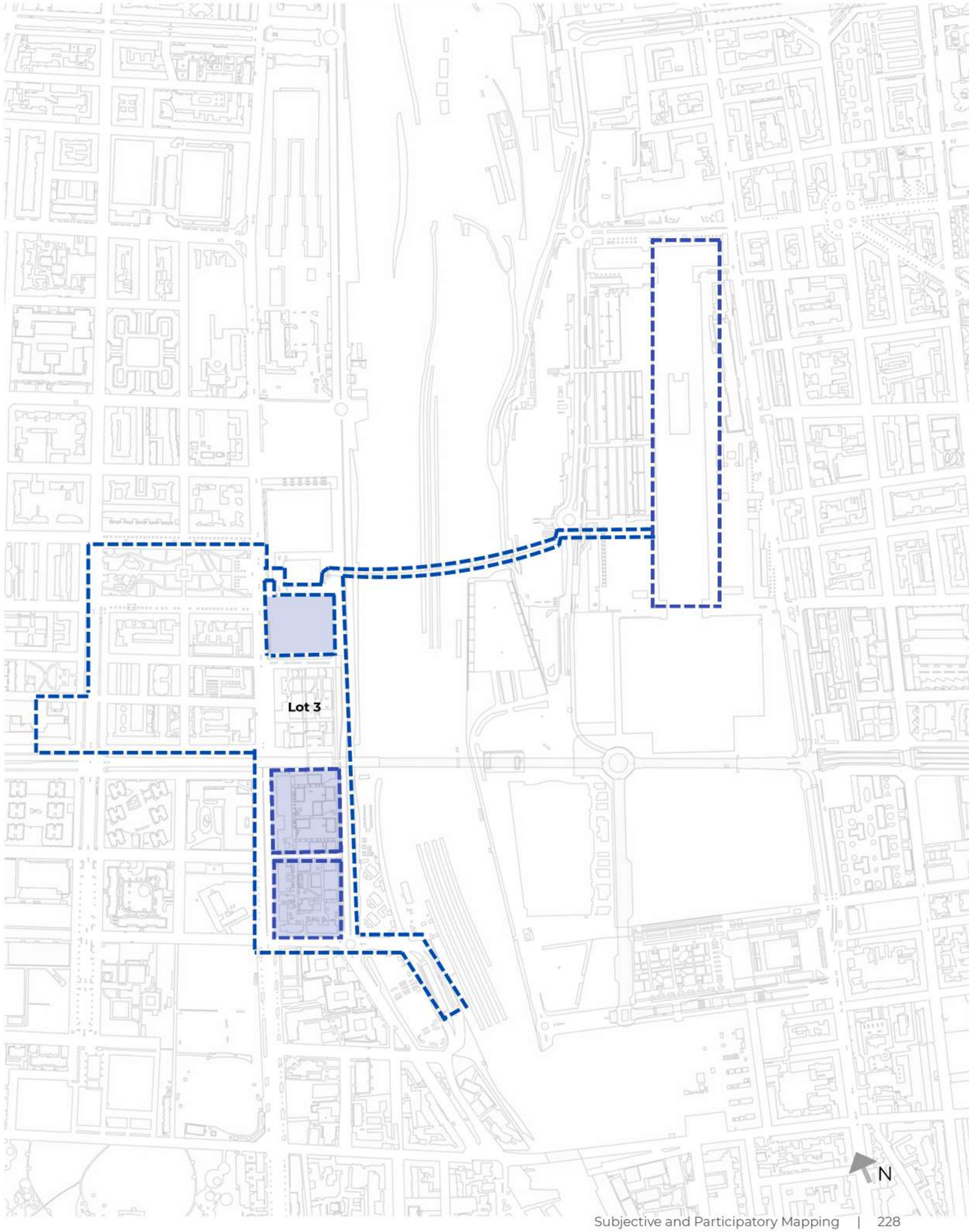


5.6.2.6 Mental Boundaries and Fragmentation

This map explores the mental boundaries through which residents cognitively delimit the EX-MOI neighborhood, identifying invisible borders that structure inclusion, exclusion, and perceived belonging. These boundaries could or could not be defined by walls, fences, or infrastructural separations, but by shared perceptions, social meanings, and recurring narratives that mark certain areas as “outside” everyday life.

The map is derived from interview statements expressing total avoidance or symbolic exclusion, such as “I never go there,” “that area is not for us,” or references to zones perceived as socially separate. These statements reveal how residents construct internal borders that define where the neighborhood effectively ends, regardless of physical continuity or formal accessibility.

A recurring example emerging from the interviews is the area associated with refugee housing, which several participants described as a zone they do not enter at all. Unlike spaces that generate fear but are still crossed when necessary, these areas are mentally excluded from residents’ cognitive maps of the neighborhood. They are not part of habitual routes, daily routines, or social life, and therefore represent a form of spatial fragmentation rooted in perception rather than infrastructure.



LEGEND

1. Neighborhood Mental border
2. Mental Excluded boundary

Figure43. Perceived Mental Boundaries and Fragmentation Identified through Participant Interviews

5.6.2.7 Emotional Polarity and Intensity

This map visualizes the spatial distribution of negative emotional expressions articulated by participants during the interviews. Drawing directly from narrative statements containing references to fear, insecurity, discomfort, or unease, the map represents how specific places are emotionally experienced rather than how they are formally designed or regulated. The emphasis is placed on what is felt and where it is felt, as expressed in participants' own words.

Prior to mapping, all interviews were transcribed and coded, and narrative fragments containing affective language were translated into spatial references. Each emotional statement was then associated with a spatial element, such as a path, node, edge, or zone, depending on how the location was described. In this map, emotional polarity is therefore represented through the presence of individually expressed negative emotions, without aggregation or weighting.

The resulting representation should be read as a descriptive emotional layer that makes visible how fear and insecurity are spatially situated within the neighborhood. Rather than identifying problem areas in a diagnostic sense, the map foregrounds subjective experience as it emerges from everyday encounters with space, forming the basis for further analytical synthesis in the following maps.

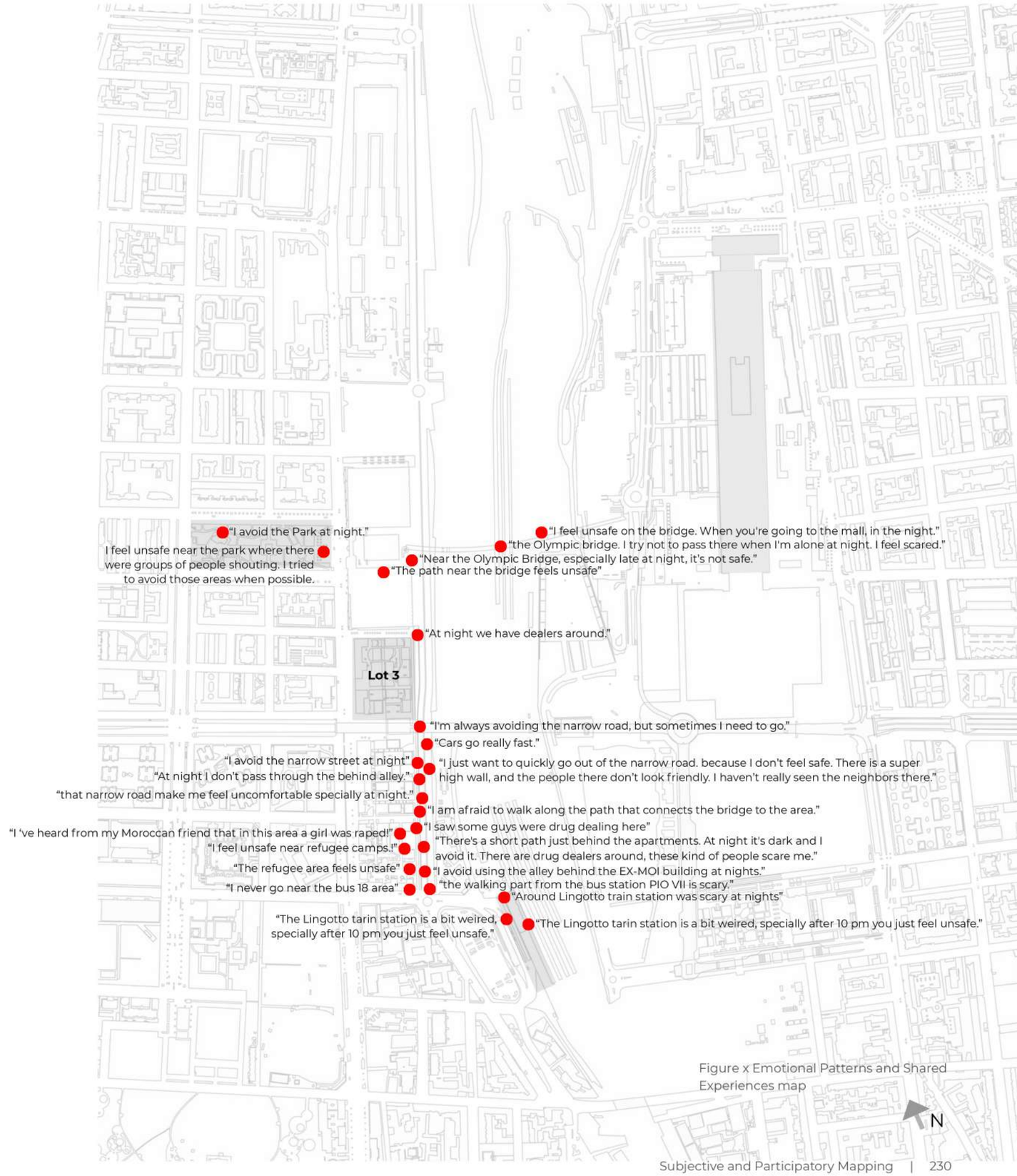


Figure 44. Emotional Polarity and Intensity Identified through Participant Interviews

LEGEND

Negative emotional expressions articulated by participants

Figure x Emotional Patterns and Shared Experiences map

Figure 45. Location 1 on the map. The narrow road. *Photo by the authors*

Figure 46. Location 2 on the map, Refugee houses playground, view from the narrow road. *Photo by the authors*

Figure 47. Location 3 on the map, Narrow road, near the ARPA blocks and its perimetral fences. *Photo by the authors*

Figure 48. Location 4 on the map. The temporary path connecting the Bridge to Via Giordano Bruno. *Photo by the authors*

Figure 49. Reported Discomfort Zones Identified through Participant Interviews

5.6.2.8 Reported Discomfort Zones

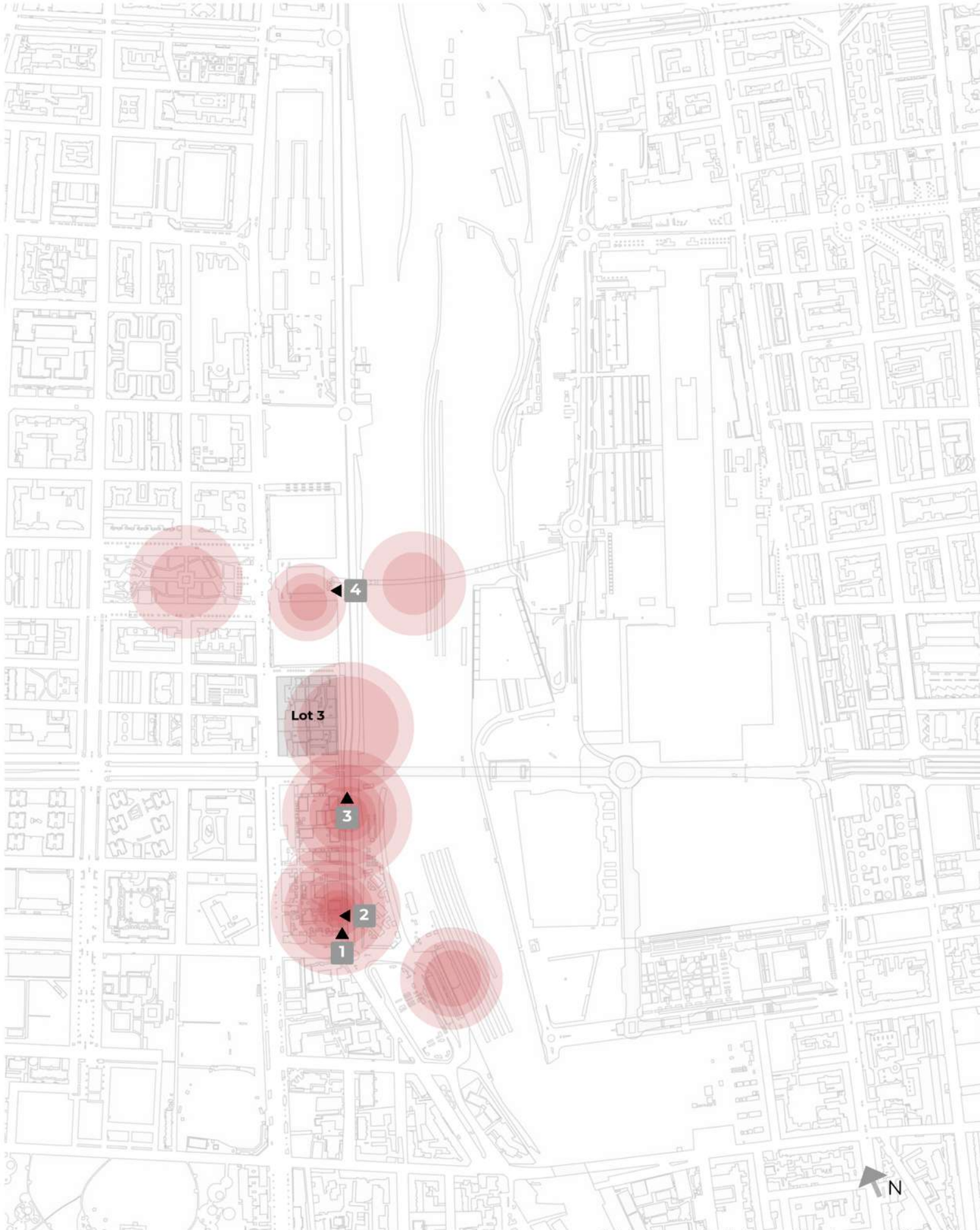
Building on the emotional polarity map, the stress points map represents a second level of analysis based on the aggregation of recurring negative emotional references. Instead of visualizing individual statements, this map identifies locations where expressions of fear, discomfort, or insecurity repeatedly overlap across multiple interviews, revealing areas of shared experiential tension.

The stress points were derived by layering all spatial references coded as negative emotional experiences and identifying zones of convergence. The intensity of representation reflects the frequency with which a location was mentioned, rather than the strength of any single emotional expression. In this way, the map shifts from a narrative-based reading to a synthetic one, allowing collective patterns to emerge from individual experiences.

This map functions as an analytical device that highlights spatial concentrations of discomfort within the EX-MOI neighborhood. By making visible where negative experiences consistently accumulate, it provides a grounded basis for identifying critical areas that warrant further interpretation and potential design reflection, while remaining rooted in lived experience rather than objective safety metrics.

LEGEND

1. Stress Zone
2. Lot 3



5.6.2.9 Integrated Subjective Patterns

This final map brings together the main subjective layers discussed in the previous sections, habitual routes, landmarks, social nodes, mental boundaries, and stress points, excluding the emotional polarity map, which is treated as a descriptive narrative layer rather than an aggregative one.

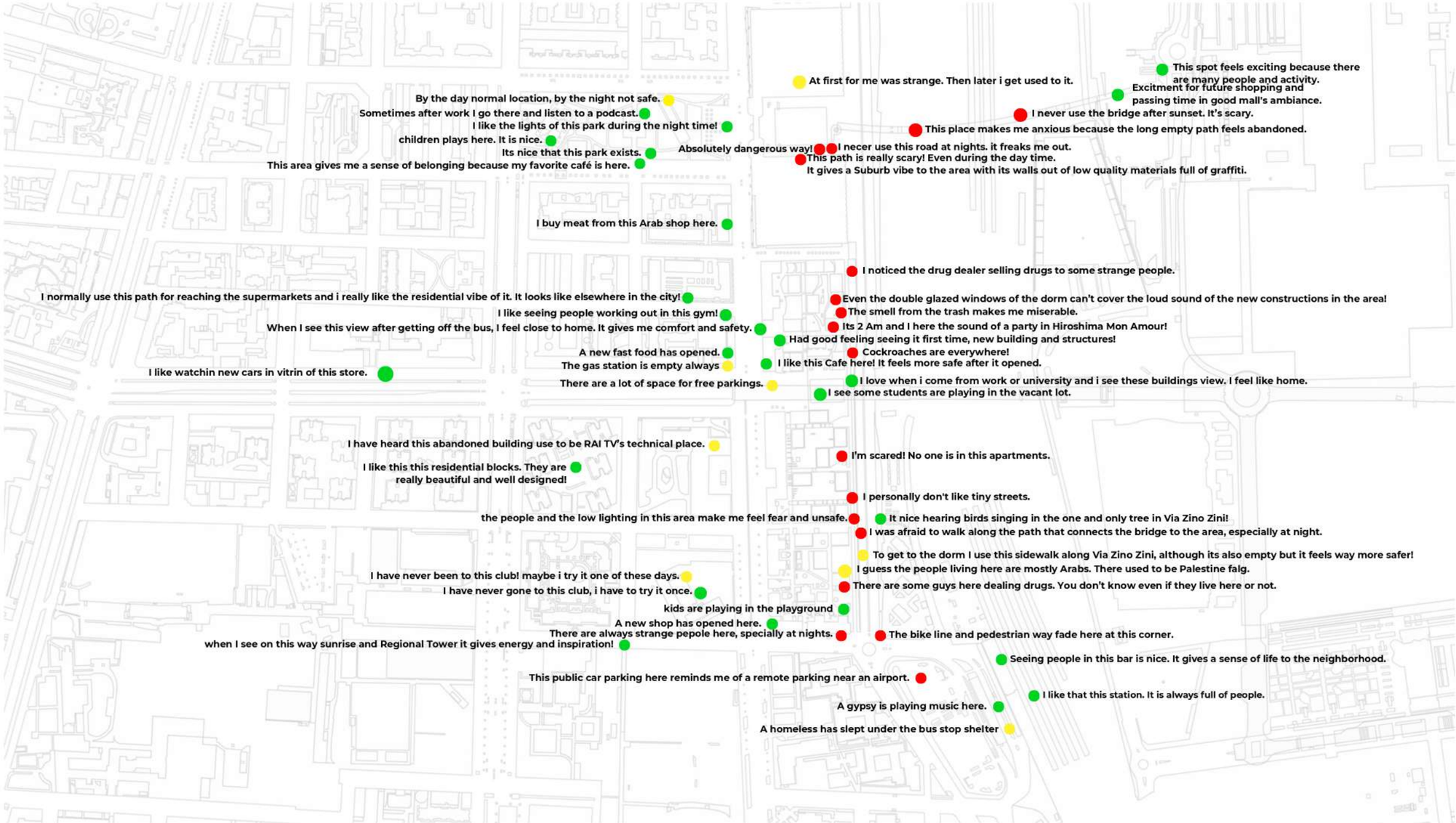
By overlaying multiple subjective layers, the map allows relationships, overlaps, and tensions between different forms of lived experience to become visible. Areas that simultaneously function as routes, social nodes, or landmarks may also coincide with zones of avoidance or stress, revealing internal contradictions in how space is used and perceived.

LEGEND

1. Daily used services and nodes
2. Daily used paths
3. Daily Avoided Path
4. Programed Active Social Node
5. Non-programed Active Social Node
6. Programed Non-active Social Node
7. Occasionally Active Social Node
8. Landmark
9. Neighborhood Mental border
10. Mental Excluded boundary
11. Stress Zone

Figure 50. Relational Overlay Map Identified Through Interviews

5.6.2.10 Collective Subjective Maps



LEGEND

1. Positive emotional expressions
2. Neutral emotional expressions
3. Negative emotional expressions

Figure 51. Ex-MOI Neighborhood emotional expressions articulated by participants, Through Remote Participatory Exercise

5.6.3 SWOT: Perceived Strengths, Weaknesses, Opportunities, and Threats

Based on the subjective mapping exercises and participant narratives, a qualitative SWOT analysis was developed to synthesize recurring perceptions and suggestions. Rather than functioning as a strategic planning tool in a managerial sense, the SWOT framework is used here as an interpretative device, translating lived experiences into spatial strengths, weaknesses, opportunities, and threats relevant for future design reflections.

Strength

S1. Strong public transportation accessibility, particularly due to the proximity of the railway station, facilitating daily commuting and city-wide connections.
S2. Proximity to major urban attractors, including Piazza Galimberti Park and the Lingotto commercial center, contributing to functional integration with the surrounding urban fabric.
S3. Availability of everyday services, such as supermarkets, gyms, and basic amenities, supporting daily routines and reducing dependence on long-distance travel.
S4. An international community for student life
S5.

Opportunities

O1. Transformation of the green area between the residential blocks of Lot 3 into an accessible gathering space through landscape design, pathways, urban furniture, and social amenities.
O2. Reactivation of the former EX-MOI market building by introducing public or semi-public functions that serve the neighborhood.
O3. Improvement of the lighting system, particularly in Piazza Galimberti Park and along key pedestrian routes, to enhance nighttime usability and perceived safety.

Weaknesses

W1. Perceived lack of safety during nighttime, strongly influencing avoidance behaviors and limiting evening use of public space.
W2. Inadequate and poorly distributed lighting system, particularly in green areas and pedestrian routes.
W3. Lack of entertainment and social facilities, especially those active during evening hours, leading residents to seek social life in other parts of the city.
W4. Absence of clearly defined gathering spaces, particularly for young people, resulting in underuse of existing open spaces.
W5. Insufficient maintenance of green areas, negatively affecting comfort, image, and sense of care.

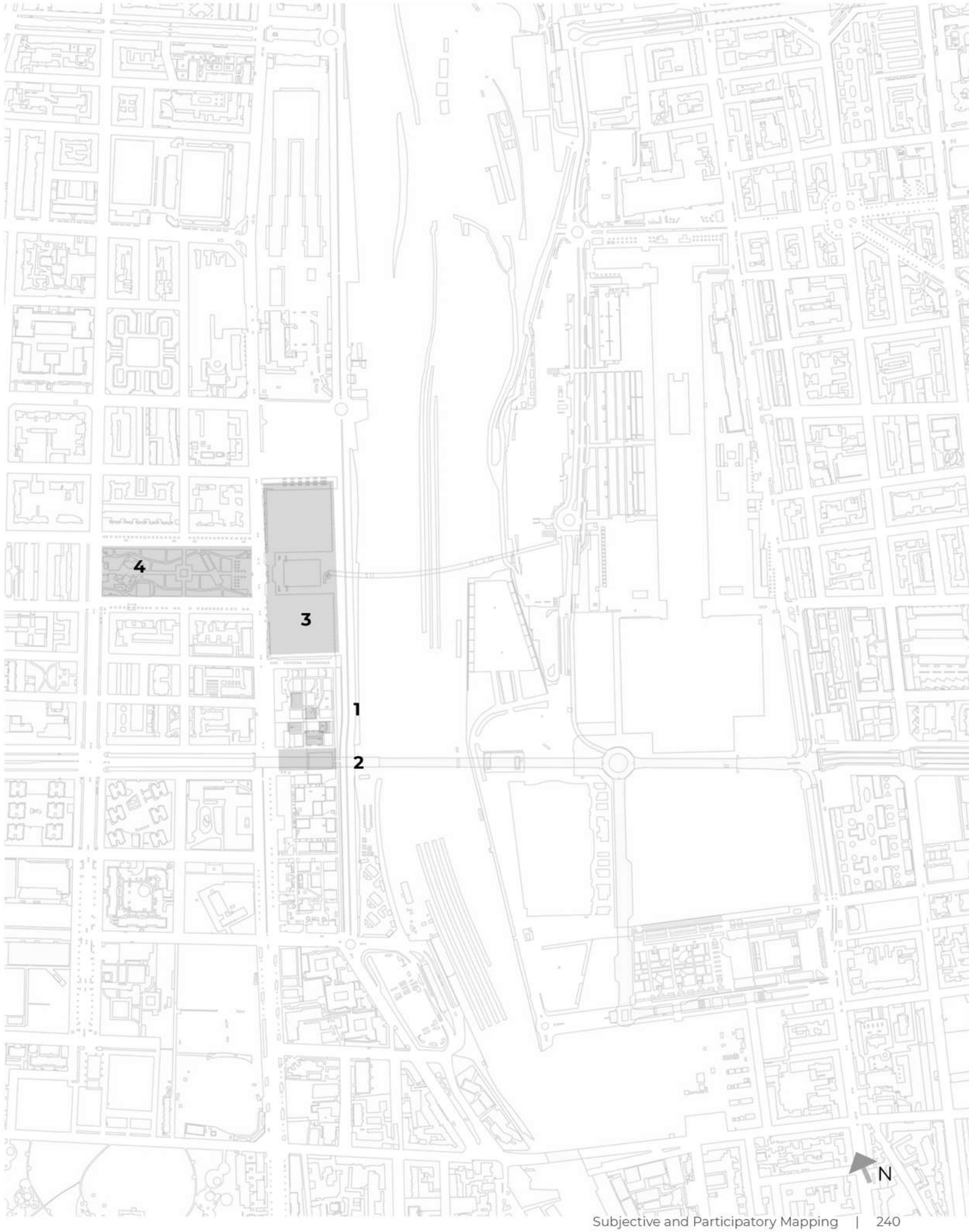
Threats

T1. Misuse of the green area between the residential blocks of Lot 3 as a garbage and recycling collection point, generating odors, visual degradation, and discomfort for nearby residents.
T2. Lack of coordinated management and maintenance, risking further deterioration of open spaces and reinforcement of negative perceptions.
T3. Persistence of underdefined and neglected spaces, which may consolidate avoidance behaviors and spatial stigmatization over time.

5.6.4 Map of perceived Potentials and Desired Changes

After completing the subjective analyses, the suggestions given by the participants during the interview are organized according to four complementary approaches;

1. Improvement of the **structural green areas** within the MOI residential blocks, transforming underdefined open spaces into legible and usable gathering areas through landscape design, pathways, urban furniture, and social amenities.
2. Requalification of the **designed square, between Lot 4 and 5**, addressing its current ambiguity by introducing clear spatial organization and collective functions that support everyday use and social interaction.
3. Activation of the **EX-Market hall** by assigning public or semi-public functions, particularly those active during evening hours, in order to enhance social presence and contribute to perceived safety in the area.
4. Improvement of the light system and as a result safety of the Piazza Galimberti Park



5.7 Method Criticism and Limitations

The empirical base of the subjective mapping is limited in scale. The study involved 22 participants, including 20 residents of the Camplus Ex-MOI complex and 2 non-resident users of the area. This sample size does not allow for statistical generalization, nor does it claim to define a complete or “true” emotional geography of the district. Instead, the results should be interpreted as exploratory and indicative, which is consistent with qualitative and interpretative approaches in urban research (Creswell, 2013).
The limited number of participants is mainly due to the time-consuming and experimental nature of the method, which required in-depth interviews, transcription of narratives, and spatial interpretation. As already discussed in early studies on perceptual and mental mapping, such approaches prioritize depth and meaning over representativeness and therefore often rely on small samples (Lynch, 1960).

Despite the small sample size, participants were balanced in terms of age and gender, and all were familiar with the area through daily use. To reduce analytical bias, individuals with professional training in architecture, urban design, or related fields were excluded, following common practices in perceptual studies of the built environment (Lynch, 1960).

An additional limitation concerns national and cultural background. Several narratives suggested that nationality influenced spatial perception, particularly in the way certain areas were labeled or emotionally charged. However, the study did not include a sufficiently diverse range of nationalities to fully explore this dimension. Moreover, although a significant number of participants referred to parts of the site as an “Arab refugees’ area,” attempts to include Arab students residing in the dormitory were unsuccessful due to their refusal to participate. This absence limits the inclusiveness of the results and highlights a relevant direction for future research.

5.8 Conclusion: Subjective Mapping as an Urban Reading Lens

The subjective mapping process revealed dimensions of the EX-MOI neighborhood that are not fully captured through objective spatial analysis alone. By translating lived experiences into spatial representations, this chapter identified patterns of comfort, avoidance, emotional intensity, and social use that recur across individual accounts.

The maps highlight how certain routes, spaces, and boundaries acquire shared meanings among residents, shaping everyday movement and behavior regardless of their formal accessibility or functional designation. In particular, areas perceived as unsafe or disconnected often correspond to ambiguous or weakly defined spatial conditions, while spaces associated with comfort or social interaction tend to align with recognizable landmarks, active nodes, or clearly structured routes.

Importantly, subjective mapping also reveals internal contradictions: spaces designed as collective or public may be underused, while informal or unintended areas become meaningful points of reference. These findings demonstrate that lived experience does not simply mirror design intentions, but actively reshapes them over time.

Rather than providing definitive answers, subjective mapping is used as an interpretative tool. Its purpose is to reveal how lived experience confirms, modifies, or challenges objective spatial analyses. In the following chapter, these subjective layers are systematically compared and superimposed with objective mappings, allowing convergences, contradictions, and causal relationships to emerge. This process forms the basis for a synthetic understanding of the neighborhood and directly informs the design-oriented reflections and preliminary proposals.

6

COLLECTIVE DATA AND INTERPRETATIVE SYNTHESIS ON URBAN CONDITIONS

As the Collection of the analytical phase, this chapter collects the data and translates it into a practical diagnostic framework. The goal is to move beyond all the mapping and articulate the findings through clear, definitive outcomes.

The first part is statements that reveal the true condition of the neighborhood. This diagnosis is organized into two distinct sections: The Atlas of Statements, which provides a detailed inventory of specific local conditions which can be use practically; and then, The Key Analytical Statements, which synthesize all the statements into the major strategic pillars of the thesis. Finally, these statements bring forward the necessary strategies and future scenarios, showing exactly how These analysis can be implemented to create a new reality for the future neighborhood.

6.1 Collective Data and Synthesis

Conditions, Reasons and reasults

6.1.1 Process of Synthesis

The urban fabric is not just a collection of static facts; it is the outcome of a continuous and complex cycle where conditions function simultaneously as both **reasons** and **results**. In this dynamic environment, it is often difficult to draw a straight line between cause and effect, as every physical condition feeds back into the behavior of the space. A clear example of this paradox is the relationship between activity and safety: Is a street empty because it is unsafe, or is it unsafe because it is empty? The answer is invariably both. A physical lack of maintenance (reason) may lead to an abandonment of the space (result), but that abandonment immediately becomes a new "reason" that invites further degradation and fear. Therefore, the analysis in this thesis does not attempt to separate these elements into simple categories; instead, it acknowledges that the urban fabric operates as a complex matrix, where every result eventually becomes the reason for the next condition, creating a self-reinforcing cycle that shapes the identity of the neighborhood.

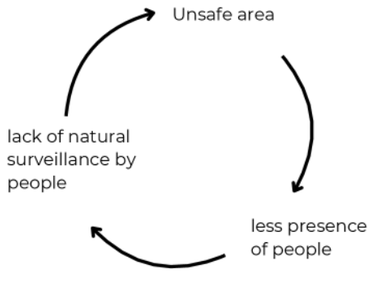


Figure 1. Reason and result in the conditions of the area

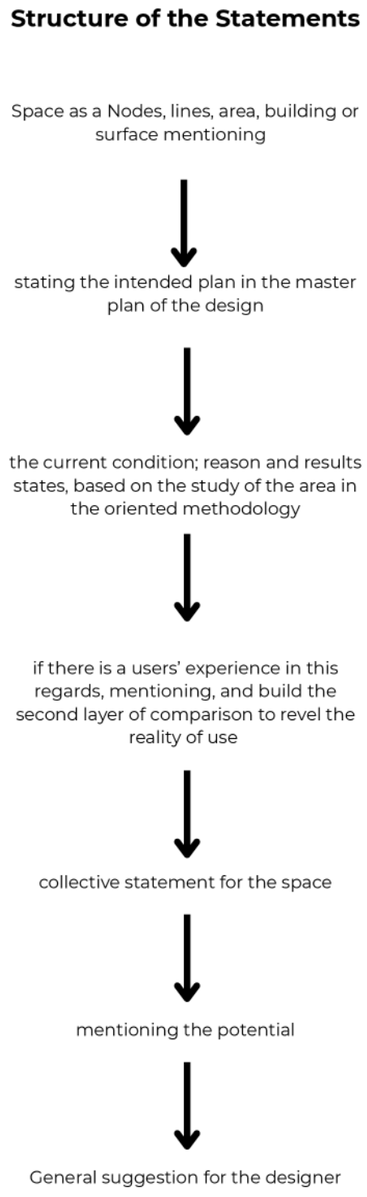
6.2 The Atlas of Statements

6.2.1 What are the Statements?

The methodology of providing the statements

after all the Conditions, Reasons and result recognition in the area and the layering of the maps, comparing the data analysis from indented plan of the designer and land use, till oriented studying of the area and ultimately the users experience, this research proposing 20 statements clearly about this area. these statement are showing how this neighborhood working, and what are the actions from the people in this area. it is clear from this research that; as theorical urban design brings, the urban fabric of an area has a lot of rollers and factors playing collective roles to brings the effects, and there is not just one and 2 things. , There are a number of things that are could be do in order to make this place better, but no single intervention will ever solve anything. the things in the urban fabric are a matrix of complicated several rollers together plays, and distinguishing them makes the way for designer easy.

The statements are in the way that, mentioning the **physical area or elements, or a characteristic**, following by stating the indented plan in the master plan, and building a comparison with the current reality of of state, followed by the users experience on (if there is) it to reveal the reality. if there is the Users' (Students) Experience in it, showing that the issue addressed also is considered as users, and it reveal the level of importance also in the users' eyes.
it this regards, there are a lot of reasons and results mentioning, as in the urban design, some aspects and spatial or physical conditions are both the reason and result. at the end of the statements, a few hint of suggestion mentioned just as orientation from the authors of this research.



6.2.2 Statements on Movement

(Accessibility & Connection)

The statement in Movement Giving information about the **Core Question: How does the physical path conditions affect the human flow?**
Responding based on the intended 2006 plan for Olympic, Current use, and experiences. with mentioning the potential or possible strategic consideration and suggestion.
The gray text is the direct opinion of the students of residence MOI as users, to illustrate their experience on each physical or spatial.

6.2.2.1 Statements regarding the Roads and passages

1 • **The Via Zino Zini**, In the original 2006 intended plan for Olympic, this road was designed to serve as a vehicular connection between Via Carlo Bossoli and Corso Bramante. Currently, it still serves this function, but the excessive speed of vehicles creates a psychological barrier, and due to the lack of regular crosswalks; Subjectively, users describe it as a "high-speed way" and avoid using the pedestrian path. Therefore, the issue can be solved by defining a lower speed zone and adding crosswalks to break the barrier and invite pedestrian use.

2 • **Sidewalk in Via Zino Zini** functions as intended in the 2001 plan, but suffers from narrow width, lack of active facades, and no separation from the high-speed road. The stone buffer wall from one side creates a long, isolated path which users subjectively prefer to avoid, specially in the night due to the absence of people and unsafe perception. To make this active, it is necessary to widen the path, add separation from the road, and remove the buffer wall to create interactive edges.

3 • **The Passage Between the Via Zino Zino and the lot 3 and 4 and 5,** Intended as a connection road in the original 2006 intended plan for Olympic, this passage now faces conflict due to unauthorized car entry. It is enclosed by the inactive facades of Social Housing and ARPA on one side, and a massive stone buffer wall on the other. While the wall was intended as a noise and speed barrier, it fails to capture sound and instead creates isolation. Users describe this road as a "narrow road" and "dark road" due to the lack of light and ambiguous ownership. Recovering this area requires improving lighting, activating the facades, removing the stone wall, and redefining the infrastructure to prevent vehicular access.

4 • **The Olympic Footbridge (Passerella Olimpica)** Designed for the 2006 Winter Games as the primary "symbol of union" for the district, this bridge was intended to be a "stitch" connecting two historically divided parts of the city: the Lingotto commercial hub and the Olympic Village. Currently, it fulfills this role during the day, with users subjectively confirming it is a useful and easy connection. However, at night, the function fails because the bridge lands directly in the abandoned Ex-MOI area. so it is rarely used after dark due to safety and deep darkness and a sense of fear for pedestrians. also it is closed after midnight, which disconnect the only connection to the other side of the railway Therefore, the bridge infrastructure works perfectly, but its landings are the problem and must be activated to make the connection safe.

6.2.2.2 Statements regarding the Bridge

6.2.2.3 Statements regarding the Mobility system and Public Transportation

5 • **The Railway**, From 1853, when the railway was constructed to connect Turin to the southern region, to the present, where it serves as an internal connection within the city and an important transportation route, it has undergone many changes. This infrastructure creates a paradox: while it connects the city to the outside world (Macro connectivity), it disconnects the neighborhood from itself (Micro friction) through a deep physical cut. It occupies vast land, creating a "speed wall" and a big urban void. This barrier results in layers of "passive walls," making the adjacent pedestrian path in Via Zino Zini a lonely, "stand-alone" route. It brings noise and a dark, empty edge. Since its existence is unavoidable, the solution is adaptation: creating an "active wall" along this barrier can bring people and meaning to this edge of friction, while establishing more links to connect the two sides of the railway.

6 • **The Lingotto Train station**, Since its construction in 1984, the Station has become a key transportation node. It is an interchangeable mobility point, easily connecting trains, buses, and parking. Users emphasize its importance for daily use, whether traveling to other parts of the city or connecting to other routes. However, they mention fear of the area at night simply because this node becomes inactive, leaving the surroundings empty of people. The station also features a pedestrian underpass, which links the station to the other side of the railway, providing access to the Oval and the Italia 61 Metro station. Its location makes it a vital access point for the neighborhood. Introducing more nighttime activity near the station could help counteract its inactivity after dark.

7 • **The Bus Routs** The number of bus routes and stops follows the acceptable standards for this area, providing good connections to different parts of the city. Users generally report being satisfied with the bus frequency and the connection. However, the unsafe darkness during the night makes the situation work the opposite way. The well-connected access turns into avoidance at night, as users do not want to pass through the area during dark hours. Therefore, the issue is not the buses or the routes, but the darkness; addressing the safety and lighting is required to make the service usable at night.

8 • **The Metropolitan** Both metro stations of Lingotto an Italia 61 are situated on the other side of the railway from the Ex-MOI neighborhood, along Via Nizza. Accessing them presents difficulties due to the presence of the railway barrier. Reaching the Lingotto Metro involves passing through the Arco Olimpico and the mall, and reaching Italia 61 requires getting the train station underpass and the empty path beyond. Consequently, the Metro infrastructure does not serve this neighborhood effectively due to the distance and poor accessibility. So, it does not act as a strong means of connection linking this area to the rest of the city.

9 • **The Tramva** Tram lines 4 and 10 are the closest rail connections, yet they remain distant from the immediate neighborhood. This represents a significant loss of direct tram connectivity to other parts of the city for this neighborhood. Although students utilize them to reach the university, their lack of immediate proximity reduces their convenience compared to bus and train options.

6.2.3 Statements on Use and Stay

(Social Life & Function))

The statement in Movement Giving information about the **core Questions: what are the conditions for the buildings and the spaces makes people staying/ Not staying here?** responding based on the intended 2006 plan for Olympic, current use, and experiences with mentioning the potential or possible strategic consideration and suggestion. The gray text is the direct opinion of the students of residence MOI as users, to illustrate their experience on each physical or spatial.

6.2.3.1 Statements regarding the facilities and functions

10 • **The Essential facilitates** The essential facilities and services in the area are available and serve the neighborhood for daily needs. The presence of supermarkets, pharmacies, and local food markets meets the requirements of the residents. Subjectively, users confirm the strong presence of supermarkets, like In's, Penny, Lidl, Esselunga, and Bennet as the most frequently visited places to fulfill their needs. Also the Gym in front of the MOI is used by users. Therefore, due to the existence of these essential facilities, the neighborhood is functioning successfully

11 • **The gathering indoor functions** The availability of indoor gathering functions, such as restaurants, cafeterias, pubs, bars, and the Hiroshima techno club, supports the general need for gathering, as intended by their presence in the area. However, subjectively, students mentioned that apart from the relaxing area, there is no indoor gathering space in the MOI. In the neighborhood, there are only some cafes and restaurants that are not interesting for students, who prefer those in the city center instead. This shows the gap between the availability of facilities and how much they actually serve the students residing here. Students mention that facilities like a Mensa, library, and study rooms are missing, despite being top priorities for their needs as residents. Therefore, although there are some gathering facilities, they are effectively rejected by the students. The problem highlights the lack of gathering facilities designed specifically for students.

12 • **Lingotto Commercial center** Constructed in 1916 as a massive Fiat factory and transformed into a mixed-use commercial center in 2002 following the redevelopment plan, the Lingotto Building stands as a monumental landmark. It serves as one of the most important nodes of gathering, fulfilling its intended function as a vibrant mixed-use hub. Subjectively, users and students strongly claim it as a crucial spot in the neighborhood. They frequent the center for shopping, the cinema, or simply hanging out with friends at the various food services. By serving both local residents and outsiders, it acts as a dynamic meeting point. Consequently, it serves as a prime example of a successful spot in the area that can inspire future planning.

13 • **ARPA (Lot 4)** Regional Agency for Environmental Protection), which currently occupies the central lot of the district in Lot 4, represents a significant functional fracture in the neighborhood. While the original 2006 Master Plan designed the area as a cohesive residential village, the assignment of this lot to an administrative function was a

6.2.3.2 Statements regarding gray non- related facilities

post-Olympic decision intended for reuse. This change created a critical problem: by placing office buildings between the residential lots, it breaks the continuity of the neighborhood. It is fenced due to security and property claims, which results in an inactive facade and isolation. After working hours, the ARPA building becomes a "dark block" and a physical void, bringing fear and disconnection. Users describe it as a dark, fenced area at night, making the path next to it feel fearful and like a tunnel. It is there, but it is not serving the neighborhood. Solutions can range from changing the function to bring back residential use, to simply activating the lighting and facade at night, or defining some night-active functions on the edges.

6.2.3.3 Statements regarding the open facilities

14 • **Sport pitches** The availability of sports pitches in the area is considerable. Most of them are from different eras, dating back even before the Turin Olympics 2006, as they have historically served as sports pitches and outdoor gathering land uses. Although that they serves their purposes, For the individual student, it is a landscape of exclusion. This is because they are mostly now used as properties for organized leagues. Subjectively, Students whether don't know about their availability or feel they cannot "team up" or enter without a formal membership, meaning the pitches exists physically but is socially unavailable to the new temporary residents like students. This issue can be addressed by introducing these existing facilities to students, and in further steps, providing some other lands or open spaces dedicated to informal use for the residents.

15 • **The Structural Greenery in Lot 3**, The Structural Greenery in Lot 3 was originally conceived in the original 2006 plan for Olympic as a vital area for interaction, a social open space for residents that would also serve as a pleasant connection between the buildings. However, today it functions merely as a "gap filling" element, failing to uphold the full social intention of the master plan. The social potential of the space is forgotten due to a lack of identity, while the temporary nature of the residence leads to a lack of a "sense of territory" among inhabitants. Subjectively, users claim that this area suffers from severe mismanagement, specifically regarding the presence of garbage disposal areas; often, the image of "greenery" is reduced to "garbage lands." This issue can be resolved by defining a new identity focused on gathering functions and by strictly managing the garbage disposal.

6.2.3.4 Statements regarding the greenery

16 • **Parco Galimberti** as placed in Piazza Galimberti which in the intended plan was planned as a social node in the public urban space from 2002, and after Olympic games it turned to the park, now still serves strongly as a social gathering node. It hosts several activities and is furnished with gathering urban furniture and playgrounds, acting as the meeting point of the neighborhood. subjectively also mentioned as a social node which be used time to time for walking and sitting, but the lack of light and less presence of people during the night, make it be as a an avoidance area due the sense of fear in night. Therefore, there is no problem with the Parco Galimberti itself, but the nighttime access is critical and should be reconsidered.

6.2.3.5 Statements regarding the Park

6.2.3.6 Statements regarding the Abundant-Inactive Buildings

17 • **EX- General Market Hall** A legacy of the 1930s this building have gone through many different plans but remain completely abandoned. Used as the Service Hub during the 2006 Olympics, the building is Municipal property. In 2014, the Politecnico proposed converting it into a public Science Pole, but this did not happen. In 2019, SCR Piemonte performed a "strip-out" to clean the interiors, leaving the building as an empty shell. Currently, a 2023 partnership with the private group GO fit to build a sports complex is planned but is stuck and has not started. This abandonment creates a big "dark gap" in the urban fabric. With inactive facades on both sides, the building feels like a barrier. Subjectively, users describe the temporary pathway through it as a "fear tunnel" due to the darkness and blind spots. However, the structure has great potential. Its covered open spaces could become a "destination" for the city. Instead of keeping it empty, users suggest functions like a Mensa, library, or food court. These would serve the students and residents first, keeping the area active and safe even at night. there is he active plan on it, so there should be just starts!

18 • **The Ex-Magazzini Doganali (Former Customs Warehouses) in Ex-Dogana Ferroviaria (Former Railway Customs) Abundant area & 2 governmental space** Built in the 1930s, this facility functioned as the Railway Customs Warehouse until the 1980s, serving as the mandatory checkpoint for goods entering the city. Following the logistical shift to the peripheral "Interporto" of Orbassano, the complex was abandoned. Currently owned by FS Sistemi Urbani, it remains a static asset with **no active regeneration plan**. Flanked by the active Guardia di Finanza and Customs Agency, administrative remnants of its former function, the site forms an impenetrable governmental "super-block." Physically, it acts as a sealed "island" defined by long, blind brick walls that create a "dark gap" in the streetscape. This introverted island creates a zone of ambiguity and fear, forcing pedestrians to avoid its inactive edges at night. Enhancing this area does not require total demolition, but rather activating the edges and improving illumination to break the "fortress" effect and restore a sense of safety.

19 • **The vacant lot 7** From 1933, it served as a logistics and parking area for the Wholesale Markets, then shifted to become the paved, officially designated logistical parking lot serving the Olympic Village. After 2006, although there is a protected WWII Air Raid Shelter beneath it, it remains a "suspended" void. This fenced "no man's land" creates a physical fracture, contributing to the fragmentation of the area. The barriers force pedestrians onto an inactive, dark edge, generating fear and isolation. Instead of connecting the district, this empty block turns the neighborhood into a disconnected island. There is an active master plan from 2023 to become a residential block, but it still remains empty, with no identity, acting as a big gap.

6.2.3.7 Statements regarding the Vacant Lots

6.2.3.8 Statements regarding the non-plan parking

20 • **The two rectangular areas between Lot 2 and Lot 3** represent a clear violation of the original 2006 intended plan for Olympic. Architects explicitly designed these spaces as a Sport Court and a Green Pedestrian Plaza to foster community interaction within an "open checkerboard" layout. Currently, however, these spaces have been degraded into unauthorized, passive parking lots, betraying the design intention. This shift has created a dark, undefined "no man's land" with no identity. Subjectively, users express confusion over the space's purpose, noting it remains mostly unused and fails to serve residents. The solution lies in reclaiming these lots for their original purpose, community life and sports, or redefining new activities that can establish a strong identity and an active place. By defining functions that truly work for residents, especially students, the area can bring back people and life.

6.3 Key Analytical Statements

6.3.1 Public Space, Sociability, and Everyday Use

Despite the presence of multiple open and green spaces, the analysis reveals a weak performance of public space as a setting for social interaction. Students rarely use existing outdoor spaces for socializing due to a combination of factors. Some are related to lifestyle patterns and subjective or psychological preferences, possibly shaped by broader urban offerings, while others stem from the physical quality of the spaces themselves. The area is characterized by poorly defined open spaces, low-quality urban furniture, limited maintenance of green areas, and the gradual erosion of buffer green zones by parking and service-related uses.

Several spaces designated in the 2006 plan as collective or recreational, most notably the residual plot above the underpass between Lots 3 and 4, are currently underused or neglected. Subjective data confirm that residents make limited use of outdoor public spaces and rarely gather within the neighborhood. Among students, the only consistently used gathering space is an indoor “relaxing area” within the main campus building, which is itself marked by conflicts between studying, gaming, and socializing.

As a result, EX-MOI functions primarily as a space of passage rather than a space of encounter. Piazza Galimberti Park is recognized as the main common area, yet it is mostly used during daytime hours and avoided after dark. Interviewees consistently reported a lack of attractive, comfortable, and safe places for staying or socializing, particularly for young people. Consequently, social and recreational activities are displaced to other parts of the city, reinforcing the area’s marginal role in everyday urban life.

Figure 2. State of the fact of the Basketball court. *Photo by the authors, 2024*

Figure 3. State of the fact of the structural green area between the buildings. *Source: amazingarchitecture.com*

Figure 4. State of the fact of the Residual green area between the refugee buildings. *Photo by the authors, 2025*

Figure 5. State of the fact of the Refugee residential blocks, Kids playground. *Photo by the authors, 2025*

Figure 6. State of the fact of the Piazza Galimberti Park. *Photo by the authors, 2024*

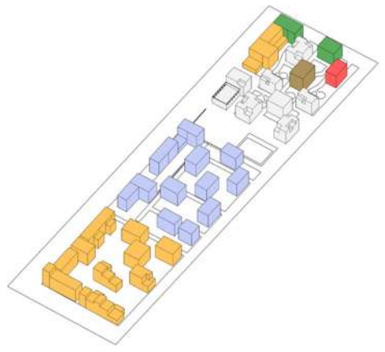
6.3.2 Fragmentation and Demographic Imbalance

In the original 2006 plan for the Olympic games, the EX-MOI area was conceived as a unified residential environment intended initially for athletes and later adapted to host a stable residential population. The three plots were envisioned as parts of a cohesive community, connected through permeable public spaces and shared collective areas, supporting everyday interaction and social continuity.

This vision relied on a specific social imagination: an open, non-car-dominated public realm in which spatial permeability and proximity would foster coexistence among residents. However, based on current observations and analyses, this intention has not been realized. Today, both mental and physical barriers contribute to the isolation of inhabitants, most visibly through the presence of fences and restricted zones, particularly in the central plot.

This spatial fragmentation corresponds to a pronounced social fragmentation. The neighborhood is currently inhabited by three highly diverse and unbalanced populations. Lot 3 is primarily occupied by students, Lot 5 by migrants housed in temporary or semi-permanent conditions, while Lot 4 is used almost exclusively by institutional workers (ARPA staff) during daytime hours. These groups represent different forms of transience: long-term but temporary residents (students and migrants) and daily transitory users who leave the area entirely after working hours.

As a result, the area lacks continuity of presence, especially during evenings and nights, when large portions of the neighborhood remain empty, dark, and inactive. Each plot functions as a separate enclave, with minimal interaction between user groups. Interviews reveal a widespread absence of mutual recognition: residents often reported not knowing who lives nearby, whether adjacent buildings are occupied, or to whom shared spaces belong. This lack of social interaction and collective awareness contributes to a weakened sense of belonging and a fragile neighborhood identity.



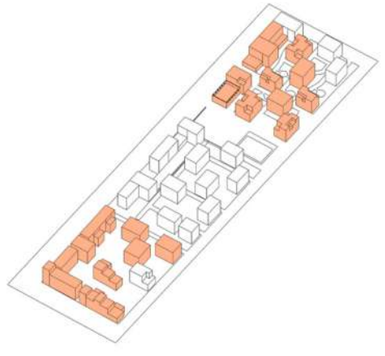


Figure 7. Demographic distribution of the Residential lots inhabitants

Figure 8. Night time presence of the inhabitants of the residential blocks

6.3.3 Connectivity, Accessibility, and Urban Boundaries

From an infrastructural perspective, the EX-MOI district benefits from good accessibility, including proximity to Lingotto railway station and multiple public transport connections. For students living in Lot 3, Lingotto station plays a pivotal role in daily mobility, enabling easy access to universities and other parts of the city.

However, the analyses reveal a significant discrepancy between formal accessibility and lived spatial practices. Subjective mapping highlights what can be described as a “self-contained geography” of everyday life. Participants’ spatial references and routines are generally limited to a narrow perimeter that includes the residential buildings, supermarkets, Lingotto complex and Piazza Galimberti. Movements beyond this perimeter are typically functional towards the city center commuting to university, work, or for meeting friends.

Paradoxically, the area’s strong connectivity does not translate into active engagement with surrounding neighborhoods. Instead of acting as a gateway to a broader urban experience, EX-MOI is perceived as a place to leave rather than a place from which to explore. This limited spatial horizon reflects not a lack of connections, but a lack of reasons to stay, circulate, or appropriate nearby urban spaces.

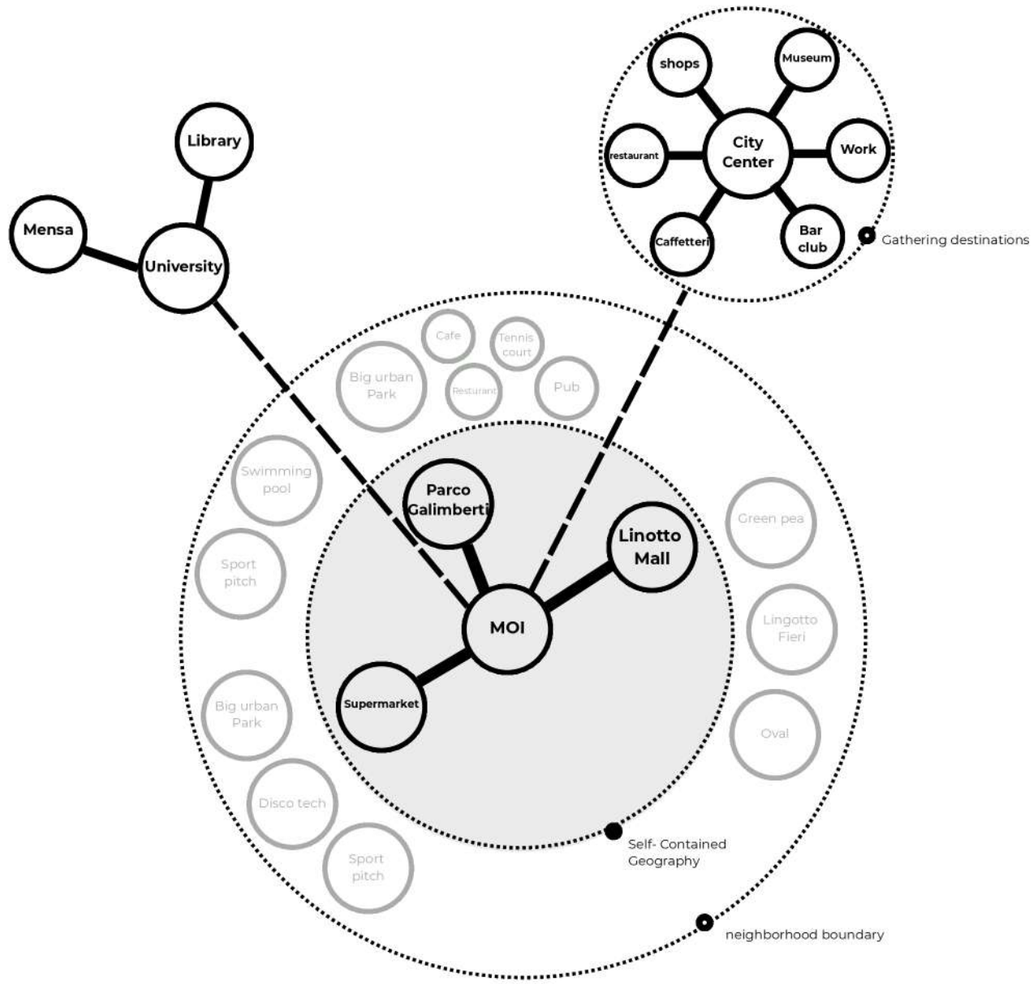


Figure 9. Neighborhood Connectivity Diagram

Figure 10. Via Zino Zini, 2006. *Source : leolimpiadiditalia.it*

Figure 11. Via Zino Zini, 2025. *Photo by the authors.*

Figure 11. Via Zino Zini, 2025. *Photo by the authors.*

Figure 12. The narrow road parallel to Via Zino Zini, 2025. *Photo by the authors.*

Figure 13. The narrow road parallel to Via Zino Zini, 2025. *Photo by the authors.*

6.3.4 Urban Mobility, Speed, and Lived Movement

Interviews and subjective maps reveal a strong pattern of avoidance of specific paths and spaces at night, particularly those characterized by poor visibility, enclosure, and lack of activity.

Constructed as part of the road infrastructure for the 2006 Winter Olympics, Via Zino Zini functions as a high-speed urban corridor connecting Lingotto Station to Piazza Carducci via the Corso Bramante bridge. In contrast, the parallel road—originally designed as a pedestrian-oriented connection between the residential blocks and Via Carlo Bossoli—is informally referred to by students as the “Narrow Road.”

In response to speed differentials and safety concerns, a continuous stone wall was introduced along this pedestrian route, serving simultaneously as a noise barrier and a protective element from vehicular traffic. However, in practice, this massive physical barrier, combined with insufficient lighting and a low level of night-time presence, has transformed the Narrow Road into one of the most problematic spaces within the neighborhood. Rather than functioning as a safe and active pedestrian connection, it is widely avoided, especially after dark.

These everyday mobility patterns reveal a pronounced imbalance between fast vehicular infrastructure and pedestrian movement, reinforcing perceptions of insecurity and further limiting the effective use of public space within the area.

Figure 14. Via Zino Zini, Turin. *Photo by the authors.*

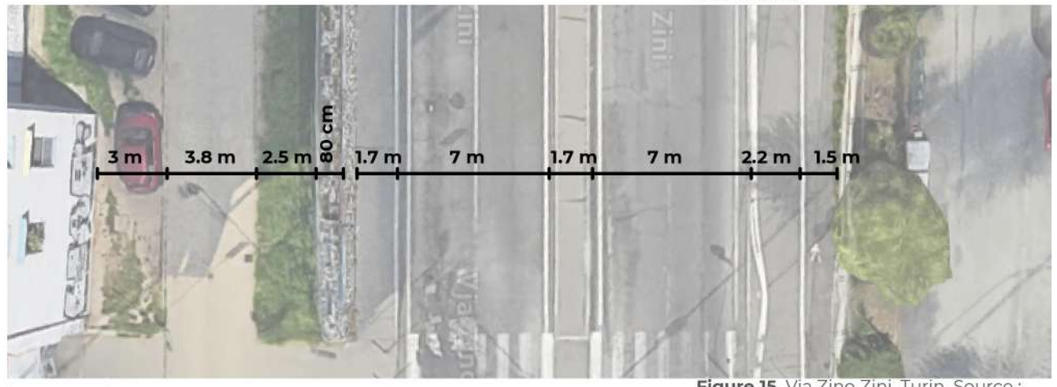


Figure 15. Via Zino Zini, Turin. Source : *Google maps*

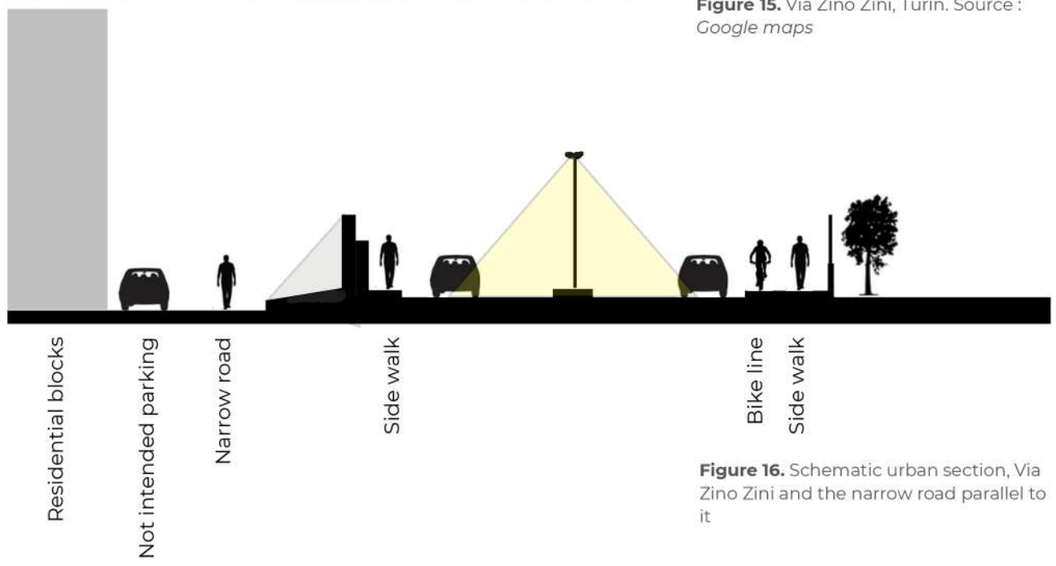


Figure 16. Schematic urban section, Via Zino Zini and the narrow road parallel to it

6.4 Intervention Strategies & Future Scenarios

Based on the analysis, the strategies are articulated across two complementary scales:

- Macro-scale urban strategies, addressing infrastructural systems, mobility patterns, and functional organization.
- Micro-scale spatial interventions, focusing on public space quality, everyday use, and perceptual conditions.

Across both scales, the strategies operate through four recurring approaches:

1. Enhancement of public space through micro-design strategies:

- Introduction of urban furniture
- Reconfiguration of division and control elements such as fences, barriers, thresholds, and etc.

2. Introduction of new functions without major spatial redesign for improving the social life and interaction

3. Rebalancing urban mobility

6.4.1 Enhancement of public space through micro-design strategies

Subjective mapping and interviews consistently highlighted the lack of comfortable, recognizable, and well-equipped public spaces. While green and open areas are present, their design quality, maintenance, and furnishing are insufficient to support everyday social use.

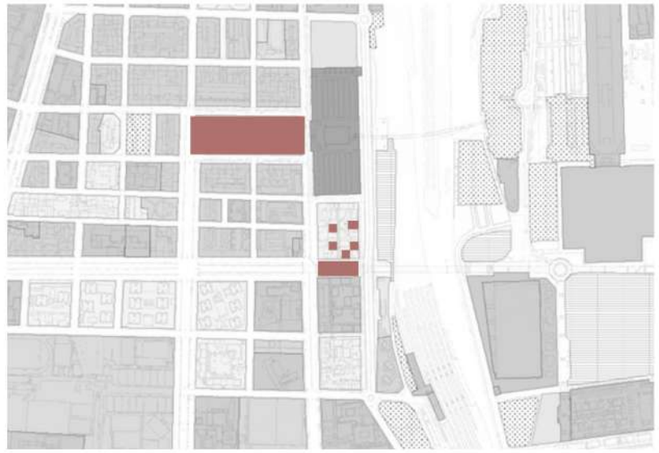


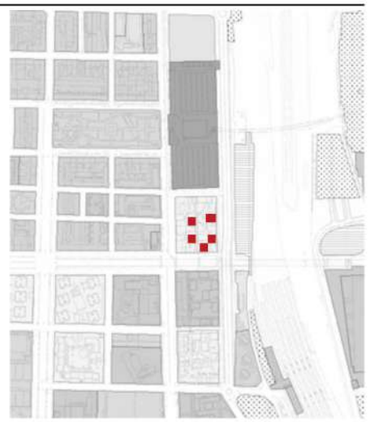
Figure 17. Suggested public space enhancement by the participants

A strategic direction involves micro-scale interventions through the introduction of urban furniture, seating, informal gathering devices, and small recreational elements in key locations, such as:

1. **The structural green areas between residential blocks**
2. **The leftover area between Lots 3 and 4**
3. **Piazza Galimberti Park**

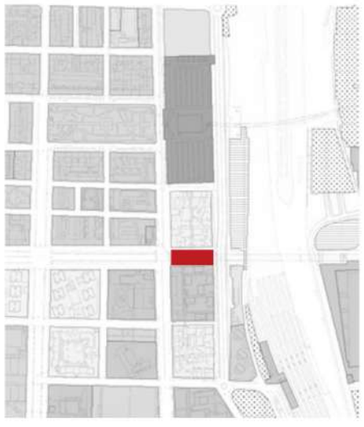
These interventions do not aim to redefine space formally, but to enable use, encourage permanence, and support informal social interaction.

6.4.1.1 The structural green areas between residential blocks



The structural green areas between the residential blocks currently function primarily as transitional spaces rather than as places of stay. Despite their spatial potential, they are largely underused for social interaction or everyday activities. By subdividing these large, undefined green areas into smaller and more articulated spaces, and by introducing open public areas, such as piazza, like spaces equipped with urban furniture for sitting, meeting, and informal socializing, it is possible to transform these passive green spaces into an active student-oriented hub.

6.4.1.2 The leftover lot over the underpass



Within this system, a court located in the residual lot between Lot 3 and Lot 4 exemplifies the consequences of poor spatial integration. Although originally intended as a basketball court, its marginal location and lack of spatial definition have resulted in limited use, or in its appropriation for unintended activities. By improving its spatial quality, accessibility, and relationship to surrounding uses, this space could be reactivated and integrated into the broader network of collective open spaces, becoming a focal point for student interaction and everyday urban life.

Figure 18. State of the fact of the structural green area between the buildings. *Source: amazingarchitecture.com*

Figure 19. State of the fact of the Basketball court. *Photo by the authors, 2024*

Figure 21. State of the fact of the structural green area between the buildings.

Figure 20. Potential outdoor gathering space of the structural green area between the buildings.

Figure 22. Potential outdoor gathering space of the structural green area between the buildings.

6.4.1.3 Piazza Galimberti Park

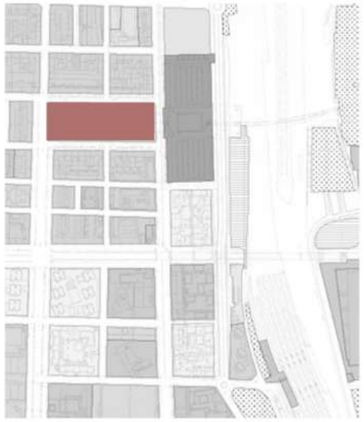
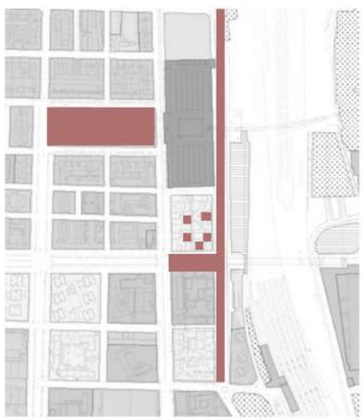


Figure 23. Piazza Galimberti Park Entrance view. *Sketch by the authors.*

Piazza Galimberti Park is among the few public spaces that is working as a social node, although only during day time, but it is not that attractive to be used by everyone. some students think that it is nothing special to do there. the spatial analysis shows lack of enough well-designed urban furnitures, like seats and etc.

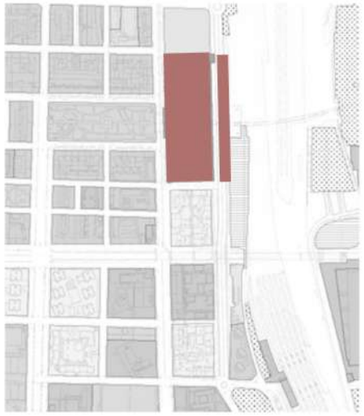
6.4.1.4 Lighting and Night-Time Perception



Lighting conditions play a decisive role in shaping night-time perceptions and behaviors. Poor illumination emerged as a recurring factor associated with fear, avoidance, and limited use of public space, particularly along pedestrian routes and in green areas.

Improving lighting should therefore be understood not only as a technical upgrade, but as a spatial and social strategy, capable of increasing visibility, supporting surveillance through presence, and extending the temporal usability of public spaces.

Figure 24. Potential urban enhancement for the Park, day and night view.



6.4.2 Introduction of New Functions without Major Spatial Redesign

The analysis suggests that several critical issues are not exclusively related to spatial form, but rather to functional absence, especially during evening and night-time hours. Large portions of the area, particularly Lot 4, are characterized by daytime-only use, resulting in a lack of social presence after working hours.

Introducing new public or semi-public functions—especially those active during evenings—emerges as a strategic opportunity to increase social presence and improve perceived safety, without requiring substantial architectural transformation. In this sense, function operates as a catalyst for spatial reactivation rather than as a consequence of redesign.

Students cited the absence of entertainment facilities, a library or leisure area for studying, and a food service according to their needs.

In the 2006 planning, the limited sections under the bridge were designated as green spaces that worked with the opposite side of the Olympic complex. It is now utilized for parking large automobiles and buses, as well as a recycling facility. If we can add a more public purpose to this zone that works with the entire complex and the bridge, we will bring night life to the region, as well as people and presence, which will increase safety. In addition, the speed of Via Zino ZIni has been reduced to allow for longer stays.

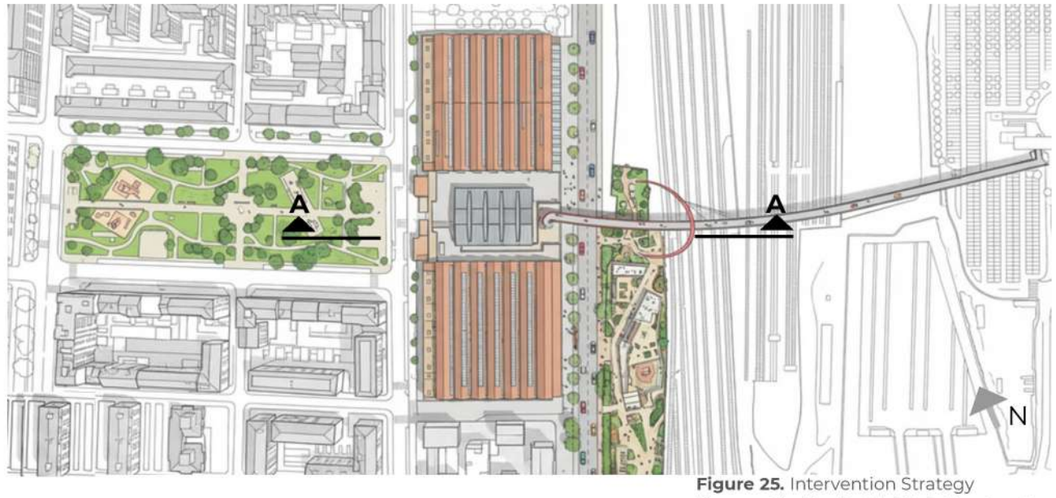


Figure 25. Intervention Strategy Proposal for the Ex-Moi Neighborhood, Masterplan.

Figure 26. Intervention Strategy Proposal for the Ex-Moi Neighborhood, Perspective View.

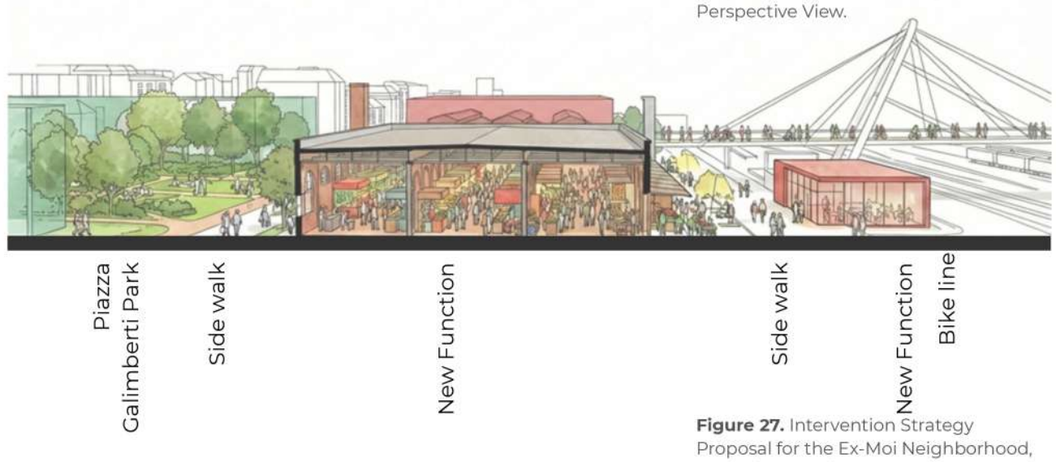


Figure 27. Intervention Strategy Proposal for the Ex-Moi Neighborhood, A-A Urban Section.

6.4.3 Rebalancing Urban mobility

Via Zino Zini, functioning as a high-speed urban corridor, represents one of the most problematic infrastructural elements within the neighborhood. Despite its proximity to residential blocks and pedestrian flows, its narrow sidewalks, **lack of adequate lighting**, and **high vehicular speed** generate strong perceptions of insecurity, particularly at night.
The imbalance between fast vehicular movement and pedestrian circulation is further reinforced by the condition of the parallel pedestrian route, originally conceived as a slow, connective path but currently used as an informal car access, including toward Lot 5. Rather than operating as a safe alternative, this route is widely avoided.

Strategic direction :
A possible strategic direction involves rebalancing mobility priorities, shifting emphasis from vehicular throughput toward pedestrian and soft mobility. This could include the reallocation of road space, improvement of cycling infrastructure, and reinforcement of pedestrian continuity, without necessarily altering the overall urban layout.

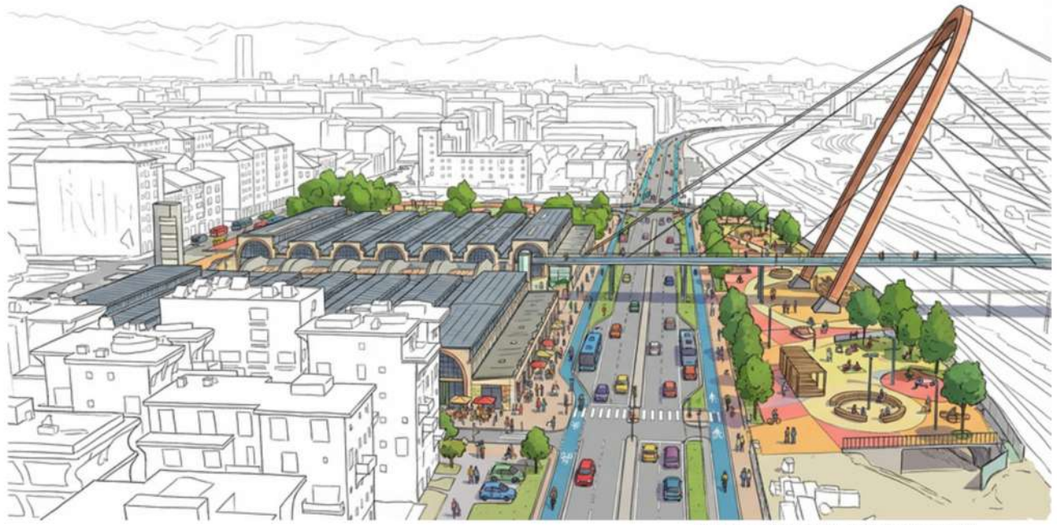
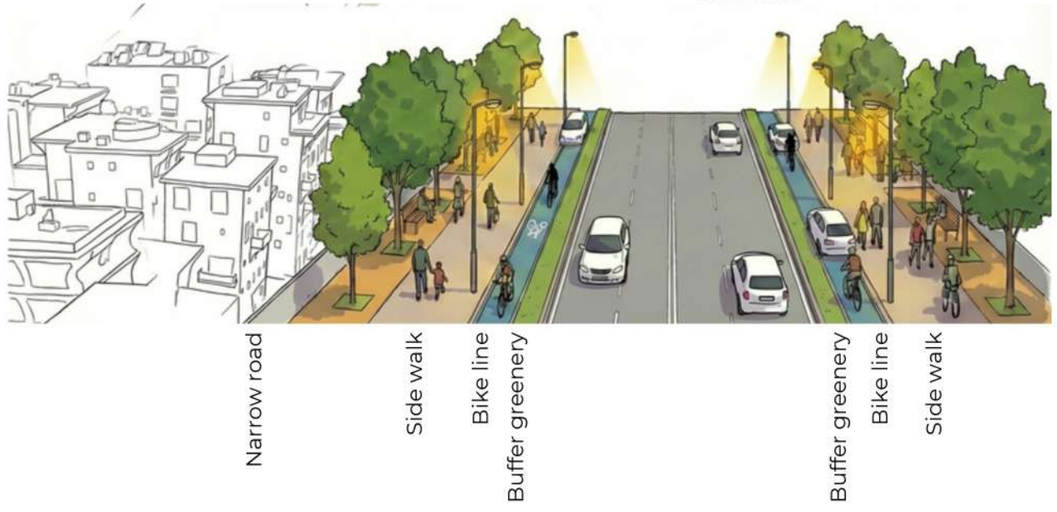


Figure 28. Intervention Strategy Proposal for the Ex-Moi Neighborhood.

Figure 29. Intervention Strategy Proposal for the Ex-Moi Neighborhood, Via Zino Zini



CONCLUSION

The Ex-MOI neighborhood illustrates how urban projects evolve long after their initial design phase. Conceived as an Olympic Village and later envisioned as a permeable residential district, the area embodied a specific urban vision, one that emphasized openness, accessibility, and the creation of a new public realm. This vision was rooted in a broad ambition to redefine post-industrial space through large-scale regeneration. However, as the district confronts the distance between the intended plan and its current reality, The purpose of the thesis is to evaluate This 20-year afterlife of the area, from the intended Olympic plan to the present, questioning how the space is working now in this comparison, through the lens of finding the Conditions for Human Scope and lived experience.

To address this inquiry, the research adopted a dual-perspective methodology. Grounded in the direct, lived experience of two resident architects as the authors, the analysis began with a professional oriented mapping of the site. This technical framework was subsequently expanded by incorporating the subjective narratives of the group of user, capturing the non-expert user perspective. By triangulating the both findings, the study synthesized these divergent data points to formulate a set of strategic, evidence-based urban statements and proposals.

The first part of the work relied on professionally oriented mapping, drawing on architectural and urban analysis techniques to investigate physical and spatial structure, accessibility, land use, public space, and infrastructural conditions. This process employed a specific methodology, starting with an evaluation of the site's state of fact to orient the reading, followed

urban fabric. These mappings revealed a district characterized by fragmentation between the three plots, erosion of public and green spaces, and the persistence of physical and perceptual barriers that undermine continuity and collective use.

The second part introduced subjective mapping, based on interviews with a specific group of inhabitants, primarily students living in or around the Ex-MOI area. These maps did not aim to represent the neighborhood "as it is," but rather as it is experienced by this group. The results highlighted a strongly self-contained geography of everyday life, limited largely to the residential blocks, Piazza Galimberti, Lingotto, and the railway station. Despite good physical connectivity to the rest of the city, the area emerged as a place people tend to pass through or leave, rather than inhabit socially, particularly during evening hours.

Read together, these two forms of mapping do not converge into a single, unified truth. Instead, they expose tensions between spatial intentions and lived realities, between an urban project conceived in 2006 and its uneven evolution over time. To articulate these findings, the synthesis generates two outputs: the Atlas of Statements, a detailed physical registry of conditions serving as a practical tool for future planning, and the 4 Strong Key Analytical outcomes, which distill these complexities into decisive strategic insights. From this perspective, Ex-MOI appears neither as a failed project nor as a completed neighborhood, but as a fragile and transitional urban condition, shaped by temporary populations, institutional fragmentation, and partial appropriation of public space.

Rather than proposing a single solution, the thesis points toward possible directions of reflection and action, ranging from micro-interventions in public space and lighting, to functional activation of existing buildings, to strategies addressing mobility, permeability, and everyday use. These directions should be understood not as prescriptions, but as hypotheses, emerging from a layered reading of space, experience, and professional interpretation. In this sense, the thesis positions itself between the unfulfilled urban promises of the Olympic project and the uncertain trajectories of future planning, offering a situated contribution to understanding how large-scale urban visions are transformed, negotiated, and sometimes contradicted in everyday life.

The conclusions drawn here remain necessarily partial and situated. They reflect the position of the authors as architects-in-training and temporary inhabitants, as well as the viewpoints of a specific group of users. However, the methodology introduced here serves as a foundational experiment, establishing a base for reading the urban fabric, an ocean of complex, interrelated information. This structure is designed to be expandable, capable of integrating further oriented mappings or diverse user perceptions, produce further geographies and priorities. It ultimately propose vital an analytical foundation for the future interventions of urban planners, designers and architects.

APPENDIX:
INTERVIEWS AND
REMOUTE PARTICIPATIONS

Interview Instructions

- Purpose of the questions
- Note for the interviewer
- Additive description

5.4.5 Individual In-Person Interview's questions

Part 1: Introduction & Overview

1a. What first comes to your mind when we say "EX-MOI Neighborhood"? How would you broadly describe EX-MOI in a physical/functional/social sense?

1b. We you please make a **quick map** of this neighborhood? Make it just as if you were making a **rapid description of it to a stranger**, covering all the main features. We don't expect an accurate drawing —just a **rough sketch**.
Note: Let the participant to decide how big is the neighborhood and take notes on the sequence in which the map is drawn.
(Reveal perceived importance of spaces and personal priorities.)

Part 2: Distinctive Elements

2a. What elements of EX-MOI neighborhood you think are most **distinctive**? They may be large or small, but tell us those that for you are the easiest to identify and remember.

2b. Would you **describe** that element to me?

2c. Are there any particular **emotional feelings** associated with it?

Part 3. Daily Routine & Trips

Please give me complete and explicit directions for the trip that you normally take during the day:

3a. Where do you usually GO during a typical day here?
3b. Explain how you get to your destination? study/work? How long would it take you?
Picture yourself actually making the trip, and try to describe the sequence of things you would see, hear, or smell along the way, including the path markers that have become important to you.
(Capture patterns of use, habitual routes, and meaningful interactions.)
3c. Do you have any particular **emotional feelings** about various parts of your trip?
Note: During the trip recital, inquire, if necessary, for more precise details.

Part 4: Socialization

4a. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together?
4b. Where do you gather with your friends in the area? (Identify actual social gathering points vs intended ones.)
4c. If you want to spend time with others outside, where would you go?(Discover informal social spots not captured objectively.)
4d. Do you think this neighborhood encourages people to meet each other? (Evaluate social potential of the design versus lived reality.)

- Purpose of the questions
- Note for the interviewer
- Additive description

Part 5: Environment & Facilities

5. What do you think and feel about the green spaces between the buildings?
6. What services/facilities you use nearby mostly ?
7. What facility do you think is missed which could be added to this zone?
8. Do you know about sport facilities in the neighborhood?(15 Sport pitches!)

Part 6: Safety & Atmosphere

9. Are there areas in the neighborhood you avoid going to? Why? (Understand perceived barriers, fears, or discomfort as well as revealing invisible boundaries)
10. Is there any places in the area that you feel unsafe? Where and why?(Map subjective perception of risk and safety, which may differ from objective safety measures.)
11. Is there any places in the area that you feel positive in? Where and why?(Capture positive attachment and emotional value)
12. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?(Understand social segregation or group appropriation of spaces.)
13. Overall how much would you rate to the neighborhood from 0-10?

Interview schedules

No.	On site	Online	Nationality	Gender	Age
1	✅		Italian	M	33
2		✅	Italian	M	28
3	✅		Iranian	M	31
4	✅		Iranian	F	24
5		✅	Iranian	F	24
6		✅	Chinese	M	24
7		✅	Rwandan	M	23
8		✅	Iranian	F	21
9	✅		Rwandan	F	23
10		✅	Kosovar	F	26
11		✅	Iranian	F	29

Figure 1. Interview schedules

Participant answers
IInterviewer notes

Participant 1

1. What first comes to your mind when we say "EX-MOI Neighborhood"? How would you broadly describe EX-MOI in a physical/functional/social sense?

Colorful buildings having gardens around, which is not well managed.

What do you mean by not “well managed” ?
you see garbage every where.

Okay. What do you suggest to manage it better?
When it is a common space, normally there are some people who do not care a bout it. so maybe they can close it and make it private for students, paying some students for keeping it clean. Adding some benches, Ping-Pong table, a nice bar e basta.

The order of drawing:

1. MOI Residencies Parking(near basketball court)
2. Parking in front of Camplus MOI and the caffe
3. Via Giordano Bruno
4. The pathways between Ex-Moi buildings(Cross system)
5. Ex-Moi buildings
6. The narrow street behind the buildings, pararell to Via Zino zini
7. Via Zino zini
8. The last street of the block which is next to the the Olympic village building
9. the bike line and sidewalk

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

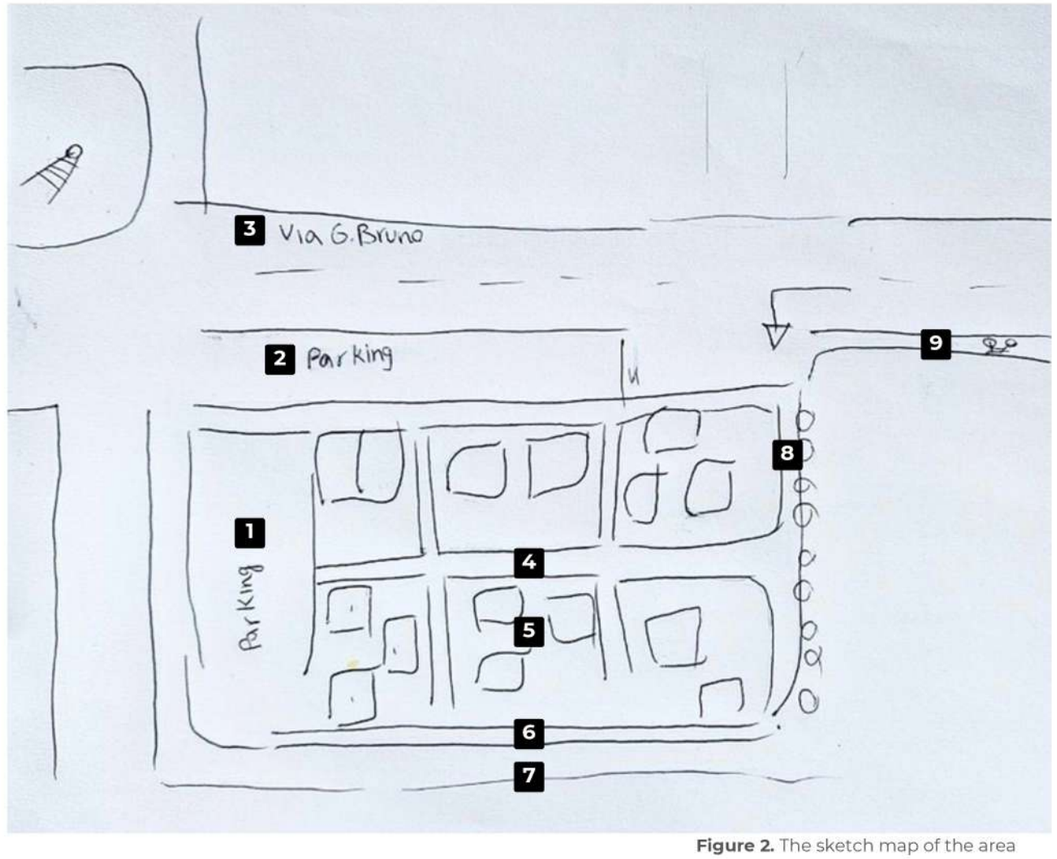


Figure 2. The sketch map of the area drawn by participant 1

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- Colorful buildings with squar-shape windows and balconies.
- Arco di olimpico
- Pisto di 500
- Lingotto mall

4a. Would you describe to me? If you were taken there blindfolded, when the blindfold was taken off what clues would you use to positively identify where you were?

- Colorful buildings: They feel like boring.
- Arco di olimpico: Magestic!
- Pisto di 500: Modern! Palyful!
- Lingotto fiere: Music festivals, Big space

b. Are there any particular emotional feelings that you have with regard to ?

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

when I come to this zone by car, for me it is first

- Bramante overpass,
- Iren building in the intersection of Corso Bramante and Via Giordano Bruno,
- the cars parked in both side of the street,
- sidewalk and bike path that i have to take care to pass,
- the tree rows next to the Vilaggio di olimpico.

5b. Do you have any particular emotional feelings about various parts of your trip? How long would it take you? Are there parts of the trip where you feel uncertain of your location?

6. Since this participant is an outsider to the area the question is changed this way:

- where do you think the residents(students) gather with their friends in this area?

I guess they will gather in the green areas around the buildings.

10. Where do you feel unsafe in the area?

Maybe in the narrow street back there and Via Zino Zini, because there is no one there at nights!

Summary

- EX-MOI is remembered mainly through visual landmarks (color, Olympic arch, Lingotto).
- Strong aesthetic contrast: colorful but “boring.”
- Green spaces perceived as poorly managed.
- Safety concerns at night in narrow streets and Via Zino Zini.
- Social life imagined to happen only in green areas, not inside buildings.

Key quotes

- “Colorful buildings having gardens around, which is not well managed.”
- “You see garbage everywhere.”
- “Colorful buildings... they feel boring.”
- “Arco Olimpico: majestic.”
- “Maybe in the narrow street... because there is no one there at nights.”

Spatial clues emphasized

- Olympic Arch
- Pista del 500
- Lingotto
- Narrow streets / back streets
- Green areas around buildings

Participant 2

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? How would you broadly describe EX-MOI in a physical/Functional/social sense?

I think there is not much sociality. I didn't say it was ugly, but there was not too much light. The services around the area were enough for me as a student, but maybe not enough for a family or for people with more needs. For me it was enough.

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

The order of drawing:

1. His home building
2. Other buildings that friends live in
3. Hostel nearby
4. The narrow street
5. garden in front of our building
6. Gym
7. bus station
8. Palestinian buildings
9. roundabout
10. the path that led to a bridge connecting to the other side of the neighborhood
11. IN's Mercato

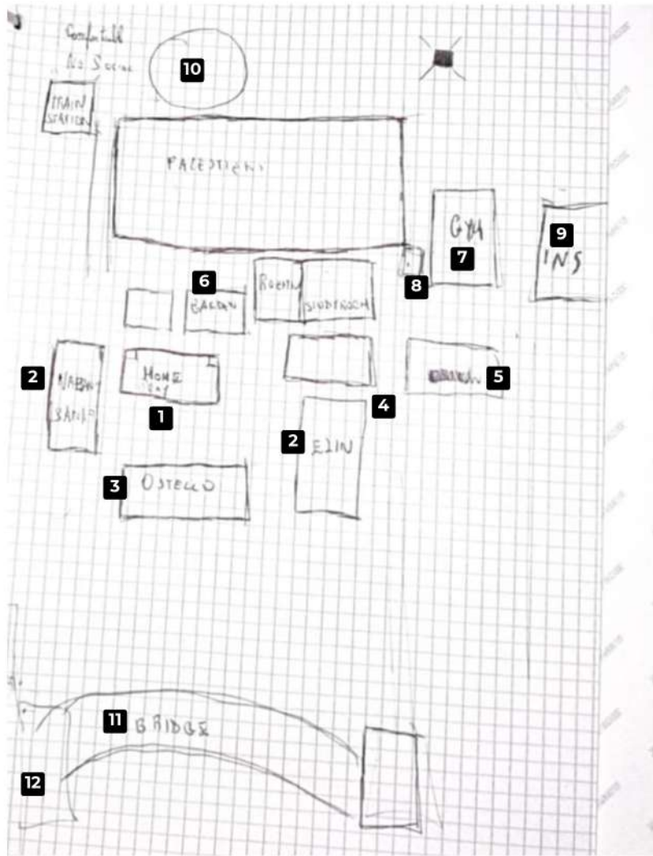


Figure 3. The sketch map of the area drawn by participant 2

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- The Studyroom(Relax area) of Camplus MOI. It was a main place for students and helped socialization. Everyone was really good there.
- the skyscraper
- The train station: was also important because it connects people going out for leisure, shopping, or other activities.
- Lingotto mall

4b. Are there any particular emotional feelings that you have with regard to ?

Yes. I was afraid to walk along the path that connects the bridge to the area, especially at night. It was dark, and many people said that assaults or rapes happened there late at night.

On the other hand, areas with guards, lights, and people—like in front of the main building—felt safer and more comfortable, even at night.

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

- From my house to Polito(main campus) by train from Lingotto train station
- From my house to Lingotto Mall, which is on the other side of the bridge.

5b. Do you have any particular emotional feelings about various parts of your trip? Are there parts of the trip where you feel uncertain of your location?

At the beginning, it was very hard to orient myself because there were not many signs. Some streets were confusing and uncomfortable, especially those with heavy traffic or poor lighting.

The bridge is good but it could have been better if there was more light.

6. Please give me complete and explicit directions for the places that you use to socialize:

- Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? Not really. There was a park and a bar where people went, but there wasn't much entertainment or strong social interaction.
- If you want to spend time with others outside, where would you go?
- Do you think this neighborhood encourages people to meet each other?

7. What services/facilities you use nearby mostly ? The gym, supermarkets, and the train station.

8. What facility do you think is missed which could be added to this zone? A real study room or a proper public meeting place. A central, well-designed public space where people could meet comfortably. Better lighting and better street quality are also missing.

9. Are there areas you never go to? Why? Yes. Some buildings and certain paths, especially along the highway or near park where there were groups of people shouting. I tried to avoid those areas when possible.

10. Is there any places in the area that you feel positive in? Where and why?

11. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?Yes. Some parks and areas were mostly occupied by Arabs or refugees. These places created tension for me, mainly because of poor lighting and lack of safety.

12. Is there anything else you would like to add about the neighborhood?

Overall, the main problems are lack of light, lack of safe public spaces, and limited opportunities for social interaction. These factors strongly affected how I experienced the neighborhood.

Summary:

- Area is functionally sufficient but socially weak.
- Strong fear related to dark paths and bridges, especially at night.
- Safety is associated with light, guards, and presence of people.
- Train station and mall are key connectors to life outside EX-MOI.
- Lack of signage and legibility affects orientation.

Key quotes:

- "There was not too much light."
- "I was afraid to walk along the path that connects the bridge to the area."
- "Areas with guards, lights, and people felt safer."
- "At the beginning, it was very hard to orient myself."

Spatial clues emphasized:

- Lingotto train station
- The gym
- supermarkets
- Bridge connection
- Main building entrance
- Dark paths
- Study room (inside Camplus)

Participant 3

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? How would you broadly describe EX-MOI in a physical/Functional/social sense?
A Sociabale home that doesnt make you feel lonely with a common area to hang out and party, as well as some problems in some shared areas like laundry room. a nice peacfull home
a bout Olimpic i just heard that this place was built for that

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

The order of drawing:

1. via giordano Bruno
2. Lingotto station
3. Lovely park
4. Mini market
5. home
6. Balconey of his home
7. Trees in front of his bulding
8. Other buildings
9. Parking
10. Gym (Fitactive)
11. Bus stop
12. Friends' houses
13. Arab Shop(Buther shop)
14. Lingotto mall
15. Lovely bridge

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

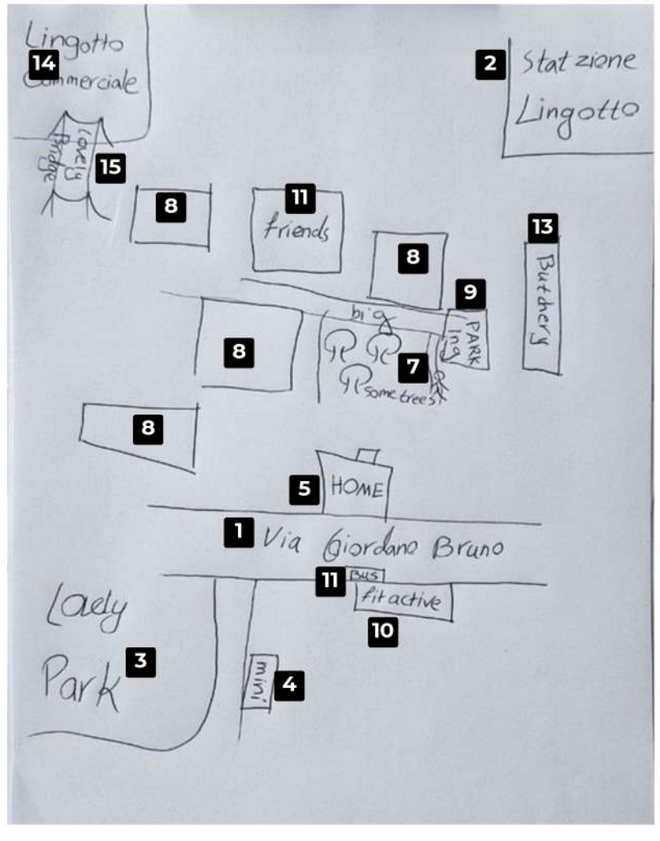


Figure 4. The sketch map of the area drawn by participant 3

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- Lingotto train station: a good public transport, handy, faster than any buses
- Lingotto comercial centre, even if u are from another neighborhood u use it for shopping, etc. the best one in turin, u find anything, with good price, even if u dont go for shopping, coffeee shops, mac donalds etc.

4b. Are there any particular emotional feelings that you have with regard to ?
i always think if i move to another place i will use lingotto mall and i will miss lingotto station if later i have to use those boring buses.

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

- From my house to Polito(main campus) by train from Lingotto train station: less than 10 mins walk to train station, taking the train 6-7 mins to Porta Susa, 15-20 mins walk to Polito
- i usually use the back road to get to the station, but some times especially if i am not in hurry i prefer to go from Via giordano Bruno, because there are several shops and restaurants, people and i ususally prefer to see strangers in my way, that s makes me feel better than a lonely deserted road. but since that is more shorter, i usually take it. and by narrow road i mean the side walk of the Via Zino Zini and not that road pararlel to it. i try to never use that. i just exit from the door to via Zino zini.
- From my house to super markets, mostly Lidl, i prefer to go there walking 20 mins, to take advantage of this.

5b. Do you have any particular emotional feelings about various parts of your trip? Are there parts of the trip where you feel uncertain of your location?
no not really. the good thing about this walking is that it is exactly 10 minutes, e good amount of walking for the day. in general both Via Zino Zini and the narrow road are deserted compared to Via Giordano Bruno in which there are lots of shops and people. in the way to station there are restaurants, barber shop, butcher shop. but in the others in nothing and most of the times even nobody is in the sidewalk. so if time doesnt matter i choose the other way.
normally when u are the only one in a street it makes you feel kind of being lonely, lack of eye contact is missing.

6. Please give me complete and explicit directions for the places that you use to socialize:

- Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? there are a few pubs and discos, i never find them attractive because there are not so many people there, except from some old ones playing billiard. for me it is just the common area in the building and the companies are other students. there are not so many bars like those in Via Nizza full of people drinking, dancing around. usually at nights, here its almost deserted everywhere. empty. i think there is a lack of entertainments in the area. even at Lingotto mall the games and entertainment is mostly for kids.

apart from the gym which u can meet ur friends, i dont have any other special in mind.

- I usually use the Relaxing area of the Camplus to meet my friends and for gatherings drinking, palying board games. but no place out side of the dormitory.
- If you want to spend time with others outside, where would you go? usually i go to Santa gulia cause that's the only neighborhood with night life in Turin and even in weekdays at nights there are people at bars and pubs dancing drinking which make me energetic.
- Do you think this neighborhood encourages people to meet each other? I guess not at all.

7. What services/facilities you use nearby mostly ? The train station, gym, supermarkets. chinese shops, you can buy whatever you want less than 15 mins walk.
8. What facility do you think is missed which could be added to this zone? some entertainments and arcade facilities, with young people to hang out, find friends...
9. Do you know about sport facilities in the neighborhood?(15 playgrounds!) Yes, but i dont know how to use them. i mean even if i am interested there should be a team to reserve the court. so it is not serving individuals. specially those like me with no interests in spports.
10. Are there areas you never go to? Why? I don't have any specific place in mind, but that narrow road make me feel uncomfortable specially at night, because of the people living there or maybe even not living, use that area for dealing drugs so i don't feel that much safe in that zone and i prefer to not to pass from that road.

11. Is there any places in the area that you feel positive in? Where and why? Both the closest park, Lingottto mall, the bridge that leads to, it has good view, sun rise , sun set, if u are lucky u see rainbows.
the park i like it, even if it is not a big one, like Valentino, usually you see squirrels, it has trees enough, sitting on a bench and spending time there, there is also kids playground which is lovely.
12. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?Y We are so close to the buildings that belongs to the refugees but those who lives here are mostly Arab people, so i can tell that this are is specially for Arab people.
13. Overall how much you rate to these neighborhood? How much it is working for you?
I go for 7-8.

Participant 4

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? How would you broadly describe EX-MOI in a physical/Functional/social sense?
a it depends of the view, in the street side that we can stores, you feel that you live in an Italian site but in the other side which is close to the train station, it is not that much good, it it a bit noisy, but overall it is okay. Near Lingotto mall, a good place, near shopping mall. Describ the neighborhood: I think about the whole neghborhood, it is a really good place because you can use the ttrain station there are many buses here. also there are many parkings in case you have car. In terms of having parks i guess it can be better, because the nearby park it doesnt seem like a reall park. a bout MOi as a student dorm it would be better if it has more order, but overall it is a good place for me. many shops and stores and bicycles.

The order of drawing:

1. Via Giordano Bruno
2. Main building of Camplus MOI
3. Other buildings of Camplus MOI
4. Hostel
5. Small road behind(The narrow road)
6. Big road (Via Zino Zini)
7. Train station
8. Other buildings(Lot 4 & 5)
9. Park
10. Bus station
11. Penny Mercato
12. Trash spaces
13. Parking place

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

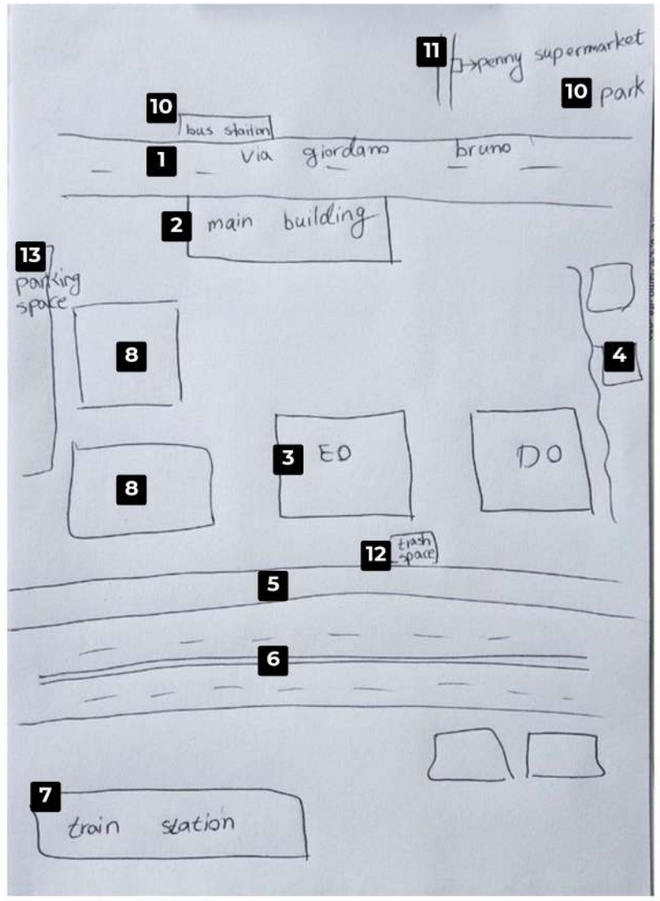


Figure 5. The sketch map of the area drawn by participant 4

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- Lingotto train station: a good place to take tarin to get to other parts of the city, centre, it is 7 mins by walk from here.
- Lingotto mal: a bridge connects this part to that part. i t is really close to us.

4b. Are there any particular emotional feelings that you have with regard to ?

1. make me really beyond time. u dont have to wait for bus and changes. and just 7 mins to arrive to P.S and P.N

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

- From my house to University campus which is in Orbassano: I take bus number 14/63 or 18. also 74/95/. many ways to go. after i change to 43. about 45 minutes in total. the station right in front of MOI.
- From my house to Library in Economic&management university close to us 15min by walk to Via monte video. it is nice place for studying i go there.

5b. Do you have any particular emotional feelings about various parts of your trip? Are there parts of the trip where you feel uncertain of your location?
my university is some how out of the city. it doesnt feel nice specially when comming back home at night. it is frigtening for me as a girl specially. but it is better than other place thanks to so many bus options that goes inside this area whcih connect you to important parts of the city. as well as the train station. it is a good place. the problem is that my uni is far.

6. Please give me complete and explicit directions for the places that you use to socialize:

- Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together?
- you mean open space? many restruants and cofee shops, also maybe it is not considered in our neighborhood but olimpic satdium has a big park in front of it whcich that peopkle gather or go for for running. but here, it is onlt coffeeshops. in our dorm it is a small part called relax area.

- If you want to spend time with others outside, where would you go? in our own home. i prefer.
- out side of our zone i go to Porta nuova.

Do you think this neighborhood encourages people to meet each other? No. because here there are many people from other countries and it is not an immune place for students. not as bad as Milan barrier. but stil... most of the times at night we have dealers around.

8. what green area?
they could be better with planting some flowers treees. it can feel better for students to have such place like other residecies i have seen. They cn put cjairs and tables in the middle and flowers in the borders, specially in spring for outdoor gatherings. the relax area it is not enough, because many students use ot as a study room while other want to party there. so it is conflicts. also we need a place for playing games. it is not good a place both for tw functions. it could be better if they dedicated the ground floor for more public spaces, librarries and upper levels homes. as a suggestions: gathering space library, caffe which discounts for students. because many of us are from edisu and if there is amensa it would b e ice,

7. What services/facilities you use nearby mostly ? non of them. Fitactive gym. it is really nice that it is in front of the dorm with discounts for students.

8. What facility do you think is missed which could be added to this zone? library, place for gatherin

9. Do you know about sport facilities in the neighborhood?(15 playgrounds!) No

9. Are there areas you never go to? Why? Yes. i dont feel safe in the areas near the 18 bus station. the place that are home to refugees. While on the other side, families live and it is safe.

suggest for safety? having border specially for MOI, fences.
like ARPA? yes. because i dkn if u know or not, we have problems with our trash bins. we dont know even if they are our trashes or not.
suggestion for refugee partt? having more police. because we cant do anything, we cant move them to another place. i think it is not possible at this moment.so at least lets have border for our zone.

10. Is there any places in the area that you feel positive in? Where and why? yes the Galimberti park, it stores, it is fantasy. also the road, with uns supermarket, in front of Galimberti park. it is a speciall place that u have a bit of calm.

11. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?Mostly it is occupied with Arabs. Not only the refugee parts, i don't know exactly but there are so many Arabs, but also Italians. but in MOI we are also so many Iranians and Turkish.

12. Overall how much you rate to these neighborhood? How much it is working for you?
7

Summary

- Neighborhood perceived as split into two worlds:
  - family/Italian side = safe
  - refugee side = unsafe
- Strong desire for borders, fences, and control.
- Green areas seen as underdesigned but full of potential.
- Positive attachment to Galimberti Park and nearby supermarket street.

Key quotes

- “It depends on the view.”
- “Here there are many people from other countries and it is not an immune place for students.”
- “At night we have dealers around.”
- “They could put chairs and tables in the middle and flowers in the borders.”

Spatial clues emphasized

- Galimberti Park
- Bus 18 area
- Refugee housing zone
- Fitactive gym
- Dormitory internal spaces

Participant 5

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? How would you broadly describe EX-MOI in a physical/Functional/social sense?
in social: i don't feel any social life here. I mean, I'm just in my room because we don't have social area. Also, in the street around, we don't have a lot of, let's say, bar or cafeteria to hangout. So, I prefer to be far away from Ex-MOI for social life.
Functional, what can I say? Functional, it's like a house to rest. Just it, nothing more. And physical, my apartment, it works for me. So, it's like a little modern. So, that's it.
Okay. And if you just want to say one word without thinking about functional, physical, when you heard, like, when I say eczema? Right now, just I can say home.

The order of drawing:

1. Street(via Giordano Bruno, etc.)
2. Fit active gym
3. Zebra line to cross the street which does;nt exist
4. The building in which there is her apartment
5. Everyday path(Pathways between buildings)
6. Trash bins on Camplus!
7. Main entrance
8. Bus station
9. Another street
10. Lidl supermarket
11. In's supermarket
12. Café
13. Bus station(She mentioned she remember them because she uses them a lot)

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

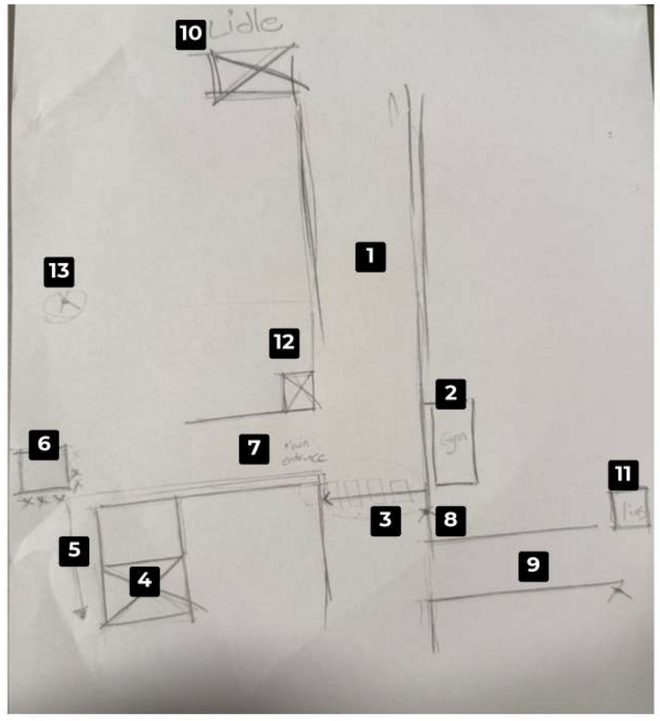


Figure 6. The sketch map of the area drawn by participant 5

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- Let's say bus stations. Mm-hmm. And the supermarket. Mm-hmm. And I think that's it.

Okay. And if I, the first thing from the area that comes to your mind is the bus stations and the supermarkets?
No. Or the- The first thing is productive. Okay. Because, I don't know, every time it's full of people and it's kind of motivation. it is good, yeah, energetic. Okay. And after one month, I decided to register for Fitactive.

4b. Are there any particular emotional feelings that you have with regard to ?

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

- After registering Fitactive, I start my day with Fitactive. So, I will go from this crossroad that doesn't exist with Fitactive and then come back. Then I will go to the work with the bus number 18. Then I will come back at 6, 7 and I just go to my apartment and I prefer not to go outside after that. Because it's dark and I prefer to stay home and my friends come here. Okay. So, I also stay after 7, 8. Okay

And if you want to, for example, go for a shopping in the area, which, first of all, which is your preparation and how do you get there? The Lidl is my favorite, but it's a little far by walk. So, these days I prefer to go to the Inns and I will go by walk. It's like 7 minutes, maybe less.

5b. Do you have any particular emotional feelings about various parts of your trip? Are there parts of the trip where you feel uncertain of your location?
I'm not sure I can say it or not, but I will go over there. I just remember Arab women with a lot of kids. So, I'm not sure about feeling, but I just remember Arab guys, women. And can I ask where, if there is a specific area that you have? Usually near bus number 18 or yeah, I'm not sure about the name of the street. This narrow road. Usually in the bus station, but they are around.
Okay. Okay. And going to Lidl, do you have any specific feeling? It's just overwhelming. I'm not sure because of the distance, because of the weather these days or the people that I don't feel around. So, yeah

6. Please give me complete and explicit directions for the places that you use to socialize:

- Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? So, just a cafeteria near the Camplus and another one near the park, which is close. And it's not for gathering, it's just for cafe. Okay. I think we don't have any place for gathering or social life. Okay. Even in Ex-MOI, it's just a conference room. Relaxed area. Yeah, exactly. Okay. Which is always full and yeah.
- So, you don't see it as a place for gathering in your opinion? It's not working for you? Not at all. Okay.
- And if you want to say also for others, do you think for others it's a place that they gather or not? Maybe some of them. I mean, they use it just for partying. In other residence, you can find a

study room, like TV room, a lot of things like that. But here, we just have that relaxing area and it doesn't work for anything else

- And where do you gather with your friends in the area? You already told me. Just my living room, I think.
- If you want to spend time with others outside, where would you go? Usually centro. We will choose Porto Nova to see each other and then we will go to a random bar, cafeteria

Do you think this neighborhood encourages people to meet each other? No. Just no. I mean, I don't know, because of the atmosphere or I don't know, the function of the buildings. But you just need to go away to find another place. You don't want to stay. You don't want to... How can I say? I don't want to stop anymore. What do you think about it in memory? It's not inviting? No, I don't think so. It doesn't encourage you to stay, to feel belong for having... Exactly.
8. what green area? It's not. It's just full of coops of the dogs and it's really bad. It's always not clean, it's dirty. And it just makes my pathway a little far away. Okay. Funny. And do you think they have the potential to become a kind of space that serve the residents as a meeting area? I don't know, small gathering? Yeah, of course. It's useless right now. I mean, it's not even beautiful right now, but it could be functional, I think. Yeah. And for that, do you have any suggestion as a user? I'm not sure, but yeah, it can be a little more beautiful or some places to sit, event seats, yeah. Some tables, because when the weather is good, yeah, we can hang out in green area. How about indoor? Do you have any suggestion? Maybe we can have a room in each building to gather, even a study room. I mean, some functions, we need somewhere to do something. And we don't have anything, we just have our rooms, living room, and that's it.

7. What services/facilities you use nearby mostly ?

8. What facility do you think is missed which could be added to this zone?

9. Do you know about sport facilities in the neighborhood?(15 playgrounds!)

9. Are there areas you never go to? Why? The narrow street, I'm always avoiding, but sometimes I need to go. And then, yeah, that's it. But usually I prefer to, if I want to walk or run, I prefer to go to the Santa Rita. I mean, I don't go over there to the river. Yeah, there is a bridge, the trains are going. Yeah, I prefer to not go over there

10. Is there any places in the area that you feel positive in? Where and why? Answer

11. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?Answer
12. Overall how much you rate to these neighborhood? How much it is working for you? 7

Summary

- EX-MOI = home only, not a place to stay outside.
- Green spaces perceived as dirty and useless, but with potential.
- Strong avoidance of narrow street and areas near bus 18.
- Social life entirely displaced to city center.
- Fitactive gym is the only motivating external element.

Key quotes

- “It’s like a house to rest. Just it.”
- “I prefer to be far away from Ex-MOI for social life.”
- “It’s not inviting.”
- “It’s useless right now, but it could be functional.”

Spatial clues emphasized

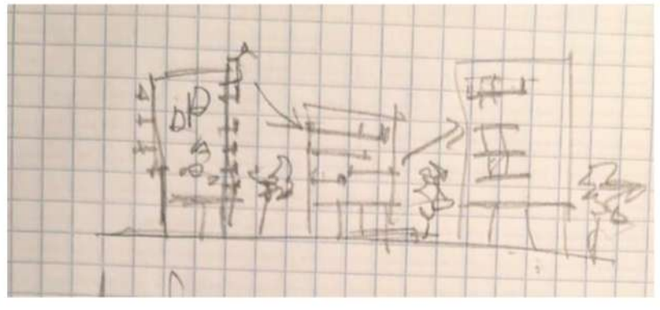
- Fitactive gym
- Lidl / In’s supermarket
- Bus 18 stops
- Narrow road
- Green areas between buildings

Participant 6

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? Boring. . Yeah, because there is just a lack of commercial, lack of activity, so I would say boring. And if I want to buy something, I have to go a little bit far to Eslonga, or maybe if I just need a coffee, I need to go a little bit far, because there is no commercial just downstairs.
How would you broadly describe EX-MOI in a physical/Functional/social sense? I couldn't imagine how to describe this. Functional. Could you please explain what you mean in functional? For example, do you think it's functionally working, like for you? Ah, I think they had a good imagination about this place, but I think they failed. Because I can see when they designed and developed this project, they were imagining about a super nice community with a lot of people from different countries. It's a rich community, they have a new, happy life here. But I can see now, teenagers downstairs, like yesterday night, they were having a firework. It's just like fighting each other. And it's not a good vibe. So I think functional, the basic line, I mean, we can have a place to stay and it's cheap. So in this way, the functional way is good, but other things, I don't think it's good. And for social, it's hard to say, because for me, I didn't really participate in the community activities. So it's hard to say if it's good or not. But in my mind, I think it's kind of boring as well.
2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing —just a rough sketch.
I didn't really get it, like, what are you expecting to draw? What are you expecting me to draw?

The neighborhood. this neighborhood? It's a huge concept, I think. How do you define the neighborhood? Like, people or place?
He started drawing an elevation view of the Camplus Ex-MOI building.

Like a neighborhood, like have buildings. And I would say I'm expecting more commercial on the ground floor. And yeah, they need some, like, balconies. The balconies, maybe more balconies, not just the...
Maybe every apartment has its balcony. And they can go outside and communicate with each other. But if they want to have a private place, they can just shut down. And here, yeah, maybe more trees, not just a draw hall. Something like that.



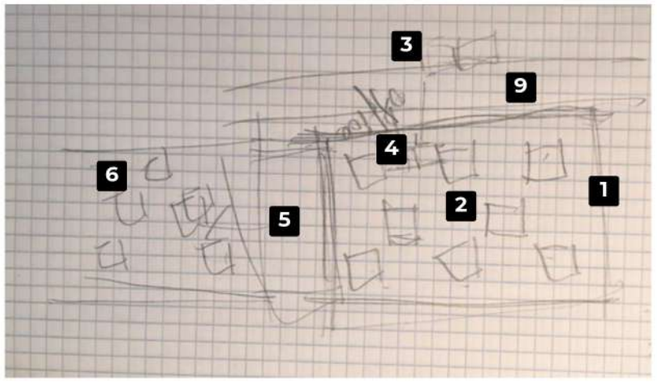
Okay. So this is, like, the thing, somehow I find it your suggestion. But if you want to draw mainly a map, like a quick map. Imagine, like, a person, a stranger is here. And he or she is asking you, what are in this neighborhood? And how can I access the services here?

The order of 1st drawing:

- Camplus EX-MOI buildings
- Balconies
- Trees

Figure 7. The sketch map of the area drawn by participant 6

Figure 8. The sketch map of the area drawn by participant 6



The order of 2nd drawing:

- Lot 3 boundary
- Camplus EX-MOI buildings
- Other buildings
- Campluse office building
- Square(Basketball court)
- Other lots (4 & 5) with the same layout

So it's a square, a square lot, a spot. And the buildings, the building layout, just like that. And here, near the street, there are lower buildings. This is the office. The service and reception is right here. And there are just individual residence buildings. And here is a square, like a square. And there are more residential areas. It has a similar layout. Okay. Yes, and here you want to go inside, have a look. And just maybe from here to the office, get check-in. And wherever you want, just go around. Basically, it's like this.

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.
First of all, it's the color. Because every building has a special color. And the colors are bright. So it's very easy to recognize the place. And also, then, it's the way of layout. Because the typology, I think. It's not similar to the traditional Italian residential block. So these two, yeah. First of all, it's the color. And second of all, it's the layout.

b. Are there any particular emotional feelings that you have with regard to ? I would say conflict.
5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area: Yeah. I usually have two main options. One is Lingotto, and the second one is Esselunga near us. Only these two.
When I go to Lingotto, I go out of the building and walk around it, then I enter a small street between the buildings and the main road, the highway road. I walk along this narrow street and go out of the area. You can see the bridges in front of you. I continue, cross the Arrow Wall, cross the gate, and then go upstairs to the bridge. I cross the bridge, you can see the railway view, and then I cross another bridge, which is the Lingotto Bridge. After crossing Lingotto Bridge, I enter Lingotto.
And how do you usually go to Esselunga from here? I take the narrow street but in the opposite direction. I just continue, it's actually quite far. I walk until something like a cross. It's not really a cross, more like a plaza. Let's say it's a cross.
Then I go along the school and turn right. I see a special residential building, quite old, and it has a hole, you can go through it. After that, I cross the street, and after one crossing I get to Esselunga.
5b. When you walk along these paths — for example when you go to Lingotto or Esselunga — do you feel anything emotionally along the way? I just feel like everything is too far away. I have to walk a super long time, maybe 10 or 15 minutes, to reach the place I really want to go. So most of the time, I don't want to go out.
Any other feelings while you are walking? I feel it's just a path. It only has this function, just a path. And the heavy road is really noisy. Cars go really fast, really quick. I feel it's not safe.

6. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? Maybe only the office, or I see a small yard. It's quite small. I saw people playing guitar and chanting. It's behind the building I'm living in. It's a small green area. It's covered, with some chairs. Sometimes people are singing there.
If you want to spend time with others outside, where would you go?If I do, I just go to their place. Maybe dinner or something. If I'm in the area, I go directly to their room. In public, I usually go out of this area — to the city center or somewhere else.
Do you think this neighborhood encourages people to meet each other? No
7. What services/facilities you use nearby mostly ?
Only the laundry. Underground laundry. Nothing else.
8. What facility do you think is missed which could be added to this zone? Maybe a sport area. There is just a square, no basketball basket. Maybe a football area. There is only a green area and nothing else.
9. Are there areas you never go to? Why? Yes, the path I mentioned before. When I go along it, I just want to quickly go out of it because I don't feel safe. There is a super high wall, and the people there don't look friendly. I haven't really seen the neighbors there.
Which area do you mean exactly? It's a bit far from our building. It's not a complex, more like a normal residential place. Many people are from different countries and I think it's quite poor. I saw people smoking there and I don't know what they were smoking. I just don't feel well
0. Is there any places in the area that you feel positive in? Where and why? Only when I'm in the apartment. The facilities are good — 24 hours hot water and electricity. You don't have to worry about the price. But you have to be lucky with roommates.

Do you feel that certain places belong to specific groups of people?
I never really thought about it. I think everyone just temporarily lives here, and no place really belongs to a specific group.
Not elsewehere? for example there that you mentioned there are some gyus? I dkn actually
Maybe bussiness and offices
12. Overall how much you rate to these neighborhood? How much it is working for you? 5
And any suggestion to improve the neighborhood? For example the green areas in front of the buildings?
Umm, maybe more facilities, more sport facilities.

Summary

- Strong sense of design failure: imagined community vs lived reality.
- Paths are purely functional, not experiential.
- Heavy traffic and noise dominate perception.
- Feels unsafe and disconnected from surrounding residential areas.
- Apartment is the only positive space.

Key quotes

- "They had a good imagination about this place, but they failed."
- "It only has this function — just a path."
- "Cars go really fast."
- "Most of the time, I don't want to go out."

Spatial clues emphasized

- Narrow street
- Bridges
- Heavy road
- Laundry
- Apartment interior

Participant 7

1. What first comes to your mind, what symbolizes the word "EX-MOI" for you? How would you broadly describe EX-MOI in a physical/Functional/social sense?
An overview is, think of it as a student's residence place that is comfortable and the service is really good. The neighborhood is safe and the transport is accessible, so anybody can just go anywhere at any time. Well, the social life is not very good.

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

The order of drawing:

1. Camplus MOI
2. Stores around
3. Gym
4. Bank
5. Small Park(Galimberti park)
6. Bridge
7. Lingotto mall
8. Olympic stadium
9. Train railways
10. Lingotto train station
11. School

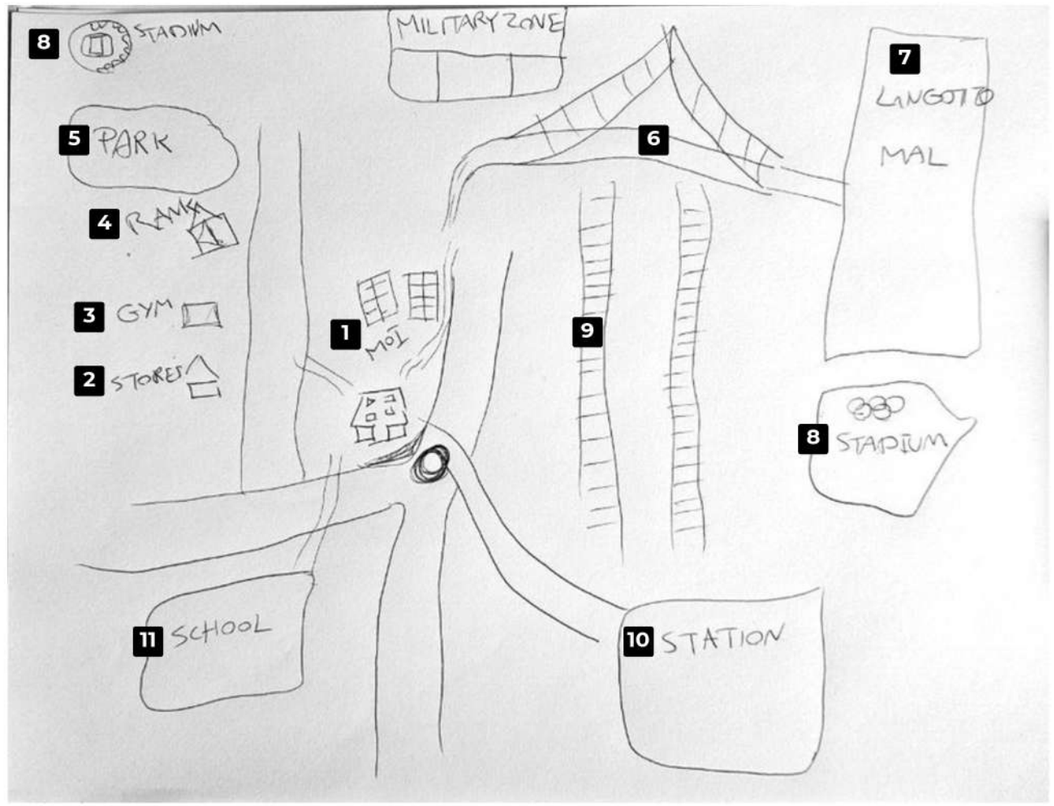


Figure 9. The sketch map of the area drawn by participant 7

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.

- Lingotto train station, Lingotto mall, the Torèt(public fountain) in the park

4b. Are there any particular emotional feelings that you have with regard to ? After work, I used to spend most of my evenings at the park. So, yeah, more than three hours maybe each day or more. So, yeah, it lives by me, yeah. Okay.
And what do you do normally in the park when you go? I get there, I relax my mind, and I play an audiobook and learn something different from what I know, you know? Nice. So, you walk or you sit? Is there any special activity that you do? I walk around and sit when I'm going to get exhausted, yeah. For an hour. Okay. And how do you see this park? Is it working for you and you think for others? Yeah, definitely, because there are all ranges of people. There are children who play their games.
There are young guys like me, young ladies. There are people who play music there. There are people who do fitness there.
There are old people who come for the sun there. People who bring their dog. So, yeah, I think it works for everybody, honestly.

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:
.Well, I'm a developer, so I work from my room, just on my laptop. I wake up everyday, I have 30 to 40 minutes for workout in my own room, not at the gym. I take a shower. I walk for 40 minutes around the neighborhood, of course. I come back home. I get ready for work. I work for three hours. I stop working

at 7. I take a short break. I eat. I go back to work at 8.30. I stop working again at midnight. I go out to the park. I spend an hour there. I come back home, work until morning. So, basically, that's my life. Typical day.
And for other purposes, where do you go outside of the home? What is the most used facility for you in the neighborhood? Service facility. The most used facility is a supermarket, Penny. And for... The train station, of course, sometimes.
5b. do you have any particular feeling during these trips that you took during the day? For example, for reaching to the train station or for reaching to Penny, walking? Well, yes, because I spend too much hours on my laptop, so it exhausts me really, really bad. So when I go out for a walk, I really feel relieved. It's like the best
moment of my day because I get to spend some time away from my computer and it really makes me feel good, yeah.
When you are walking around, let's say, towards the train station, which route you choose and during the route you have any particular feeling? I get out of my residence house and I get the main road. I go around the train station and my next exit is at the mall. I go through the mall and go above the bridge, the path, and I go around the military camp. There is a military camp. I didn't remember it earlier on the drawing.
And I go around the military camp. I come back from the Torino Stadium, training stadium, and yeah, I come back home.

6. Please give me complete and explicit directions for the places that you use to socialize:

- Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? Yeah. Okay, I'm going to give two different examples. From my own house, we host people almost every day because, yeah, you know, boys come along, spend some time. And yeah, at the park, sometimes I see people who have barbecues. I've hosted one myself, but at home. I see lots of students having birthday parties at the campus. I see this kind of stuff. So yes, definitely.
- And if you want to say also for others, do you think for others it's a place that they gather or not? Maybe some of them. I mean, they use it just for partying. In other residence, you can find a study room, like TV room, a lot of things like that. But here, we just have that relaxing area and it doesn't work for anything else
- And where do you gather with your friends in the area? You already told me. Most of the time in my house.
- If you want to spend time with others outside, where would you go? Sometimes we go to the city center or, you know, somewhere outside, depending on the weather, of course. If the weather is chill, we stay outside. If it's muggy, we find somewhere inside, indoors.

Do you think this neighborhood encourages people to meet each other? The neighborhood, yes, but the campus university, I doubt it.
You mentioned that in campus, some people party. And where do you think they do the party? ... I mean, is there a common area? In their own apartments or in the Sala Relax, sometimes, yeah.

Do you think this Sala Relax is working or not? Yeah, I think it does its job.
Which service or facility you think is missing in the area? Maybe I don't know much about it, but I haven't seen a hospital, I think. Maybe it's around, but I haven't seen it. Okay. Yeah, you know, there's like a hospital every two, three blocks, but I haven't seen it. Maybe it's around, but I haven't been there.
Did you know, Bruce, that there are lots of sport facilities around us? Like, it's almost 15 courts? Yes, I use them. I use them a lot, so yeah, I know.
How often you use them and how do you use them? Previously, I used to play football, so before I stopped, I used to play at a club, but it's not there in the neighborhood, so I won't mention it. But during my relaxing time with my friends, we used to go to play along, rent a pitch, pay a few euros, play for an hour or two, and sometimes play basketball. Next to the stadium, Torino Stadium, there's somewhere there's a basketball court, we used to play along. And basically, we use like one or two football pitches, but I know there are more, there are multiple or different clubs.
And Bruce, is there any area in the neighborhood that you never go, you avoid to go? Um, there's a, I don't know if it's a nightclub or something, something Japanese, I don't know. Hiroshima? I don't remember its name. Hiroshima. Yeah, Hiroshima, Hiroshima something, yeah. I want to go there, I've never been there. I just pass by and keep going.
And is there any area that you feel unsafe in the neighborhood? Not me.
And how about others, your friends, you know, your people that you talk, is there any place that you heard that they feel unsafe? Yeah, mostly girls. They don't like, there's a short path just behind the apartments that goes all the way through the roundabout to the roundabout. At night it's dark, so a lot of my friends,

ladies, they don't like passing there. There are drug dealers around, there are, you know, these kind of people that scare them, so they don't use it. Yeah, yeah. But I do.

And in contrary, is there any place that you feel positive about and you like it in the neighborhood the most? Yes. I like the park the most because, okay, I read a few important books or heard, you know, I prefer audio books. So I heard a few important audio books in my life that every time I replay it, the park comes to my mind, you know, the same thing, the same hour, the same weather, everything, you know, flashbacks.

And these green areas that are between our buildings in the Exmoi, what do you think about them? you mean green areas? We put trash bags. Yes. Well, I stayed at the ground floor, so I really like to, you know, put in my stuff when it's complete, the trash, but I really hated it when it was complete and everybody was just putting it before my door. I mean, it was smelling, but yeah, it's really useful If it's used right.

And if we solve the problem of trashes, let's say, apart from trashes, do you think this green area is working, is good? ? Yeah. If everything is done right, honestly, everything is good for me.

And do you think, Bruce, in the area there is a certain area that belongs to a certain type of people that we can classify either by gender, by nationality, by age? Well, I myself, I'm a foreigner, so I've experienced that every foreigner out of their country, they try to get as close as possible to somebody who relates to them or who shares cultural beliefs with them, you know? If I can get three, four, five guys or girls that share the same ideas with me, everybody else does that. So I've seen it many times, and sometimes it's done negatively, but on the positive side, yeah, it's there, and I don't think it's a problem. Okay.

11. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ? Around morning hours at the park, usually there are old people and little kids. Old people, I mean, 50, 60 plus, and kids, 15 minus. Okay.They likely use the park in the morning hours, and, again, around 4, 5 p.m. For the sunrise and sunset. And the kids, of course, go to school. I can't talk about bars.Everybody goes to the bar. Maybe I'll talk about the stadium. People go to the stadium, just people like me who like football. Yeah.

12. Overall how much you rate to these neighborhood? How much it is working for you? 7

Summary

- Neighborhood is functional and accessible, socially weak.
- Strong emotional attachment to park as daily routine.
- Park supports multi-age, multi-use activities.
- EX-MOI green spaces fail mainly due to management (trash).

Key quotes

- “The park works for everybody.”
- “Every time I replay the audiobook, the park comes to my mind.”
- “The neighborhood, yes, but the campus university, I doubt it.”

Spatial clues emphasized

- Main park
- Lingotto station
- Mall
- Internal green courtyards
- Walking loop around stadium / military camp

Participant 8

1. What first comes to your mind, about the word "EX-MOI Neighborhood" ? A quiet and calm neighborhood, located in suburb.
How would you describe EX-MOI in a physical/Functional/social sense?
It is coherent physically. It is far from the center but with good facilities.
lots of supermarkets, near Lingotto mal, near University campuses, and also near hospital and sport fields.

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

The order of drawing:

1. The roundabout
2. The narrow road
3. Via Zino Zini
4. Bus station
5. Via G.Bruno
6. Bus Stop
7. Ex-MOI
8. Bike lane
9. Hostel
10. FiActive Gym
11. Post Office
12. Penny

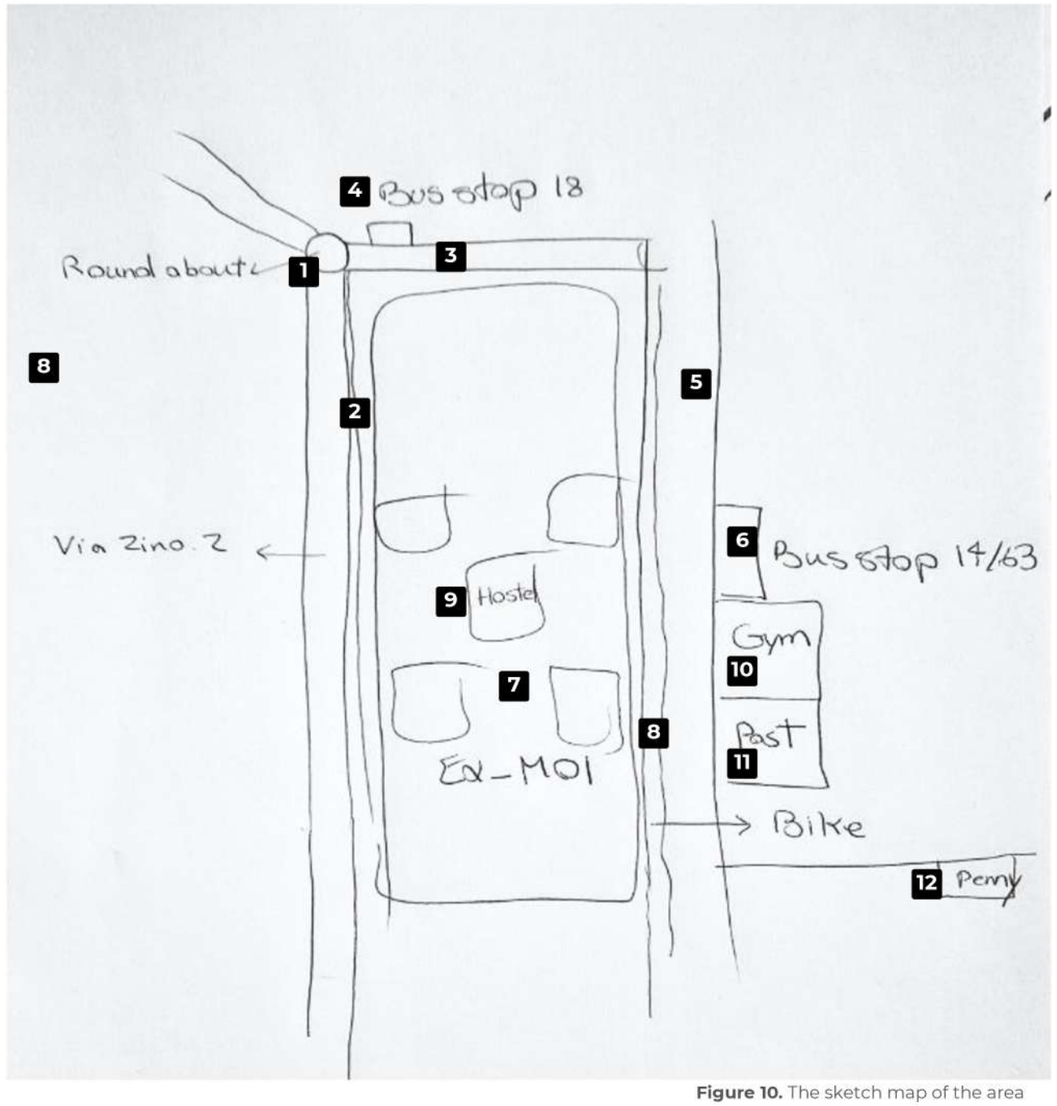


Figure 10. The sketch map of the area drawn by participant 8

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember. the calmness and the safety at the same time and the Ex-moi, if you want to specialize the Ex-moi part, for me is like a student place, a student residence

- Alpine view
- view of the Olympic Bridge.

4b. Are there any particular emotional feelings that you have with regard to ? For the Alpine view, it reminds me like the beauty, yeah, the beauty of mountains, to enjoy a great view. But for the Olympic Bridge, the whole view is nice, but just the vibe near, to stay near the Olympic Bridge, for the late nights, for me, it's not safe. Like, I don't get the safety vibe

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:

I usually use the, to go to the university,. the train station, train station to get the train in order to, more fastly than the bus, arrived in Porto Nova, in order to finally use the bus to get to arrive my university. the primary is the train station to Porto Nova, but the second, I can mention the 18 bus from the Fermata, like, or the 18, after 18, I used to use the 63, the bus 63, which is next to, the bus stop is exactly next to the Ex-MOI

And can you give me more detailed explanation where exactly you choose to go? I used to get out from the Ex-MOI building and then just pass from the behind alley, and walk from, like, five until eight minutes by walk to arrive to the bus stop for 18. pass from that way, but for example, if it was late night, and for the safety, I wouldn't pass from that way. I used to get out of the building and pass from the way which is near to the main road, main street, Via Zinozini, that has cars, so I used the sidewalk inside of Via Zinozini. I preferred it over the narrow road that is...

And for other purposes, where do you go outside of the home? What is the most used facility for you in the neighborhood? Service facility. The most used facility is a supermarket, Penny. And for... The train station, of course, sometimes.

5b. do you have any particular feeling during these trips that you took during the day? For example, for reaching to the train station or for reaching to Penny, walking? Like, actually, it was kind of far away from the city center, and it just seemed to be one side to the other side, where I used to listen to the music and podcasts and just, like, enjoy as a long trip.

During the day, it was everything okay, like quiet, safe, but for example, when it comes to the night or especially late night, the main road, it wasn't still okay, but the behind alley, behind the Maximois building, it wasn't safe at all. It wasn't, because it was really dark and it was really quiet, so I think it wasn't safe.

6. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? Yes, for sure. Firstly, the relaxed area in the Ex-MOI, which is in the first floor, actually not the first floor, like it's in a ground floor, in a down floor, it was just accessible for the Exmois students or for people who live there, but if you want to mention a place for general, like everyone can access and use, I will mention the park, which was near the Ex-MOI, if you just get the road until the entrance of the Olympic Bridge, there was a really big park, so as I remember, family and children used to come there and spend their time. because I remember it has a playground, but also the students, because there are many benches that young people can gather and enjoy.

During the day, it was everything okay, like quiet, safe, but for example, when it comes to the night or
If you want to spend time with others outside, where would you go?For me, I choose the park, I will choose to go with my friend at the park
Okay, and any place outside of the neighborhood you choose? Let me think, I guess there is another park, like it's more specifically playground for basketball or football, but you can also gather with your friend, like they're not like a park, because it's more for doing sports, it's just right before the 18 bus stop. Okay, and you mean it's, which one you mean, I'm not recognizing it. Like, you know, there is a bus stop for 18, okay, at the same direction, just like a few meters before the bus stop, there is a place for playing football or basketball, I mentioned that it is specifically more playing sport, it's not like a park. Okay, you can spend the time with your friends doing some sports there also
Do you think this neighborhood encourages people to meet each other? as a neighborhood which is far from Central, and there's not much accessibility to use like the places in Central, I think it's fair enough.
Okay, okay, and how about the green areas between our buildings, if you remember there were some? Yes, I remember them, yes. How do you feel about them? I like them because, you know, they turned up like the place more fresh, more beautiful, and I think without them, like the whole area could be like more, how to say, neutral. Neutral, okay, sorry, yeah, without the green area, I think the whole building area would be more neutral or maybe freshness. Okay, and do you think they are serving the society there, these green areas? Yes, they're serving, but sometimes, not actually really on time, but yeah, they always serve their green area. Okay, and if you want to, for example, consider it as a gathering area, do you think it's

possible to gather? No, for gathering, no, because it's a small area.
7. What services/facilities you use nearby mostly ?
Mostly supermarkets, and most important, because it was really important, because I really use the most supermarkets, so I could use and access them just by walk, without taking bus. It was the most important for me in the whole neighborhood.
8. What facility do you think is missed which could be added to this zone? Maybe a library.
9. Are there areas you never go to? Why? The area which is to be specified is below the Olympic bridge, I avoid to pass from that way, especially if it was after the dark, at nights, when it's the evening, because it just gives me the vibe of the unsafety. I actually just pass through three times when I had to, but otherwise, no. Just this one and the alley behind the EX-MOI building, which I mentioned before. And that one also at nights.
10. Is there any places in the area that you feel positive in? Where and why? Yes, I liked the park I mentioned, which is near the EX-MOI buildings, and lastly, like within 10 or 15 minutes, really fastly, because the link was a really big mall, so it was a really positive point for me to access really easy and fast.
12. Overall how much you rate to these neighborhood? How much it is working for you? I would give it 6
And any suggestion to improve the neighborhood?
I would just suggest to build or provide food services and restaurant, which we call Mensa for students some where near. Because here we are mostly students. I think the Mensa is necessary, and maybe a library. And for the former market building a place especially for studying, because the relaxed area is both for playing and studying, and there are always different groups of people, so I think they should be separated from each other.

Participant 9

1. What first comes to your mind, about the word "EX-MOI Neighborhood" ? it's a good neighborhood. Also, it's because, like, I get to, like, live with other people, like, you get to know, like, some different cultures, like, for example, me coming from Rwanda and you coming from Iran, like, we get to talk, I show you some of my culture, you show me some of yours, we meet someone else from another culture. Yeah, so, like, for me, it's a good thing, like, it's a good neighborhood because we get to, like, experience other people's, like, cultures, like, their behaviors. Yeah, something like that.

How would you describe EX-MOI in a physical/Functional/social sense?

I wouldn't say it's totally safe, but a little bit safe. The neighborhood is good because it's close to, like, a lot of activities, like, we have the football pitch, like, 10 minutes, we have clothes, like, the supermarkets are close to us, we have a lot of parks around us, the parks, the post, the gym, so, yeah, the neighborhood is pretty good, yeah.

The order of drawing:

1. The general lot of the residences
2. the road (Via giordano Bruno)
3. the other road (Via zino zini)
4. Gas station
5. Newly opened fast food
6. Hotel
7. Gym
8. Laundry
9. Butcher shop
10. Bank
11. park
12. Train station

2. We you please make a quick map of this neighborhood? Make it just as if you were making a rapid description of it to a stranger, covering all the main features. We don't expect an accurate drawing—just a rough sketch.

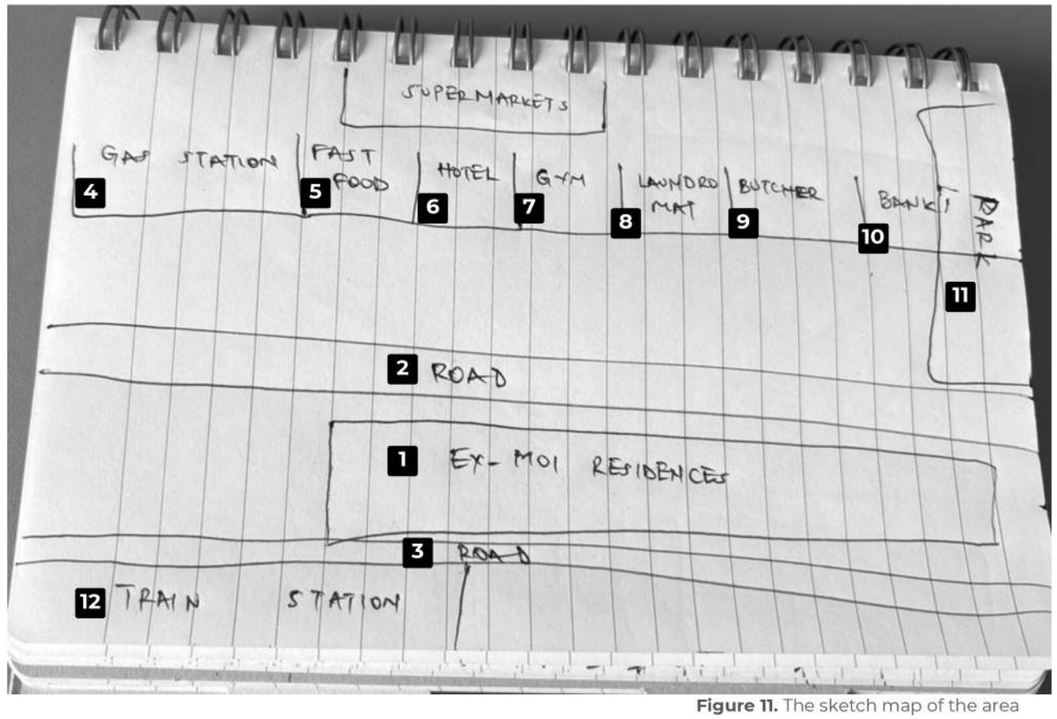


Figure 11. The sketch map of the area drawn by participant 9

3. Now, we would like to know what elements of EX-MOI neighborhood you think are most distinctive. They may be large or small, but tell us those that for you are the easiest to identify and remember.
4b. Are there any particular emotional feelings that you have with regard to ?

5a. Please give me complete and explicit directions for the trip that you normally take during the day in the area:
well, without school, I go to, like, the gym or the supermarkets, because we have different ones, like the Inns and Penny and also the Lidl on the far part. Sometimes I do, like, jogging or walk during the, like, the evening, so, like, the parks, I go to the parks, not every day, but most of the times. And, yeah, also, like, because I have, like, my friends living, like, close to here, sometimes I go to their place, so, yeah.
which path you took to go for each of the things you mentioned, like, both your supermarkets, jogging, your friend? if I'm living from here, if I want to, like, go to the, like, Inns, I just leave here and then cross the road and then go straight to Inns. But if I want to, like, go to Penny after Inns, I might just, like, go on the right side and then I go down and go to the Penny. If I want to go to Lidl, sometimes I wait for the bus and if the bus is, like, too far, like, if it's not coming, like, in two minutes, I just go with on foot. It's, like, 15 minutes. So, I just, like, leave this place and then just go straight until I get there. It's, like, 15 minutes, so it's not that bad. Okay. Yeah, and for the gym, I just cross the road because it's so close. Also, for my friend's house, they are also, like, they live near the other gas station, so I just, like, go, like, I cross the road and then go straight, like, five minutes.

5b. do you have any particular feeling during these trips that you took during the day? For example, for reaching to the train station or for reaching to Penny, walking? Like, when I want to go to my friend's house or, to the gym, I have to, cross the road. So, when you're, near the road before you cross, sometimes, well, not in this season because it's winter, the weather is bad, but, like, for the previous seasons, there will be, sunset. So, and I love sunsets. So, every time when I'm going, like, in that direction, I always, like, stop and take, like, pictures of sunsets. So, that's a good feeling
6. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? I think yes, because, like, we have, like, parks around us, like, for example, the one close to the bank. If people want, they could, like, meet up, like, a group of people, you know, meet, see each other, talk. It's, like, a big park. So, yeah, I think so, yeah. You mean the Gallimberti Park? Yeah, Gallimberti,
If you want to spend time with others outside, where would you go?Uh, sometimes, if there are, like, few, I could tell them to come here. Or if there are, like, a lot, we can just go to the park or to someone else's house. Yeah, so that we don't, like, bother other people.

Do you think this neighborhood encourages people to meet each other? It should. I don't know if it does, but I think it should, because we have, like, closed activities, like, we can, if you want to, like, meet with people, like, a lot of friends, like, when your friends are here. I think there are a lot of activities you guys can do, like, you can, like, either come to your house or, like, to the park. So, yeah, I think it encourages people, like, yeah.

Okay, how do you feel about the green spaces that are between our buildings? Yes, Uh, it's a good thing, because, like, uh, it makes the place look good. Also, regarding to, like, people gathering together, I think that would be a great place, like, if you, like, you put, like, chairs and then, uh, people bring, like, their chairs or at the tables, it would be a good place to hang out with your friends

7. What services/facilities you use nearby mostly ? I would say the supermarkets, because we need food, drinks, and everything. And, uh, maybe, like, the bus. We have the, like, the transport here. It's good. Like, the bus are on time. Like, it's close to, like, the bus stop is close to our residence. So, I would say, like, the transport and the supermarkets mostly. Like, if I'm in the, like, um, the central zone, I would, like, take the, how do I say it? I cross the road, then walk, like, five minutes and there's another, um, bus stop that's going that direction. But if I want to, like, um, go, like, to Lidl, like, when I don't want to walk, I just, like, take the one that's just in front of the gym. So, yeah. The first one I didn't, uh, take, you mean for getting to the, let's say, the train station, for example. Oh, yes. Yeah. Which, which path? Like, if I want to, like, go to the train station, I would just, like, sometimes I walk. Uh, there are, like, two routes that I use mostly. There is one behind our building, like, just, like, cross there and then walk straight. And there's also another one that you can just pass through the reception and just turn the hallway. Yeah. But for me, I like this one behind the building because it's, like, I think it's way faster than the other one.

And how do you feel while using this road?

And for the bus stop, uh, which, which one you use most and how do you get there? Um, I like it, but, like, using it in the daytime because in the night, I'm not, I don't feel safe. So, I'm, like, I gotta, like, pass there.

8. What facility do you think is missed which could be added to this zone? Um, actually, I think we have, like, most of the things Maybe, like, restaurants. Yeah. Apart from the, the ones in the malls, I think we could, like, use, like, some closed restaurants. Yeah. Because, like, if you want to go to, like, like, McDonald's or KFC or outdoor dress, you just have to, like, go on the bridge. Yeah. To the mall. Like, yeah. Yeah. But it's okay. Okay. You think it's a bit far in the mall.

9. Are there areas you never go to? Why? Mostly no. Yeah. For me, like, I like to walk.

And is there any places in the area that you feel unsafe when you are in? I could say the road to the, like, maybe for the train station, but only at night. Yeah. Also, like, the bridge. When you're going to, like, the bus to the bridge to the mall, like, in the night, like, around, let's say, 10 p.m. Yeah

0. Is there any places in the area that you feel positive in? Where and why? I could say maybe the gym. Sorry, the mall. It's kind of far, but, like, if I want, like, if I spend the whole day here at home and, like, I need to, like, you know, do some exercise, I just, like, go to the mall. Yeah. And look around. Yeah. Nice. It's a nice thing

12. Overall how much you rate to these neighborhood? How much it is working for you? I would say 7.5.

And any suggestion to improve the neighborhood? I said, like some, maybe, like, restaurants close to us. I would suggest for, like, as students living here in Moi, I think we need, like, security, like, tight security. So, like, I don't know how they would do it, but maybe, like, put guards on, like, that gate, somewhere closed, like, uh, put lights on the roads so, like, students could feel safe. So, yeah, I think that's what I would suggest. Yeah.

Participant 10

1. What first comes to your mind, about the word "EX-MOI Neighborhood" ? For me it comes out Olympic neighborhood. As for the neighborhood today it is a bit boring. It really doesn't have anything.

2a. What elements of EX-MOI neighborhood you think are most distinctive? They may be large or small, but tell us those that for you are the easiest to identify and remember. Arco di Olimpico and the building next to it which as far as I know it was a market.
2b. Are there any particular emotional feelings that you have with regard to ?

Please give me complete and explicit directions for the trip that you normally take during the day:
4a. Where do you usually GO during a typical day here?
There is no particular place in this area.
4b. Explain how you get to your destination? study/work? How long would it take you?
Picture yourself actually making the trip, and try to describe the sequence of things you would see, hear, or smell along the way, including the path markers that have become important to you.
Some times i take a walk from Camplus MOI till Corso Sebastopoli.
5b. do you have any particular feeling during these trips that you took during the day? For example, for reaching to the train station or for reaching to Penny, walking? During the night sometimes i feel a bit scared.
6. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? As far as I've seen, there is at

in the center of the city, maybe Piazza Castello or at river Po.

Do you think this neighborhood encourages people to meet each other? Not really, it doesn't have anything to do, even coffee shops seem to have clients only old people but not my generation.
How do you feel about the green spaces that are between our buildings? Nothing really, because it is only grass, there is no other vegetation or trees.
7. What services/facilities you use nearby mostly ?
Only supermarkets.

8. What facility do you think is missed which could be added to this zone? Coworking area, Library, coffee shops, with choices for young people, community area.
8. Do you know about sport facilities in the neighborhood?(15 Sport pitches!)
Sport facilities: Yes I know some, but i didn't know there are 15!

9. Are there areas you never go to? Why? the Olympic bridge. I try not to pass there when I'm alone at night. I feel scared.
And is there any places in the area that you feel unsafe when you are in? Yes, The Lingotto tarin station is a bit weird, specially after 10 pm you just feel unsafe. also the walking part from the bus station PIO VII
10. Is there any places in the area that you feel positive in? Where and why? Not really, but it is not that everything is bad, but there is no particulare place that i can mention.
13. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?
I didn't notice.

Participant 11

1. What first comes to your mind when we say "EX-MOI Neighborhood"? How would you broadly describe EX-MOI in a physical/functional/social sense? The Arab immigrants neighborhood, Far from entertainment facilities, with weak access to transportation.

3a. What elements of EX-MOI neighborhood you think are most distinctive? They may be large or small, but tell us those that for you are the easiest to identify and remember. Lingotto bridge, San Paolo tower

3b. Would you describe that element to me? It has a nice view.

3c. Are there any particular emotional feelings associated with it? Null

Please give me complete and explicit directions for the trip that you normally take during the day:

4a. Where do you usually GO during a typical day here? No where in this neighborhood.
4b. Explain how you get to your destination? study/work? How long would it take you?
Picture yourself actually making the trip, and try to describe the sequence of things you would see, hear, or smell along the way, including the path markers that have become important to you.
I use the Train station or take bus number 18 or 14/63
4c. Do you have any particular emotional feelings about various parts of your trip?
you have to wait for long time at nights.

5a. Are there any places for interaction and gathering in the area? a place where people meet regularly to do something together? Lingotto mal
5b. Where do you gather with your friends in the area? Inside of my home.
5c.If you want to spend time with others outside, where would you go? usually i don't gather inside of this neighborhood.
5d. Do you think this neighborhood encourages people to meet each other? No, not at all.

How do you feel about the green spaces that are between our buildings? It wasn't in a good condition at all, with all that space that could be used for having a beautiful space.
7. What services/facilities you use nearby mostly ?
Only supermarkets. Null

8. What facility do you think is missed which could be added to this zone? More public transportation, a suitable café or restaurant, entertainment venues.
8. Do you know about sport facilities in the I went to one of them once which i don't remember the name now.
9. Are there areas you never go to? Why? Yes, near the train station was scary at night.
And is there any places in the area that you feel unsafe when you are in? Yes, toward the refugee camps.
10. Is there any places in the area that you feel positive in? Where and why? Yeah. Around Lingotto mall.
13. Are there places you feel belong only to certain people? People that can be categorized based on gender, age, nationality, etc. ?
I don't know.

Remote Participation Instructions

Hey everyone!
Thanks for taking a moment to help us with our project!
We're working on our thesis about how people emotionally experience our neighborhood's public spaces, and we'd really love your help!

First, we'd really appreciate it if you could send us any photos you've taken around the neighborhood — old or new, anything helps.

We also need your input on places in the area that made you feel something (positive or negative — happiness, frustration, calmness, motivation, etc.).

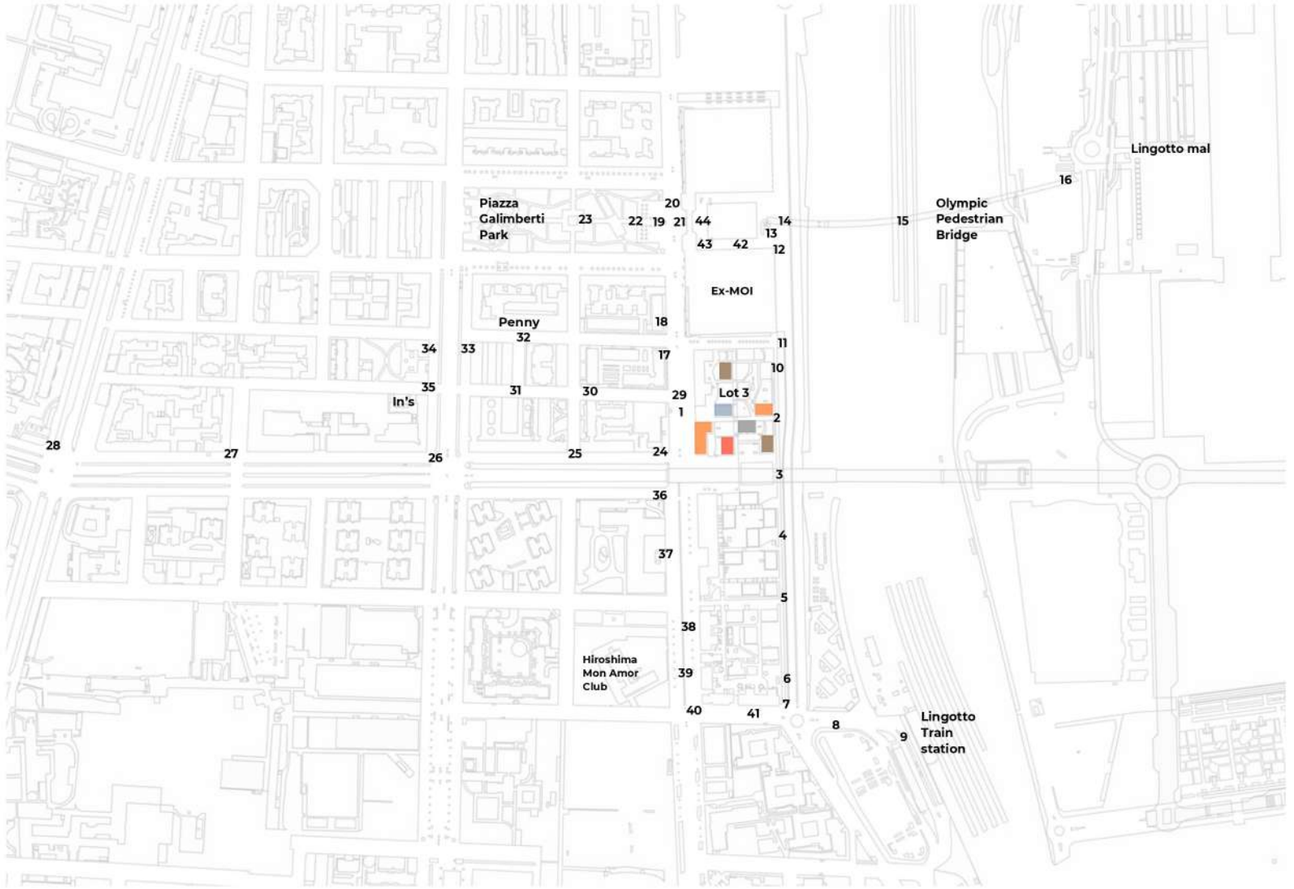
How to participate:

In the PDF we're sending, you'll see:

- *A map of the neighborhood with reference points*
- *Photographic views of the reference points*

Just send me the point number, the emotion(Positive, Negative, Neutral), and a short sentence about your experience there. It could be a sentence, or simply a word.

The numbers indicate the locations where the photographs were taken.



Path 1 : From Campus EX-MOI residential blocks to Lingotto station


1 .Camplus MOI Main Entrance yard


2. Camplus MOI residential blocks, view from the narrow road parallel to Via Zino Zini


3. The basketball court


4. ARPA complex buildings, view from the narrow road


5. ARPA complex buildings, view from the narrow road


6. Lot 5, refugee houses, Kids playground


7. Entrance to the narrow road parallel to Via Zino Zini


8. The public parking in front od the Lingotto train station

Path 2 : From Camplus EX-MOI residential blocks to Lingotto mall


2. Camplus MOI residential blocks, view from the narrow road


10. Camplus MOI residential blocks, view from the narrow road in opposite direction


11. The side road between Lot 3 and Ex-Market building


12. Via Zino Zini sidewalk, near EX-MOI


13. The pedestrian bridge entrance from Ex-MOI


14. The Olympic pedestrian bridge toward the Lingotto commercial Center


15. Palazzo della Regione Piemonte, view from the pedestrian bridge

Path 3 : From Camplus EX-MOI residential blocks to Piazza Galimberti Park


1 .Camplus MOI Main Entrance yard


17. Lot 3 buildings, View from Via Giordano Bruno


18. Lot 3 buildings, View from Via Giordano Bruno


19. Ex-MOI Entrance from Via Giordano


20. Via Giordano Bruno


21. Piazza Galimberti view from Via giordano


22. Piazza Galimberti Park


23. Piazza Galimberti Park

Path 4 : From Camplus EX-MOI residential blocks to Corso Unione Sovietica, Tram 4 stop


1 .Camplus MOI Main Entrance yard


24. Eni petrol Station


25. Corso Giambone and Via Albenga Intersection


26. Corso Giambone and Corso Corsica Intersection


27. ARPA complex buildings, view from the narrow road


28. Corso Unione Sovietica and Corso Giambone Intersection

Path 5 : From Camplus EX-MOI residential blocks to Penny supermarket and in's


1 .Camplus MOI Main Entrance yard


29. FitActive Gym, view from Via Giordano Bruno


30. Via La Loggia


31. Via La Loggia 51


32. Penny supermarket


33. Corso Corsica


34. Corso Corsica and Giardino La Loggia


35. In's supermarket

Path 1 : From Camplus EX-MOI residential blocks to station PIO VII in Via Carlo Bossolli


24. Camplus MOI buildings Entrance view from Via Pio VII


36. CAMPLUS MOI buildings Entrance view from Via Pio VII


36. ARPA complex buildings, view from Via Pio VII


37. ARPA complex buildings Entrance view from Via Pio VII


38. Via Pio VII towards Via Domenico Olivero


39. Via Pio VII towards Via Carlo Bossoli


40. Via Pio VII intersection with Via Carlo Bossoli, Recently opened Café


41. Via Carlo Bossoli, Bus stop

The temporary connectin path from the bridge to Piazza Galimberti

42. The temporary connectin path from the bridge to Piazza Galimberti

43. The temporary connectin path from the bridge to Piazza Galimberti

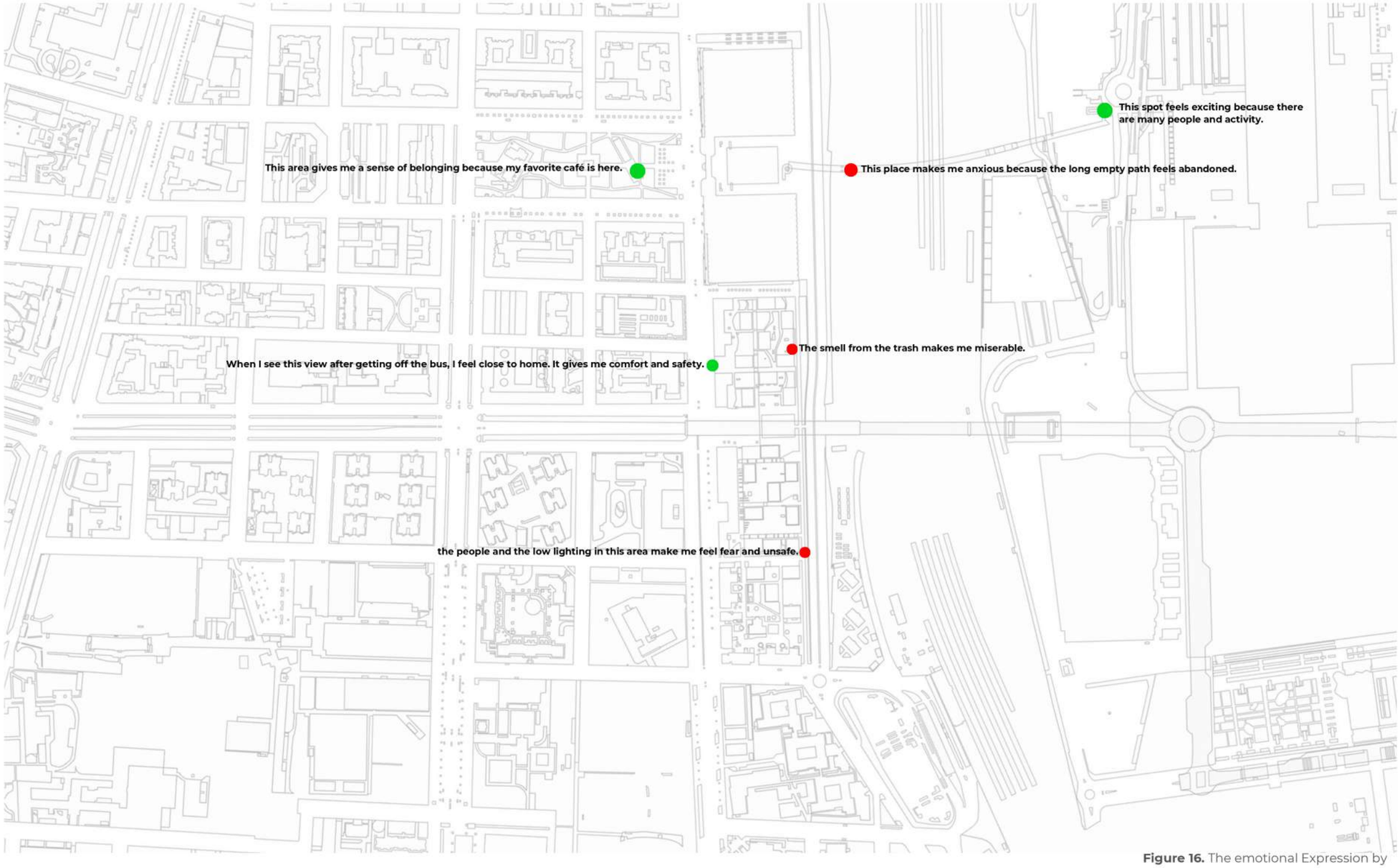
44. The temporary connectin path from the bridge to Piazza Galimberti

Figure 12. The emotional Expression by participant 12

Figure 13. The emotional Expression by participant 13

Figure 14. The emotional Expression by participant 14

Figure 15. The emotional Expression by participant 15



Participant 16

Figure 16. The emotional Expression by participant 12

Figure 17. The emotional Expression by the authors

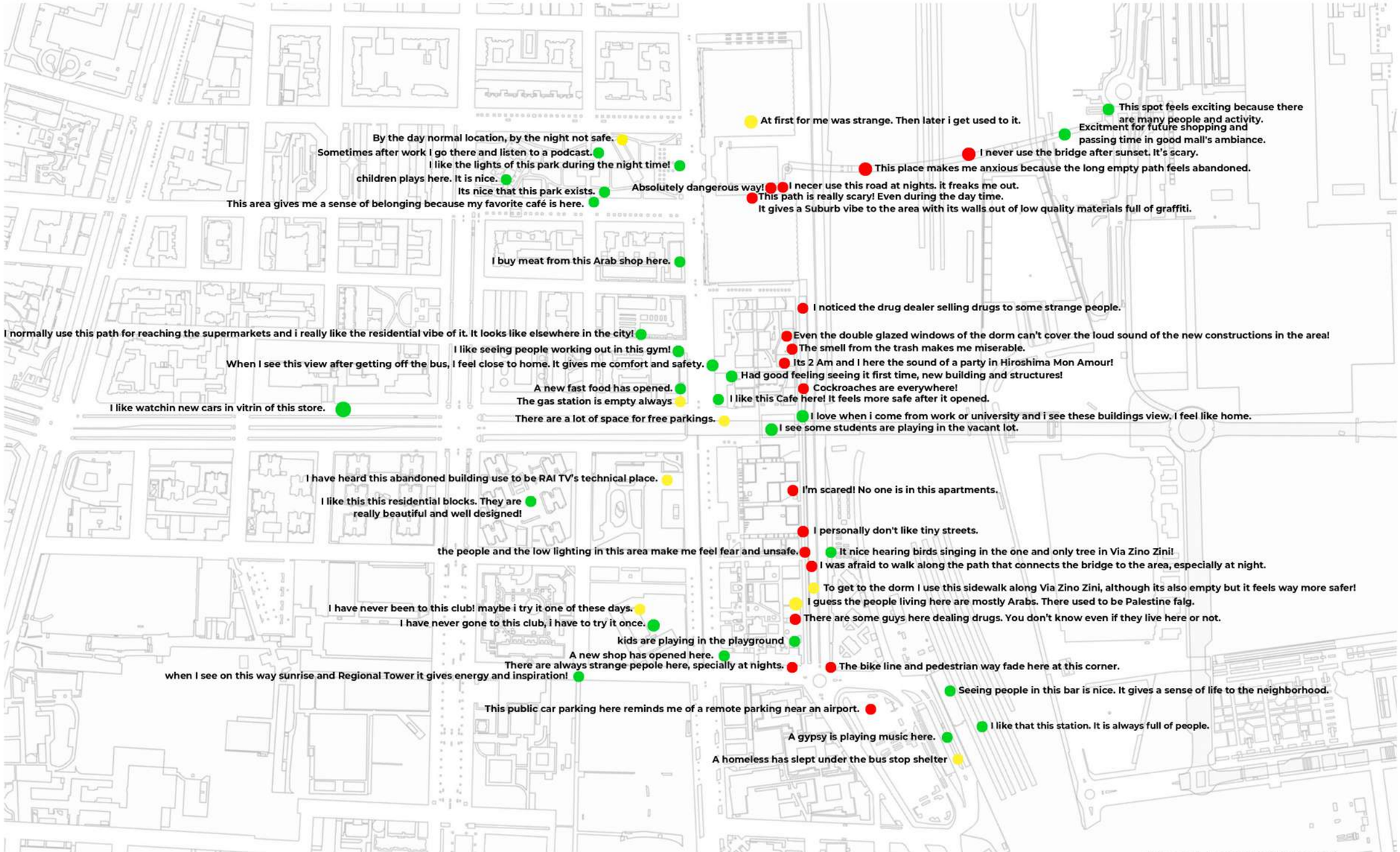


Figure 18. The colective map of emotional Expression all participants

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