

# **Urban renewal and environmental improvements**

# **A strategy for via Sacchi in Turin Italy**

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# Index

## **Introduction**

### **Via Sacchi**

via Sacchi  
Points of interest

### **SWOT Analysis**

Preliminary Analysis  
Stakeholders

### **Status quo**

Acknowledgment

### **Proposals**

Through to To  
Learning from San Salvario  
Placemaking  
Living Lab: a smart tool for placemaking

### **Strategies**

Scenarios  
Visions:  
Underpass  
RFI Building  
Vacant places

### **Considerations**

### **Stakeholders engagement**

Levels of engagement, responsibility and commitment (optimal)  
Municipality

### **The beauty and the beast**

As built  
To give a direction  
Masterplan  
Design district

### **Conclusion**

### **Bibliography**

# Introduction

In recent months I have been closely following the birth and early stages of an urban regeneration attempt in a Turin central area. I monitored the phenomenon by attending conferences, workshops and providing documents about the studied area, trying to get a clear picture of what was happening, who the actors involved were, and what their goals were. This was in order to enter into the contexts, learn and understand from them the potentialities of the places on which to base a personal project hypothesis of the retraining process, which over time, understanding the dynamics of the phenomenon, has become a preparatory strategy proposal for planning spaces of urban transformation.

The first period of analysis was the most complicated. This because the area in question was not part of a real transformation project initiated by the municipality or commissioned to an architecture office, it was started spontaneously by stakeholder groups such as neighborhood committees and associations of shops owners and professionals in the area who are running series of actions-in-network with the aim of positively influencing the area under analysis through various initiatives and attracting the attention of the Municipality to the problems and the criticalities of the place.



## via Sacchi



The area in question is via Sacchi in Turin.

It has always been a place of horses rides and, then, electrical tramways as well as for numerous extra-urban lines stops.

Traced in 1853 and then completed with portico blocks, unified in volumes but varied in the prevailing architectures of eclectic taste, runs parallel to the last section of the railway, leading to the Porta Nuova station.

It was April 26th, 1852: during the preparations for the transfer of the Regia Officina for the production of shotguns, located in the heart of Borgo Dora, also called Borgo Pallone (from which the term dialect Ba-

lon), where an irreparable thing happened. Suddenly, a large portion of the factory blew up with five tons of gunpowder, causing the deaths of 26 civilians. Almost all nearby houses were destroyed by the explosion, but the tragedy could have unimaginable dimensions. Only the heroism of the artillery weapon sergeant Paolo Sacchi, at the head of a bunch of brave people, avoids the worst: he succeeded in isolating the flames from the hundreds of intact barrels of explosive dust.

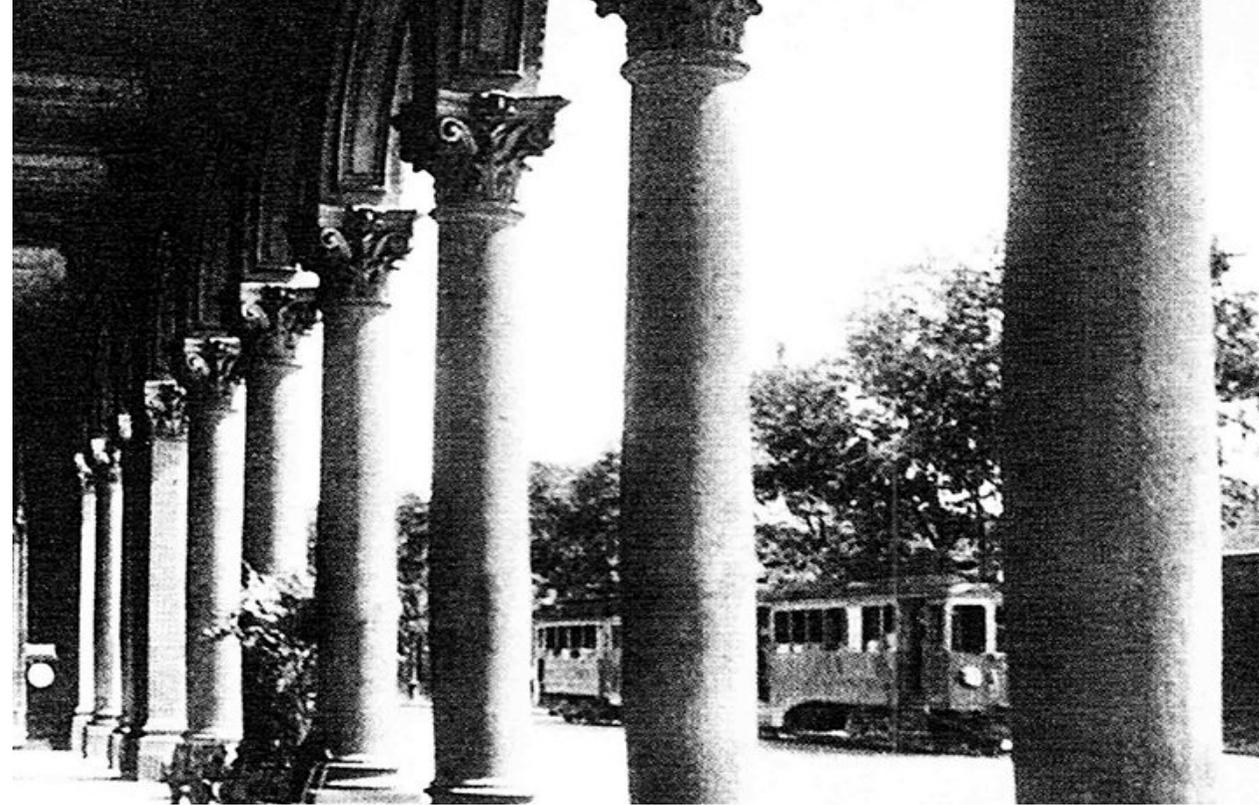
This is the reason for the dedication of the road to Paolo Sacchi.

The entire street was revolutionized a few years ago with a curious three-lane layout, with only one lane for private traffic (a sin that holds the left instead of the right, which makes the pedestrian crossing a bit difficult), via Sacchi, heavily bombed On November 28th, 1942 (67 deaths), it is full of fascinating buildings that easily escape the attention of the most. Almost in front of corso Stati Uniti (then corso Duca di Genova) with Via Sacchi, in 1883 a cast-iron pedestrian walkway was built on the railway to weld the neighborhoods of San Secondo and San Salvario. This overpass was demolished between 1954 and 1955, and a subterranean was built in its place, closed at the end of the 1960s.

Once, via Sacchi, was an elegant street full of cinemas and hotels. Starting from the Sacchi hall at number 1 of Corso Duca di Genova corner (precisely) via Sacchi, which started its activity in 1912 to close for bankruptcy a few years later. On the day of the Christmas Eve of '47, instead, opened at the number 18 (with the movie "Il Ribelle") Cinema Alexandra, called "the new local hall of Turin", partly basement but capable of 600 spectators. In '76 Alexandra began with red-light projections, never abandoned ever since, it closed in 2000. Now in 2017, in the same place there's a circus arts school, Circo Vertigo.

In 1873, Giovanni Morsero inaugurated in Via Sacchi 2, at the corner of Corso Vittorio Emanuele II, the hotel Suisse, which in 1900 became Suisse and Terminus; next to the same civic number, there was the Café Français, started in 1875 by Giovanni Canavesio and now called Torrefazione Negrita. The hotel closed its doors in 1982. It is still standing, even in shape, as never before, the Turin Palace, built by the Swiss Constantine Kraft in 1872, transforming a villa that stood opposite the arrival side of the station and recently completely restored. At Civic 14 there is the hotel Genova, not too far from the famous Pfatisch pastry shop in Via Sacchi 42, opened in 1921 by the Swiss citizen of the same name.

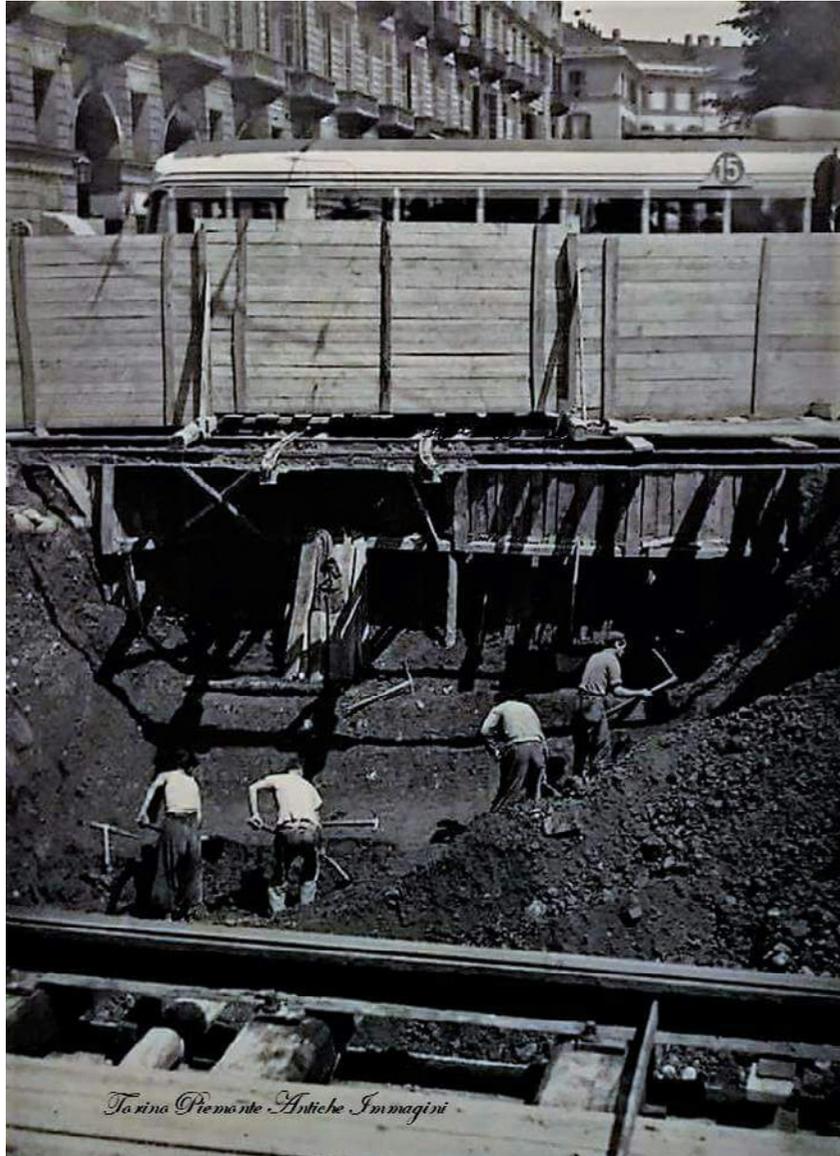
Below the porch: from corso Vittorio Emanuele II, we



have inner limbs with big arcs, rhythmically marked by transversal iron chains and nineteenth-century design lamps hanging at the center of the vaults.

After Via Magenta, the first cross, the binary rhythm resembles the eighteenth-century portico, with the lamps in the center of each arc. The floor is in traditional stone slabs of Luserna. This block was built in the 60s of the 1800s and raised to the beginning of the 20th century, it is the only one to have a continuous and linear design and is entirely occupied by a hotel structure. The intrados is flat, marked by the rhythm of the arcs with a different color, with chains. In the prospect we have square columns.

View of Torino-orbassano train line station, via Sacchi arcades, 1930 circa  
[www.skyscrapercity.com](http://www.skyscrapercity.com)



The buildings block after via Assietta has in the first and second sections a homogeneous scan. The intrados is flat, marked by the rhythm of the arcons in another color, with chains. In the third section there is a decorative design by Enrico Bonelli (1888), which is between eclectic and liberty style.

The decorative theme of the third section is consistent with the 1910s facade preserved and completed in the 70s, under the arches it has a late-liberty commercial decoration, wood, panels and pillars with cathedral windows. The floor, first in traditional stone slabs of Luserna, then in ceramic gres from the era.

Contiguous, the venue of the former auditorium, meet-

ing point and then underground cinema, which has original furniture from the 40s, (Cinema Alexandra) is now a place dedicated to circus arts and theater events (Cirko Vertigo).

This part of the gateway is in front of the newly-recovered part of Porta Nuova station, including the public spaces and subsequent multi-floor buildings from the 1900s.

In the first stretch after corso Stati Uniti, it is the result of the reconstruction of the area of the city's first gasometer, it has a breakdown in three sections, scanning columns alternating with pillars on the edge of the facade. Subsequently the prospect is by Enrico Bonelli made in the early 1900s with elegant wrought iron railings in the mezzanines. The flooring is in stone tiles. It has a scarcity of commercial activities and the historical abode of the 1898 Institute of Physical Therapy of Turin.

With similar characters, next, the most elegant building design of the part, by Pietro Fenoglio from 1901. The regular flooring is in stone / stone tiles.

In the railway side, the degradation of the now closed pedestrian underpass in axe with corso Stati Uniti, located between two multi floor buildings of the 1900s, close to them another long building of the 1800s, lower with big arches in growing decay condition.

Between Via Legnano and Via Pastrengo the block is

articulated in two sections with intrados floor, stone floor tiles and tiled tiles. Work by Giuseppe Destefanis (1889).

There are several commercial, tertiary and catering businesses, a publishing library, a contemporary design residence and some commercial premises.

The last three blocks have a simpler architecture with more linear and homogeneous facade drawings, the first block in the central section, featuring Pietro Fenoglio's (1904) most important architectural apparatus. Here we find the historic Pfatisch pastry shop, some commercial activities are partially replaced by local service shops and small handicrafts places. This section was the abode of Fillia's Edizioni Sindacati Artistici (LuigiColombo) between 1923 and 1936. Here we can find also what was the historic home of senator, philosopher and jurist Norberto Bobbio.

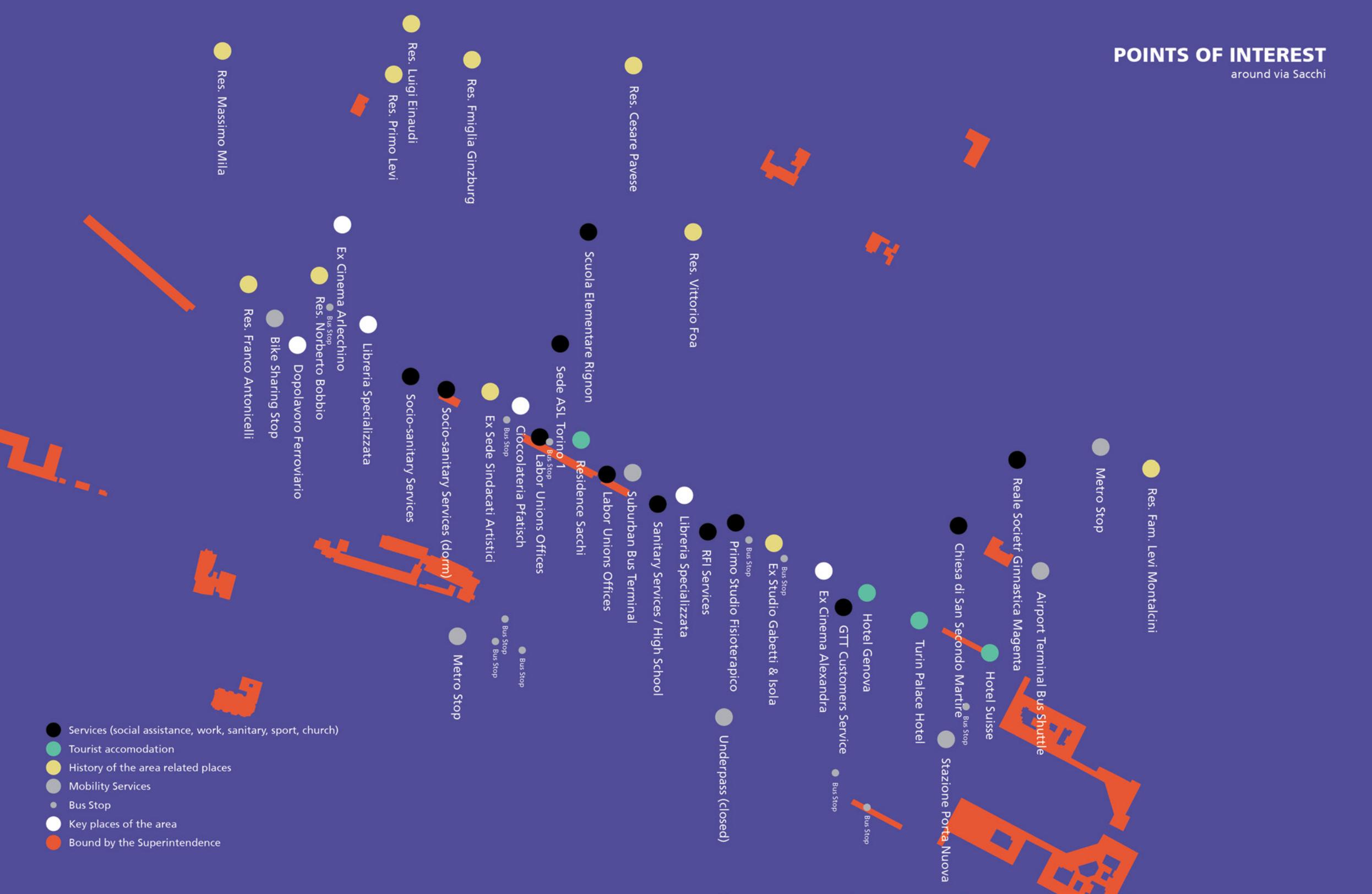
The opposite side of the street is characterized by a five-floors building, in contrast to the portico side, which is dismantled and on sale since long time, followed by railway buildings used as laboratories, then the Dopolavoro Ferroviario complex and former technical volumes of RFI on the corso Sommeiller overpass.

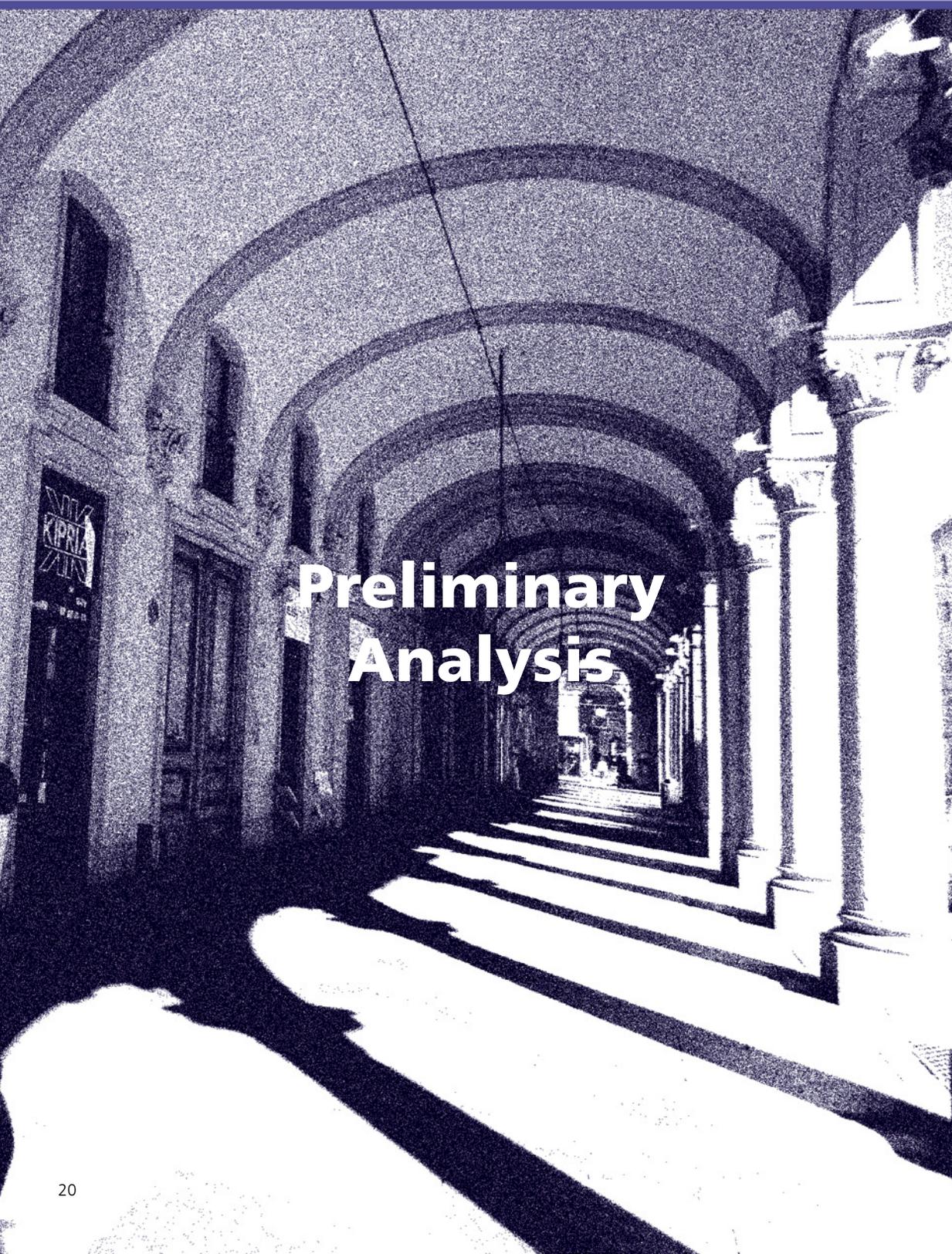
**POINTS OF INTEREST**



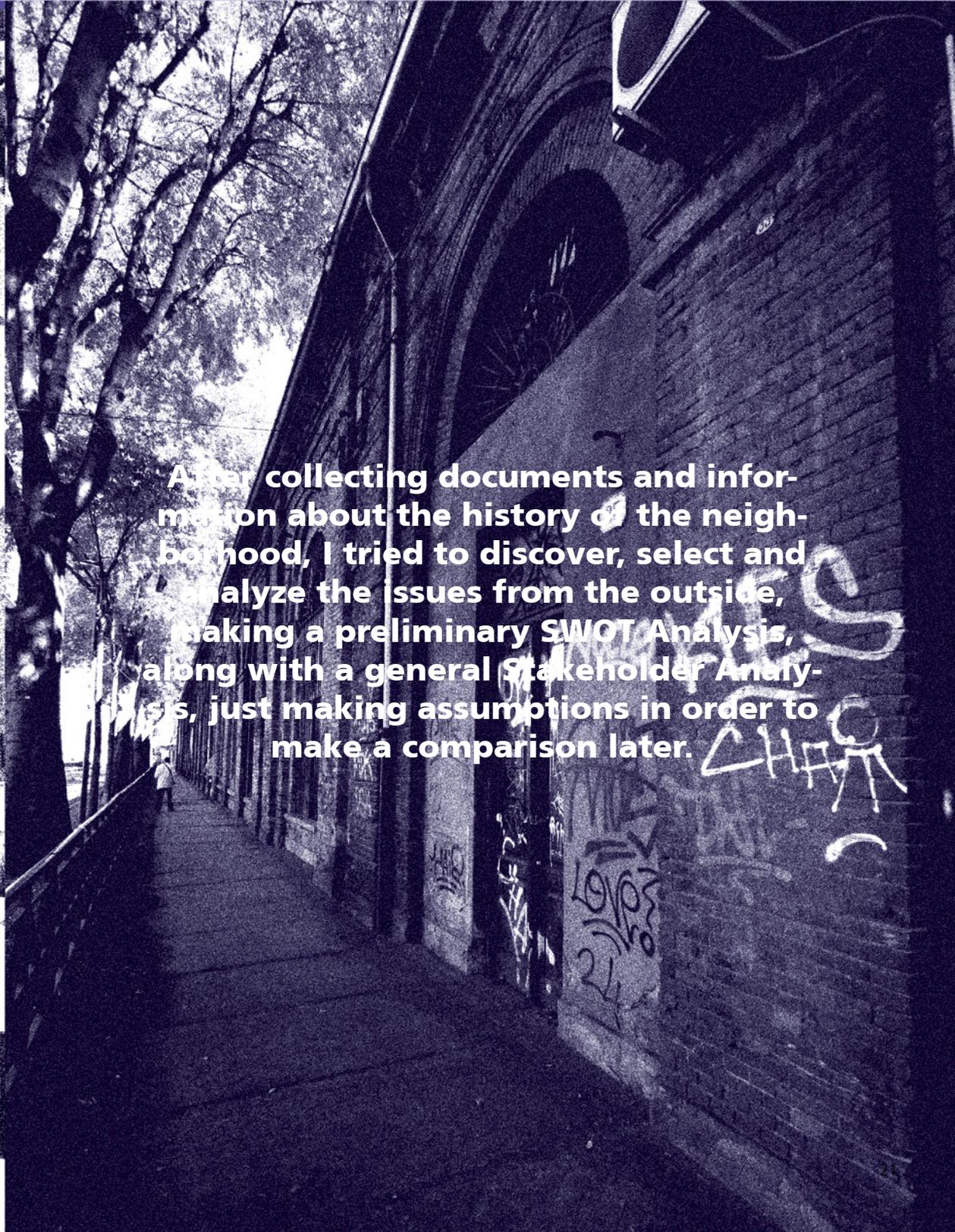
# POINTS OF INTEREST

around via Sacchi





## Preliminary Analysis



After collecting documents and information about the history of the neighborhood, I tried to discover, select and analyze the issues from the outside, making a preliminary SWOT Analysis, along with a general Stakeholder Analysis, just making assumptions in order to make a comparison later.



# SWOT Analysis



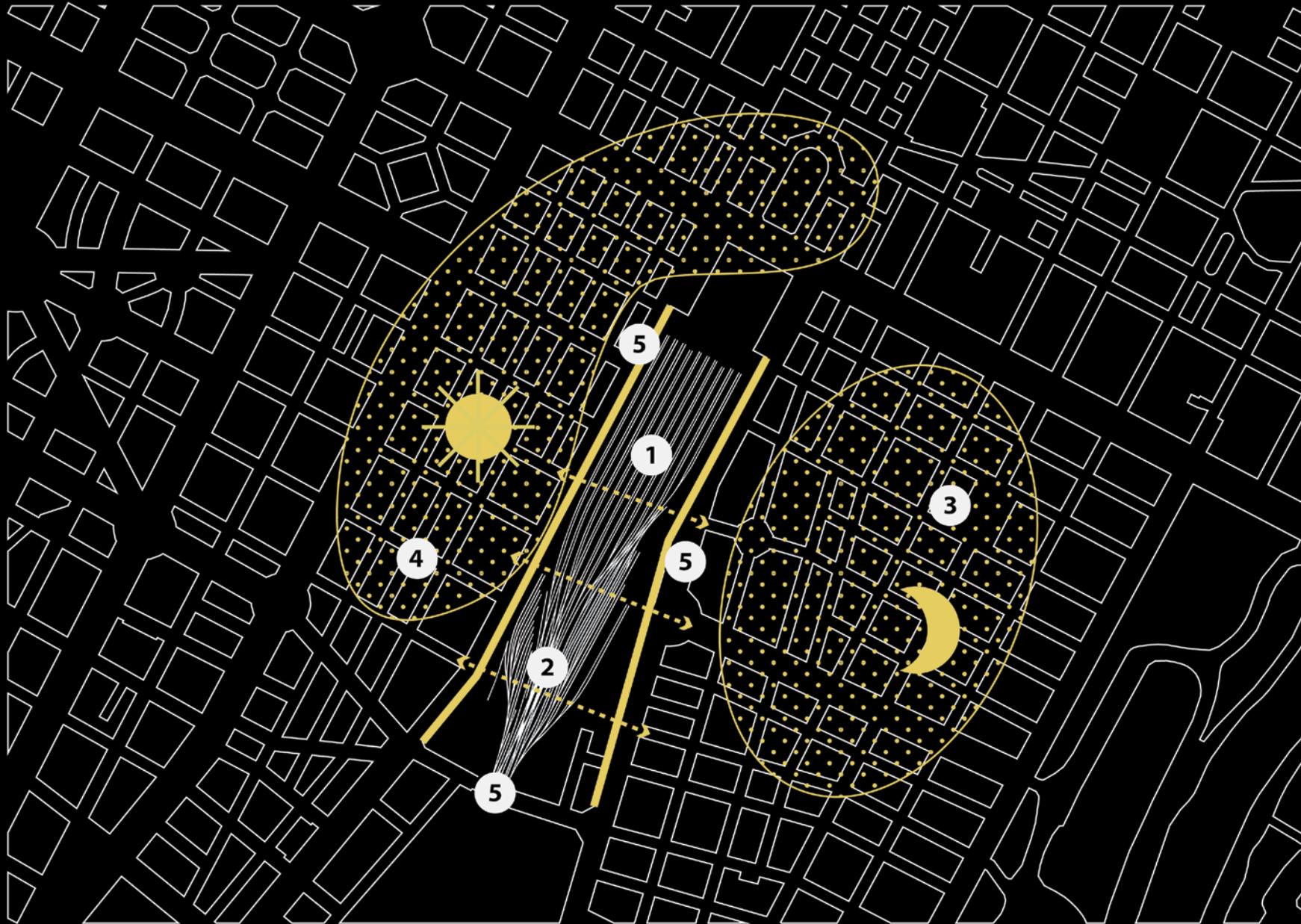
## Strenghts

### *Primary*

1. Porta Nuova station is a major physical and historical asset of the City in the heart of the centre
2. San Salvario neighborhood has high density of entertainment facilities within a relatively small area
3. Possible strong connectivity afforded with adjacent areas, the neighbor attract thousands of people every night especially in the weekends in places very close to the station

### *Secondary*

4. Piazza Madama Cristina is a crucial point of the nighborhood, located above a parking lot, it hosts an open air market almost every morning and several events every month
5. Corso Vittorio Emanuele, Corso Galileo Ferraris, Corso Re Umberto, Corso Massimo D'Azeglio. the area is sorrouded by some of the most important arterial roads of the city centre



## Weaknesses

### Primary

1. Porta Nuova station is the most significant physical barrier in the study area, the lack of connections between via Sacchi and via Nizza particularly perceivable
2. Sides of the station are essentially two long walls, lack of reasons to actually walk on that sides. Weak relationships between local topography and the bigness of the station
3. San Salvario part of the area has become more night time frequented, lack of utilisation throughout the day opposite to the via Sacchi part that is almost empty in the night, having a lack of night-time facilities
4. There is a lack of mixitč in the blocks
5. High level of car dependency in via Nizza - via Sacchi - corso Sommelier despite the presence of bike lanes



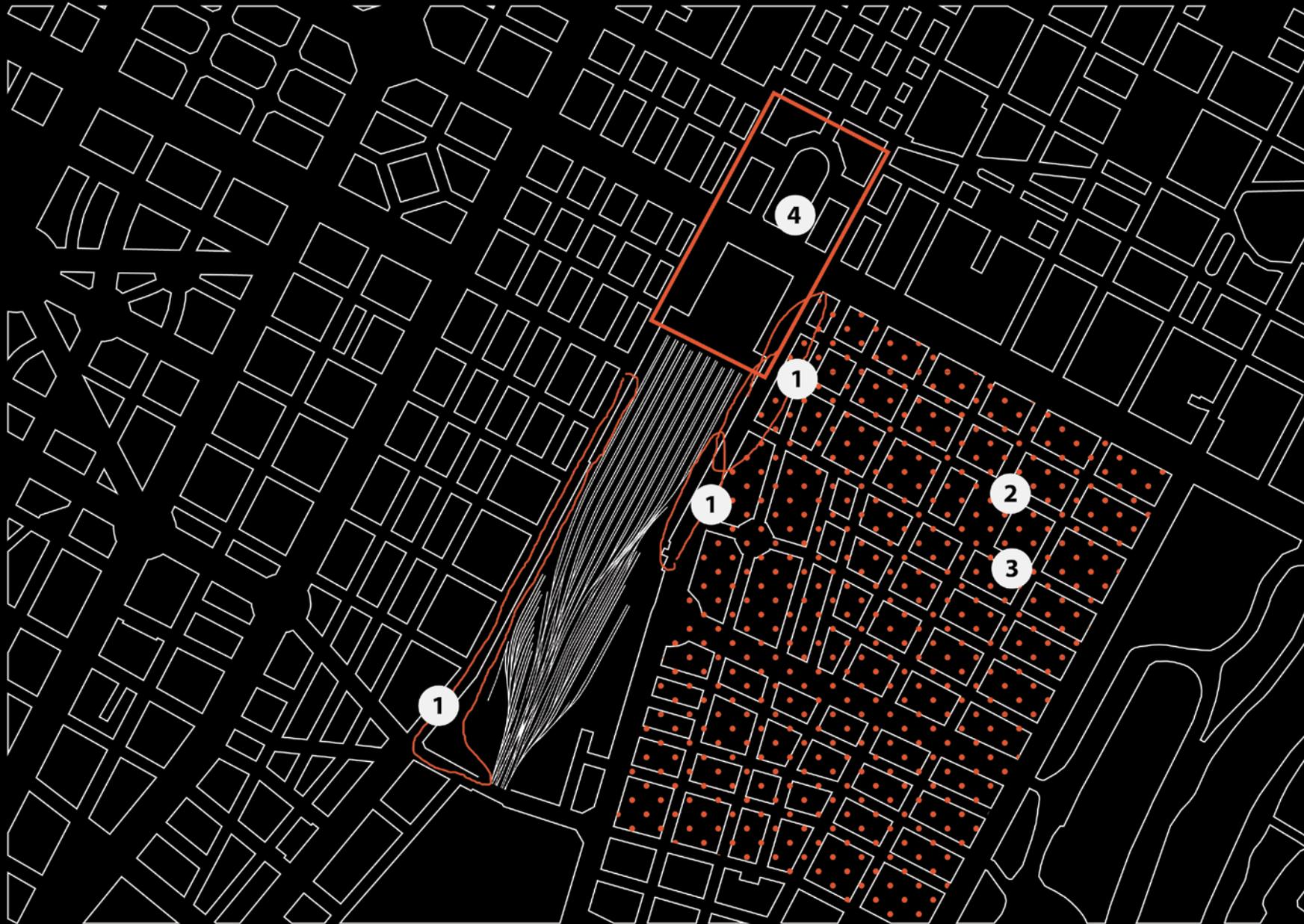
## Opportunities

### *Primary*

1. Major opportunity to connect committees, citizens, tourists to cultural hub in around Giardini Sambuy
2. Maximising the potential of the station as a key physical asset to the development of the area
3. Closed and unused tunnel connecting via Sacchi to via Nizza potential for a stronger connection

### *Secondary*

4. Opportunity to open ground floor level, potentially enhancing and extending San Salvario area boundaries
5. Currently under utilised and has the potential to extend commercial land use
6. Major point of attraction for San Salvario but unexploited
7. Opportunity to enhance termination points on north-west grid streets



## Threats

### *Primary*

1. Fear flashpoints
2. High level of micro criminality, noise disturbance and environmental incivilities

### *Secondary*

3. Well founded bad stereotypes about the area
4. As most important train station of Turin, Porta Nuova is a "meeting point" for homeless people and immigrants

# STAKEHOLDER Preliminary Analysis



STAKEHOLDERS

STAKEHOLDERS CHARACTERISTICS

INTERESTS AND EXPECTATIONS

Turin Citizens

all ages  
various social status  
bike lane users  
car users  
bus users  
pedestrians

viability  
parking lots  
security/safety  
enjoy the area  
bus stops

City Administration

high level of education  
perfect knowledge of the city  
politically sided  
aged 18+

viability  
parking lots  
security/safety  
good governance  
satisfaction of users  
good publicity  
respect the will of citizens  
minimize outcomes  
improve existing infrastructure

Neighborhood committee

high level of education  
perfect knowledge of the area  
politically sided  
aged 18+  
all ages  
various social status  
bike lane users  
car users  
bus users  
pedestrians

viability  
parking lots  
enjoy the area  
security/safety  
good governance  
satisfaction of users  
good publicity  
respect the will of citizens  
minimize outcomes  
improve existing infrastructure  
new services  
more attractiveness

Tourists

partial knowledge of Turin  
stay in the centre (probably)  
curiosity  
all ages

art  
food  
history  
music  
architecture  
eat local food  
know the city  
interesting places  
to be in an EU city  
enjoy the city/area  
visit places of interest  
discover something new

Inhabitants of the area

perfect knowledge of the area  
good knowledge of potentials  
good knowledge of scarcity  
various social classes  
various ages

viability  
parking lots  
security/safety  
enjoy the area  
bus stops  
good shops  
markets  
green areas

Shop owners

perfect knowledge of the area  
good knowledge of potentials  
good knowledge of scarcity  
various social classes  
aged 18+

viability  
good exposure  
good advertising  
parking lots  
security/safety  
bus stops

Shop customers

all ages  
various social status  
good knowledge of the area  
aged 18+  
bike lane users  
car users  
bus users  
pedestrians

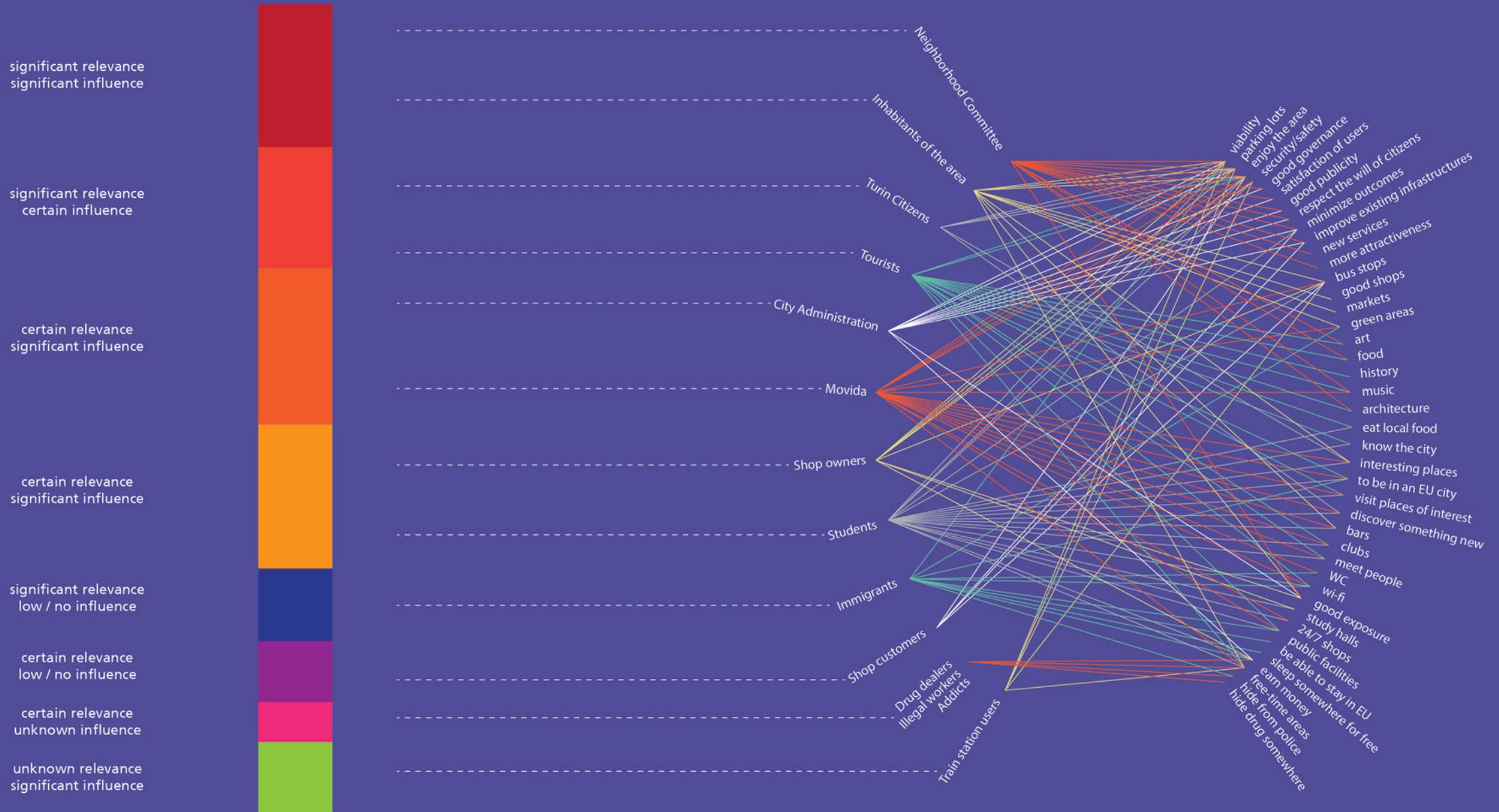
viability  
good exposure  
parking lots  
security/safety  
enjoy the area  
bus stops  
minimize outcomes  
improve existing infrastructure  
free time areas

Train station users	all ages various social status bike lane users car users bus users pedestrians	viability bus stops parking lots security/safety enjoy the area minimize outcomes hotels/B&B restaurants bars			free WC enjoy the area earn money	
Students	aged 18 - 30 various social status low resources bike lane users bus users pedestrians	viability bus stops security/safety enjoy the area study halls 24/7 markets minimize outcomes restaurants bars clubs		Neighborhood committee	high level of education perfect knowledge of the area politically sided aged 18+ all ages various social status bike lane users car users bus users pedestrians	viability parking lots enjoy the area security/safety good governance satisfaction of users good publicity respect the will of citizens minimize outcomes improve existing infrastructure new services more attractiveness
Movida	aged 16 - 35 various social status bike lane users pedestrians car users bus users	viability parking lots security/safety enjoy the area bus stops bars clubs meet people WC wi-fi interesting places to be in an EU city enjoy the area visit places of interest discover something new		Inhabitants of the area	perfect knowledge of the area good knowledge of potentials good knowledge of scarcity various social classes various ages	viability parking lots security/safety enjoy the area bus stops good shops markets green areas
Immigrants	aged 15+ low social status pedestrians homeless	security/safety public facilities free WC wi-fi be able to stay in EU enjoy the area sleep somewhere for free earn money		Turin Citizens	all ages various social status bike lane users car users bus users pedestrians	viability parking lots security/safety enjoy the area bus stops
Illegal workers Drug dealers Addicts	aged 15+ low social status pedestrians bike lane users	hide from police hide drug somewhere meet people public facilities		Tourists	partial knowledge of Turin stay in the centre (probably) curiosity all ages	art food history music architecture eat local food know the city interesting places to be in an EU city enjoy the city/area visit places of interest discover something new

City Administration	high level of education perfect knowledge of the city politically sided aged 18+	viability parking lots security/safety good governance satisfaction of users good publicity respect the will of citizens minimize outcomes improve existing infrastructure			sleep somewhere for free earn money
Movida	aged 16 - 35 various social status bike lane users pedestrians car users bus users	viability parking lots security/safety enjoy the area bus stops bars clubs meet people WC wi-fi interesting places to be in an EU city enjoy the area visit places of interest discover something new	Shop customers	all ages various social status good knowledge of the area aged 18+ bike lane users car users bus users pedestrians	viability good exposure parking lots security/safety enjoy the area bus stops minimize outcomes improve existing infrastructure free time areas
Shop owners	perfect knowledge of the area good knowledge of potentials good knowledge of scarcity various social classes aged 18+	viability good exposure good advertising parking lots security/safety bus stops	Illegal workers Drug dealers Addicts	aged 15+ low social status pedestrians bike lane users	hide from police hide drug somewhere meet people public facilities free WC enjoy the area earn money
Immigrants	aged 15+ low social status pedestrians homeless	security/safety public facilities free WC wi-fi be able to stay in EU enjoy the area	Train station users	all ages various social status bike lane users car users bus users pedestrians	viability bus stops parking lots security/safety enjoy the area minimize outcomes hotels/B&B restaurants bars

# STAKEHOLDER Analysis

Correlation between stakeholders and their interests and expectations





## Status quo

From an initial analysis, the area is involved in a state of general - but partial - degradation. By sectioning the route longitudinally, we can see a dual character, the two sides of the road have different identities and functions, in common they have poor or absent maintenance.

This division of the two sides of the street is marked by the road structure: two lanes reserved for public transport, one reserved for cars and one side with parking spaces. This arrangement favors the passage of buses and taxis at high speed and worsens the connections between the two sides of the road.

Despite this, the area is not due to a peripheral degraded area, and does not have its peculiar characteristics (dormitory area, few public transport, low population density...). The problems began with the large Porta Nuova yards, which lasted for several years, and which penalized access to the road and favored general degradation.

**Pratisch G.**  
**CIOCCOLATO AL LATTE**

CIOCCOLATO AL LATTE TORINO







# Stakeholders



**“All the subjects, individuals or organizations, actively involved in an economic initiative (project, company), whose interest is negatively or positively influenced by the result of the execution, or by the progress, of the initiative and whose action or reaction to it affects the phases or the completion of a project or the destiny of an organization”<sup>1</sup>**



### - RilanciamoviaSacchi

The main “actor” involved in every significant initiative concerning the street. The committee #Rilanciamoviasacchi was born in October 2016 with the aim of enhancing the area of the porticos of via Sacchi, both from the environmental and commercial point of view. This is through the synergistic and equal involvement of administrations and resident citizens, shop keepers and professionals who live and work in via Sacchi and throughout the neighborhood of San Secondo.<sup>1</sup>

At present it has a directorate composed by:

- Francesca Cartisano, shop keeper
- Giorgio Cavallin, professional
- Donatella Mosso, inhabitant
- Luigi Ratclif, inhabitant
- Laura Porporato, professional, pro tempore President of the committee.

They are actually proceeding to define a statute for the establishment of the Street Association (Associazione di Via) which will be an experiment for a new way of involvement of different actors that will try to stipulate an agreement with the Municipality.

The Committee has given birth to various initiatives with different aims:

- Revitalize commerce through the project #vuotiarendere;
- Give back decorum to the street through the project #curalavia
- Take back people under the portico walkway with events and manifestations under the project #viviasacchi
- Take back culture under the portico walkway and into the houses of via Sacchi promoting the initiative #invitalacultura
- Modify viability system to promote paths for urban trekking and bike lanes through the project #flaneurinsacchi

How is perceived the situation:

In Turin, a city that has been hit by the economic crisis very hard, urban areas that have a strong commercial value are becoming more and more “soulless” areas, at the mercy of degradation and commercial desertifi-

1 RilanciamoviaSacchi <http://viasacchi.org/> [28/10/2017]

cation with obvious impact on the quality of citizen's life and on the risks related: perceived and real insecurity, urban degradation and depreciation of private and commercial properties, with domino effect on surrounding areas.

This phenomenon is prevalent in some peripheral areas but it is also in the streets of Turin once placed in so-called "wealthy" neighborhoods. Specifically, Via Sacchi in Crocetta, is experiencing a worrying decline that is likely to be unstoppable if not stopped urgently. It is a historic road that is part of the Portici Aulic Circuit, it is long just one kilometer, but is a perfect example of how a heritage of history and beauty can be dispersed. An urban setting that could be a natural shopping mall and socialization place is likely to be permanently deteriorated by growing degradation, commercial desertification, and possible real estate speculation on the railway area if we don't all work together to identify public utilities or at least for public use.



### - Italia Nostra

Italia Nostra ONLUS is an association for the preservation of cultural, artistic and natural assets. Born in Rome in 1955 and recognized by a presidential decree in 1958, it is one of the oldest Italian environmental associations.<sup>2</sup>

The president for Turin's section is Roberto Gnavi, always present to explain his opinion at every conference and event concerning via Sacchi.

In June 2017 Italia Nostra organized a convention at the Archivio di Stato in Turin about the environmental quality of via Sacchi and the railway area of Porta Nuova. He invited different people from Politecnico di Torino, Municipality, Council for Architecture and Environment preservation and RFI (Railway Society) to present their point of view on the question and have a debate.

In his speech, Roberto Gnavi has been very strong

about the lack of green space. In his opinion, the low quality of via Sacchi environment and its growing degradation are strongly linked to the lack of gardens and green areas:

*"[...] there is a reasonable concern for the spaces along via Sacchi. Here the railway station of Porta Nuova presents, after the start of corso Stati Uniti, a post-war office building and then, parallel to the binary, a row of buildings with valuable features built in the second half of the 1800's, an office building from the eighties and some other low height and poorly constructed edifices.*

*The look on Via Sacchi of this long succession of buildings gives rise to a perceptible poor environmental quality, despite the presence of a row of trees in the street: between the walls of the low height buildings and the trees there is a thin belt of 3 meters between a narrow sidewalk and a thin bike lane, both barely utilized.*

*All that in a street that, on the other side, has a long sequence of buildings from '800 and' 900 with deserving architectural quality and historically interesting. [...]*

*[...] the construction of new edifices along the way would lead a meaningful worsening of the urban area load, it would lead designers to draw shapes in contrast with the rest of the historical context, extinguishing an important opportunity for one real environmental restoration, perhaps the only chance left in historical center, that would be*

*possible with a modest, and divisible in time, investment operations.*

*The demolition of enclosure walls and low recent manufactured buildings and the simultaneous fitting of the garden portions, combined with the restoration of the valuable nineteenth manufactured edifices, would give rise to a viable band separated from the rails with gate systems, a kind of composite avenue, a presence of green and precious historical architecture that would add value to the environmental quality of Via Sacchi, but also to the quality of the station, thus endowed with a green presence that with the growth of the trees would be more and more appreciative. If, also, some of the adjacent railways would result unnecessary, this garden could expand in the future and take on more proportions of land, but the currently available area is absolutely sufficient to allow a vigorous improvement in the whole field [...]<sup>3</sup>*



### - Contrada Torino Onlus

The Fondazione Contrada Torino is an Onlus formed in 2008 for the initiative of the City of Turin, the Università degli Studi di Torino and Compagnia di San Paolo for the protection, promotion and valorization of the Turin territory. It is set up as an operating entity that is born to initiate and support public space care, to activate resources and stimulate public and private interests towards shared and coordinated actions.<sup>4</sup>

### - TAIMWISE

Taimwise is a web portal that communicates who owns a venue with who wants to organize a temporary or commercial event in full autonomy. It is a young start-up involved from Contrada Torino for a possible collaboration aimed to rent the vacant places of via Sacchi for events or temporary activities.

Taimwise proposes the form of the temporary event as a mode of re-appropriation and redefinition of the neighborhood, which can revive its historical collective dimension and its commercial and crafts vocation by introducing new contemporary activities. The project aims to enhance local microeconomics thanks to an action aimed at triggering an autonomous process of long-term redevelopment.<sup>5</sup>

<sup>4</sup> Contrada Torino Onlus <http://contradatorino.org/> [28/10/2017]

<sup>5</sup> Taimwise <http://www.taimwise.com/come-funziona.html> [28/10/2017]

**It objectively seems that the interest of Rilanciamovi-  
asacchi, Italia Nostra and Contrada Torino (that are the  
most active of the whole group of stakeholders) in the  
process of urban renewal of via Sacchi is restricted to  
reestablish decency and aesthetical respectability to  
the area.**

**They never mentioned any deeper issues nor social  
rooted problems of the neighborhood.**

The characters involved are themselves the first promoters and activists of their cause. In fact, unlike other cases of urban regeneration, this process has been initiated and carried out by this group. Without resorting to external structures, with the support of some institutions, somehow involved.

We can admit that this group of stakeholders is composed of wealthy middle-class people, who have the advantage of connecting quickly and directly with the decision-making and support bodies to the project such as the municipality or the Polytechnic of Turin.

During the last months, (if not years) there have been many efforts made by this group; many actions involving the local population, activities with the local community and events organized by the neighborhood committees.

All this accompanied by newspaper articles denouncing the various problems of the place. It seems that the actions taken have served more to turn the spotlight on their cause and draw the attention of public opinion than anything else.

In fact, given the research carried out, it seems that the group lacks a real program, but above all, a point of arrival, a vision. They appear disoriented.

# Acknowledgement

## *Call for projects and concepts*

One of the phases of the “participated actions plan” expected from Living Lab Via Sacchi is an open call for ideas, projects and concepts about to how transform, reuse, modify the street. Opened to students from different architecture and design universities and academies, the initiative aim is to collect an amount of ideas concerning mobility, light and sound, furniture design, space layout, service design and communication. Once the material is obtained it will be exhibited during the 2nd phase of the Living Lab and it will be available for web consultation.<sup>1</sup>

# Proposals

*“Placemaking is based on a simple principle: if you plan cities for cars and traffic, you will get cars and traffic. If you plan for people and places, you will get people and places. ”*

*(PPS)<sup>1</sup>*

My proposal arises from the willingness to make a feasibility study and a vision of what can most likely become via Sacchi in the light of the investigations carried out in recent months, formulating an idea that is coherent with the network of actions on the ground, with the demands of stakeholders and with the will of the municipality.

Sure enough I decided to not impose a proposal from the top – as an example the idea that the stakeholders are trying to develop about to transform via Sacchi in the Turin new “street of design”, that is completely pointless and unnecessary in my opinion - on the other hand I tried to understand what could be done in the most aware, informed way, keeping in mind every request of the people involved and engaged in the issue.

Far from being considered accomplished and exhaustive, the observations, analysis and drawings made below are the attempt to lay the foundations of a research path for future projects, I considered these writings as an opportunity to begin to shape and order some thoughts that needs further advancement.

<sup>1</sup> Project for Public Spaces (PPS) is a nonprofit planning, design and educational organization dedicated to helping people create and sustain public spaces that build stronger communities. PPS was founded in 1975 to expand on the work of William (Holly) Whyte, author of *The Social Life of Small Urban Spaces*.

## **THROUGH to TO**

Many times, talking about urban renewal interventions, we hear about temporary projects in public spaces or vacant buildings. Although the word “temporary” is always the same in every intervention, we find in it the biggest difference between cases, indeed their time scales can range from 24 hours to a number of years.

One of the key points I was keeping in mind during my analysis was: are those projects always concerned as part of a bigger plan? Is there always a relationship between the temporary projects and longer term planning? How they influence the re-development processes? (do them?)

### ARCHITECTURE AS EVENT AND EXPERIENCE (SPATIAL, SOCIAL AND CULTURAL EXPERIENCE)

According to Tschumi<sup>2</sup> the difference between architecture and art lies in “the experience of the moving body in space.” He sees the exclusion of the body and its experience from discourse as resulting in a reductive and formalist interpretation of architecture. To him architecture should be seen as “...an interaction of space and events” instead of an object, and as a “human activity or opened text”.

Events are temporary by nature. In order to accommodate events, space is often created or removed over a period of time. During an event a space can make you feel special in the moment when, normally, you would not consider that space as being special.

The basic idea behind my first proposal is to operate in an anonymous public place, daily traveled by streams of different people focused on their moving (A to B) and temporarily transforming it into a point of stop, a possible place of arrival of a path. Reinventing a place (or a path) with a new consciousness tied to the places of metropolitan mobility.

### ***Learning from San Salvario***

The district of San Secondo, in which is located via Sacchi, does not have all the credentials to be able to feel discomfited to the point of being able to intervene with actions of *gentrificazione*, the latter, however, could be a winning solution to restore the vitality that has lost in the last few years.

In my opinion it could be very interesting to decentralize the so called *movida* from the San Salvario district, now full of restaurants, cocktail bars and nightlife services.

The graphs presented below clearly show how the number of daytime and nighttime commercial activities are diametrically opposed between the San Secondo and San Salvario districts. At this moment we have two areas with similar but opposite problems, on the one hand San Salvario, which is losing daytime commercial activities and which is becoming a mono-function district dedicated to nightlife, on the other side, the San Secondo district which presents a

fervent amount of services available during the day (down by going to the railroad) but that presents very few alternatives for the night hours. A possibility to be exploited with all the time to take the necessary precautions not to become a second version of San Salvario but connecting in order to influence each other.

Learning from the errors of San Salvario, here we could propose an area with structures suitable for nightlife and that respect the needs of those who invest in activities in the neighborhood, establishing a priori rules, so that the rights and quality of life of all. Suitable facilities, sufficient services for the clientele, adequate soundproofing systems, respect of schedules etc. It is certainly the last thing that the citizens of this street would like to find at home, but it is probably one of the most plausible scenarios that can be created in the coming years.

Definitely a possibility not to be ignored in order to give back an identity and a character to this area, and a solution coherent with the probable development of the path of a character oriented towards the university and the students.

## RESTAURANTS, BAR, CLUBS

night time open  
(most of them)



San Secondo

A map of the San Secondo district in Torino, Italy, showing the locations of restaurants, bars, and clubs. The locations are marked with red dots. The dots are scattered across the district, with a higher concentration in the central and eastern parts. The text 'San Secondo' is written in large white font in the center of the map.



San Salvario

A map of the San Salvario district in Torino, Italy, showing the locations of restaurants, bars, and clubs. The locations are marked with red dots. The dots are densely clustered in the central and eastern parts of the district, indicating a high concentration of nightlife venues. The text 'San Salvario' is written in large white font in the center of the map.

• SHOPS, COMMERCIAL ACTIVITIES, OFFICES  
daytime open

**San Secondo**

**San Salvario**

## Placemaking

*City is owned by those who get it*

*" What attracts people most, it would appear, is other people."*

William H. Whyte

Guido Montanari, vice mayor of Turin, participated in almost all the meetings organized by via Sacchi area stakeholders, on several occasions reiterated that when it is set up a new municipality in a city it has to deal with the legacy of the old administration and reorganize the funds available; investment in public spaces, especially in not particularly degraded areas as the aforementioned, can be seen (rightly) as a non-priority option.

In order to this statement it is considerable the effort and the achievement reached by the stakeholders group.

## Living Lab: a smart tool for placemaking

This whole net-of-actions project can be assimilated in the Smart City paradigm as some of its fundamental points are here present even if in a very small part of the city. Considering that, we can call it an example of "smart community" acting with a "bottom up" strategy. (in a "glocal model")??<sup>1</sup>

We talk about Smart Cities because of the theme of the "City Government" where re-sides all the system of government and decision-making of the city. It involves the theme of safety, risk monitoring, services to the citizen (e-Government), the planning of urban development and transport of the city. The most significant methodologies at this level are the systems of support on decisions. This implies the ability to monitor and process every variable in play and to have a wide range of linked models (energy, environment, transport, food) that allow you to have one "photograph of the city" up-dated with what's going on, to see and predict the immediate effects (and effectiveness), long-term ones, and to give orientations on possible choices. Currently a term is used to define this set of sensors and modeling under the name of "Living Labs".

<sup>1</sup> Carmelina Bevilacqua, Pasquale Pizzimenti: Living Lab and Cities as Smart Specialisation Strategies Engine, CLUDsLAB - PAU Department Università degli Studi Mediterranea, Salita Melissari, Reggio Calabria, 2016

The Importance of this approach is to keep the whole body of data and models together from one subject to another given the remarkable interrelationship between the various aspects of the city. This attention given to every facet of a city has brought to the development of new paradigms that have been associated to the more consolidated ones of energy efficiency and sustainable development. In particular, these paradigms tend to harmonize sustainable development with the growth of social participation and the sustainability of the same urban context. In most of the cases this opportunity is trained through an advanced use of ICT technologies (Information and communication technologies).

What differentiates the "Smart city" approach compared to the past is to see in a single frame so many aspects that before were addressed separately.

Think of the city as a system of interconnected networks, such as transport network, power grid, the network of buildings, the lighting network, the network of relationships, social networks, the public lighting network, water use network etc.

Integration of these networks into a coordinated design is the one that makes new services possible and opens up new possibilities and new ways of transformation of the city.

One of the central aspects focuses on the idea that

the citizens can participate actively, modeling the city on its own needs. This idea is obviously based on one dynamic, elastic and evolutionary sense of the city where the changes and evolution are based on the continuum citizen interaction. The realization of this concept is nothing else that simple as it requires some basic steps: 1) that the citizen may have the chance of one easy interaction; 2) Given that, there has to exist a sensory ICT infrastructure, able to collect in real time citizen's needs and that could almost predict the citizen's request; 3) that exists the possibility of re-organizing the services dynamically upon request.

This last point is perhaps the most challenging because it implies to set the mechanism of the "resource on demand" in motion, namely providing the service exactly in place, in time and based on the intensity of the request.

# SCENARIO / STRATEGIES

**3 key points of redefinition**  
Create epicenters that function as tools to  
bring out concepts for future directions of  
street evolution

## **LANDMARK 1**

Something that everyone knows because it is useful/  
interesting/cool, ordinary-life related but also event –  
related (extraordinary)

The underway passage is actually closed. Local admin-  
istration (Circoscrizione 1 and Circoscrizione 8, respec-  
tively San Salvatio and San Secondo neighborhoods)  
discussed about the possibility of its re-opening, both  
sides responding positively.

My idea is not to just reopen it but doing it with some  
extra uses.

Taking example from other places I would apply the  
same strategy: taking a place that is closed since years  
and open it changing its use (temporarily and differ-  
ent times).

## **THE UNDERPASS**

Pedestrian passageway underneath Porta Nuova rails  
connecting Nizza street to Sacchi street is closed since  
25 years at least. All around the neighbor has changed  
a lot in recent years, especially after the end of the  
makeover works of the station's buildings and the  
whole area is actually going through an identity crisis  
shaped by significant alterations.

The passageway remains a phantom place right in the center of the City: built in the 1950s to connect San Salvario and San Secondo neighborhoods that are separated from the rail station, it is now used as technical compartment from RFI (Rete Ferroviaria Italiana). Residents of the area are now asking for the re-opening of the passage saying that would help the urban renewal projects about the station boundaries Sacchi and Nizza streets where the retail shops crisis is crystallized by the time.

*The city's tunnel is currently managed by the Infrastructure Service: "Within those spaces there are a number of facilities that RFI has installed at the station's service during the restoration work - they explain from the Civic Palace -, for now there are no projects which foresee the reopening of the public. "*

*In the past, joining the two parts of the city on either side of the station was an iron pedestrian walkway. Then the urban transformations of the city led to its demolition and the realization, in 1952, of the current underpass. Until 1992 when it was decided to close it permanently, after that underground course had become a "hole room" in the years of heroin boom.*

*Now, however, reopening the underpass could break that isolation that the neighborhood has suffered for years. To explain this is Laura Porporato, chairman of the Citizens' Committee "Rilanciamo i portici di Via Sacchi": "We had already made the request to the City but a number of issues had arisen. Its reopening would allow the extension of corso Stati Uniti, which at the time "clashes" with the station building. To raise the issue is also the councilor of Tea Castiglione, who presented an agenda in Circostrizione*

*1: "You could make a cyclo-pedestrian path so you can also encourage light mobility around the station."*

*San Salvario has also been asking for some time to reopen the underpass, especially to enliven Berthollet street. The road, where the porticos of Nizza street start, is one of the least safe in the area and have been overwhelmed by "uncompromising characters that end up undermining the tranquility of that neighborhood cluster and the whole area around Porta Nuova", emphasizes don Mauro Mergola, the parish priest of San Salvario.*

*In this regard, they say in the area, it would be crucial to allow pedestrians and cyclists again to cross that underground passage: "It has since been closed that Berthollet is dead from a commercial point of view," says Stefano Cane, a historic neighborhood retailer, who works in Madama Cristina street since 1971 – to put it in connection with the area of via Sacchi would mean giving new lymph to the whole historic center of San Salvario ».<sup>1</sup>*

1 Diego Mollino, Pierfrancesco Caracciolo Sottopasso chiuso in stazione, i comitati: "Ora deve riaprire" [www.stampa.it](http://www.stampa.it), 9/07/2017

**PHASE 1:**

*THROUGH to TO*, re-activate the pedestrian underpass  
(without opening it)

The passage is now closed since decades and its re-opening appears as though being a difficult business, the risk of it being dangerous again is very high. Despite this, two members of 5 Stelle Party proposed and discussed the passage reopening with the municipal council obtaining favorable opinions, even if without any tangible project and without terms. Nowadays the two entrances on via Nizza and via Sacchi are in an abandoned state, completely forgotten and ignored by the most. Even if it will remain closed forever, I think that the first step to do towards new opening is change its perception by the citizens, to point out its existence instead of denying it.

But what to do if it can't be used as a passage?

I think that it can be used in some ways to strategically advertise the reciprocity of the streets via Sacchi and via Nizza, using the entrances on both sides with small interventions.

"Bar Sacchi" on via Nizza and "Bar Nizza" in via Sacchi, or big lcd screens covering the whole entrances of the passage showing video scenes from the opposite side of the tunnel or weird scenes from the opposite side of the world, trying to communicate that there is something beyond that. A contemporary art installation used as a bar, a pop-up intervention to let discover a forgotten place, a sparkle, a little gesture to attract people to unusual locations.

That kind of action could be the first "installation" toward the change of via Sacchi (and via Nizza) perception's change.



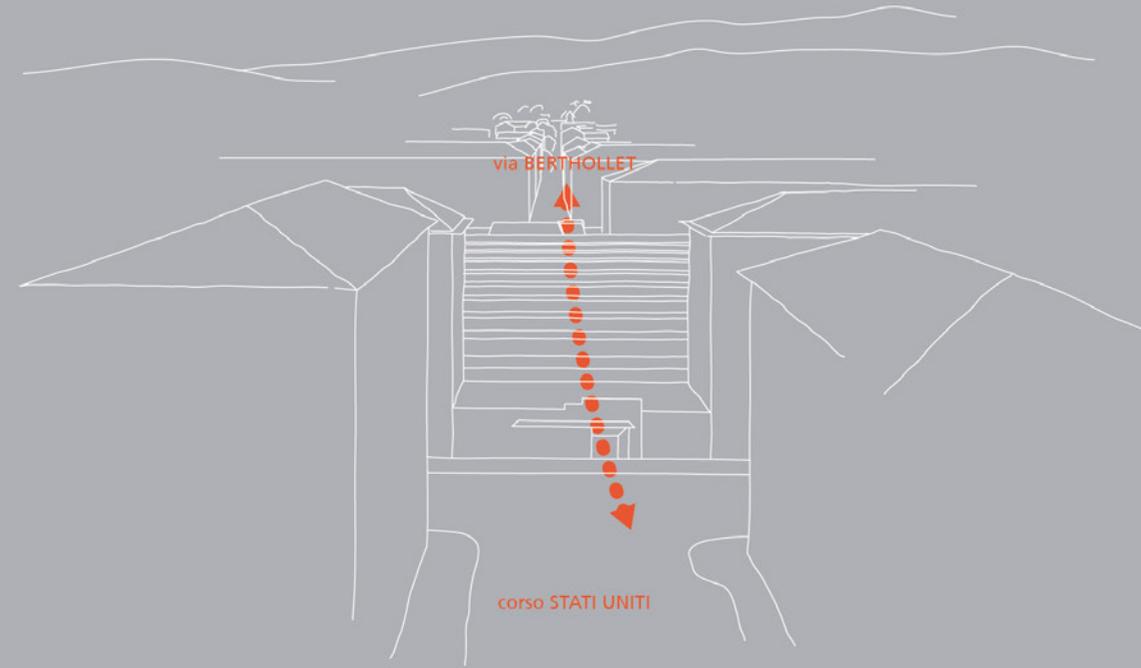
Corso Stati Uniti is one of the leading retailers street in the Crocetta neighborhood.

Via Berthollet, once it was one of the most populated streets of San Salvario neighborhood, it used to connect commercial axes such as via San Secondo, via Sacchi, corso Stati Uniti, via Nizza to via Madama Cristina. Now stores have left their place to the bars.

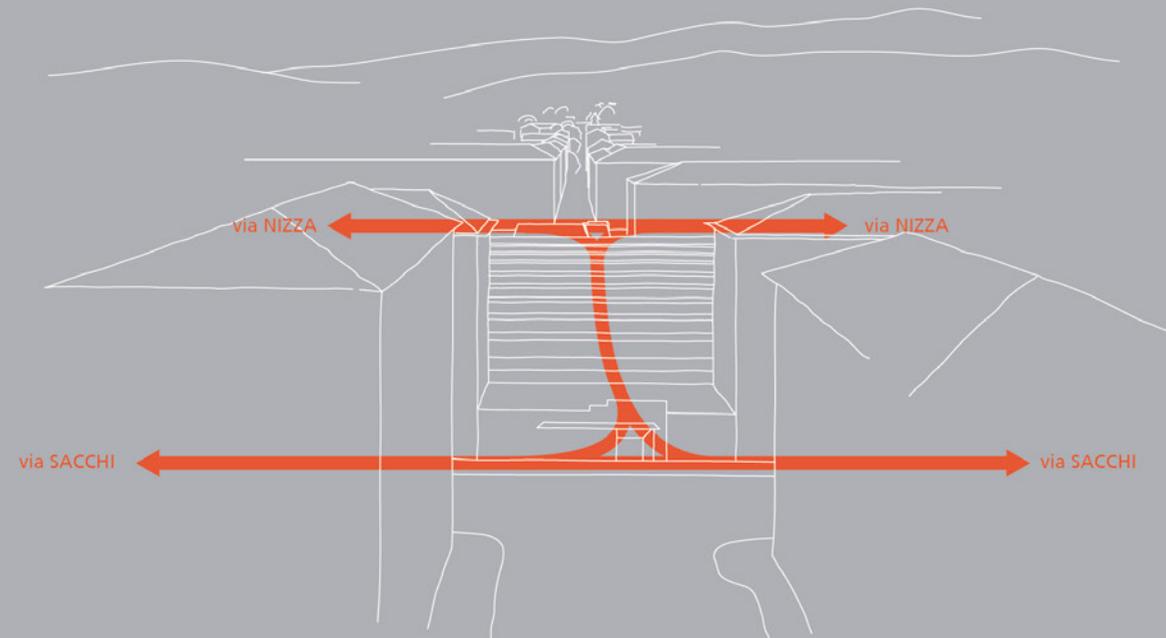




Via Berthollet view from corso Stati Uniti / via Sacchi



In the first version (the less expensive) the underpass would be made safe and simply reopened



In this vision (the most optimistic and expensive) the passageway would include a bike lane, connecting both the two existing lanes on via Nizza and Sacchi. It would also have the possibility to link the closest subway station.

## LANDMARK 2

(via Sacchi will be recognizable because of it, something that I'll think when I think about via Sacchi, even if I will never have the occasion to go there, something that I know "because...")

To use the building at the 55 of via Sacchi as "spark". The urban renewal of Via Sacchi will start from the former Palazzo delle Ferrovie next to the Fs post-work (Dopo-lavoro Ferroviario). For the vice mayor Guido Montanari the building, put up for sale by the RFI through Ipi agency, will host a residence for university students. This will be the future that "should generate movement and new opportunities for commerce in the latest blocks of via Sacchi before Corso Sommeiller". During the conference on the first day that started Via Sacchi Living Lab, the Vice Mayor intervened saying that some investors showed up with real interest about the building with the intention of making an accommodating place (probably for students). Nothing official at the moment but with very high odds that it will go in this way.

The local strategic plan conferred a service sector address to that building and the regular plan of the edifice, the size and the location are appropriated for that kind of project. Another similar use could be to have a Hostel in that same place.

Bringing an amount of students or tourists in via Sacchi would great for the local environment.



*Sandberg Institute group of students from Amsterdam's Dirty Art Department have created interactive installations to occupy a building in an abandoned area of Milan during the city's design week in 2016. Project titled "Hotel". They produced and filled a former slaughterhouse with installations and accommodation furniture to host tourists visiting Milan from all around the world. A perfect example of what can be done in the RFI building during big City's events.<sup>1</sup>*

<sup>1</sup> Eleanor Gibson, Dirty Art Department fills former slaughterhouse with installations for The Wandering School, <https://www.dezeen.com/2016/04/11/the-wandering-school-student-installations-the-dirty-art-department-sandberg-institute-milan-design-week-2016/> 11/04/2016

## STRATEGY / PHASES

This land intersection between the bridge and private property is abandoned to itself, an illegal dumping point for small wastes and a meeting point of drug addicts

### PHASE 2:

#### *Squatting a 2 million euros building*

The real estate in via Sacchi 55 is on sale since many years, it is in well condition but intended to be restored. Already used as guest house from RFI - Ferrovie dello Stato, the building unit develops a land surface of 2.000 square meters (ground floor 500 sqm, 1st - 2nd - 3rd floor total sqm 1500) plus a basement of 500 sqm. The destination is for accomodation use. The outside area is sufficient to accommodate about 10 parking spaces. The request from the estate agency is 2.000.000 euros.

There are rumors that some investors are interested in acquiring the edifice for making a student's housing, but there is nothing sure at the moment. So, I asked myself how to promote a new "possible" accomodation place. This is not intended as giving an help to the real estate agency. Having such a place, like student housing, in that area would give a big (or a modest at least) boost to the commercial and social re-development of the entire street and would be the first occasion for the municipality to commission some urban improvement works to a private investor, in exchange for an agreement of tax exemptions.

It would be an occasion, for example, to settle the area at the corner between corso Sommelier bridge with via Sacchi that is in a state of complete abandonment.

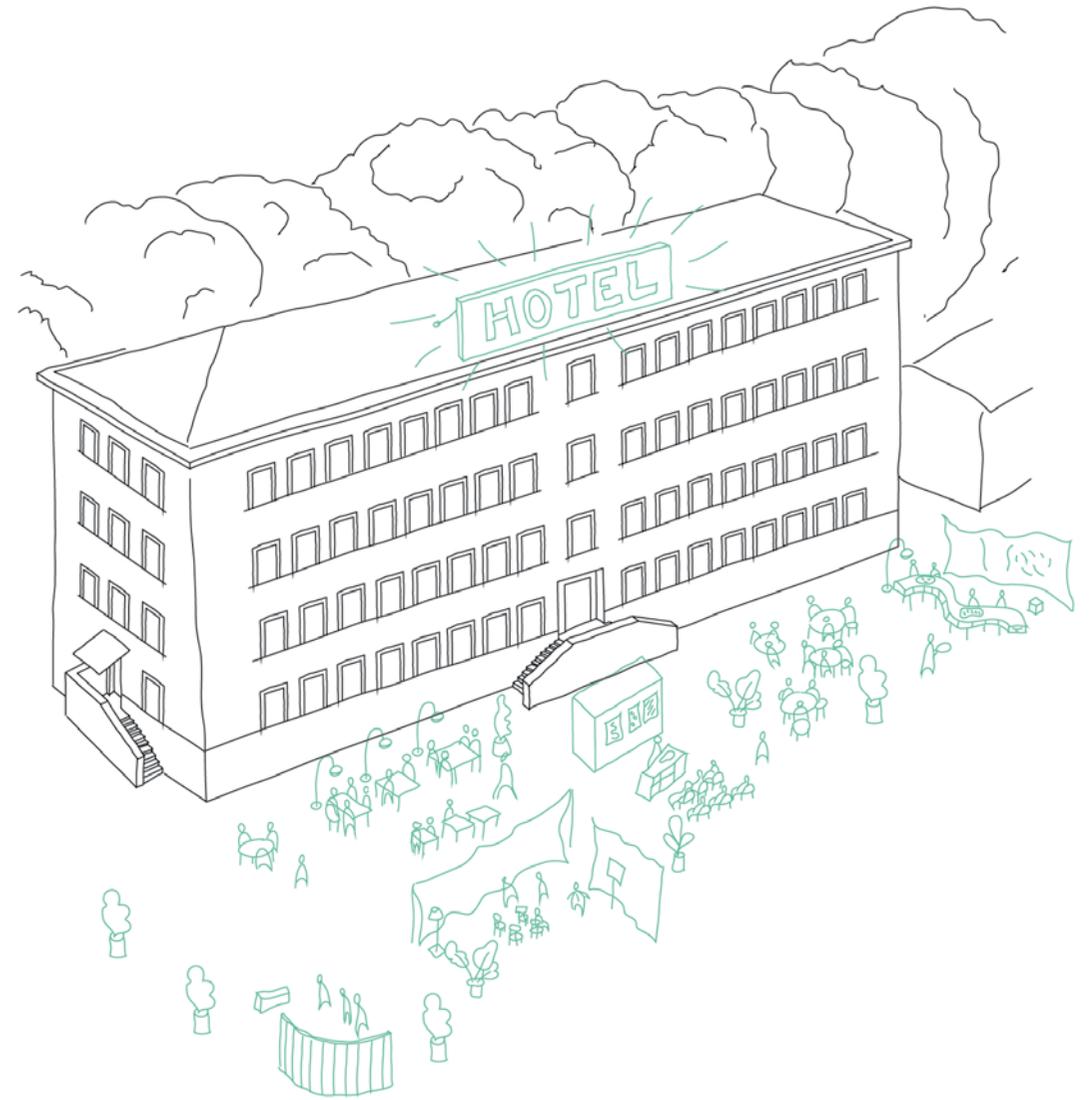
Thinking of tourist's ever-tragic problem of finding cheap price beds during the period of Artissima/Club to Club Festival/Operae/The Others Fair/Paratissima/Turin Film Festival/Jazz ReFound etc. in Turin, (indicatively October - December, to start the project) and seeing the destination use of the building on sale, I thought of creating a kind of hotel rooms. They would be all different, designed by artists, architect and designers involved from the various initiatives currently standing in the City. And it should be available at super low prices. In a relatively short time it would host live performances, workshops, talks and a many other things introducing new visions about creation processes and allow comparison between artists, architects and designers of all kinds. becoming a crucial hub standing in between all the art initiatives in Turin.

In this way the place would be temporary advertised for its definitive use and perfectly coherent with the stakeholder's vision of via Sacchi as "the street of design/creativity".

The south-east area from Porta Nuova station hosts various university campuses, libraries and study halls.



Via Sacchi 55, entrance of the building on sale



Via Sacchi 55, internal backyard, perfect for hosting events

**PHASE 3:**

*To be influenced, vacant places under the covered walkway*

This phase is intended to be almost passive, hoping that events and temporary projects are able to encourage potential investors to rent some of the vacant places. But, if that's not enough, Fondazione Contrada and Rilanciamoviasacchi are currently collaborating with Timewise. It is a web portal that put in communication who owns a venue with who wants to organize a temporary or commercial event in full autonomy. Taimwise aims to offer business opportunities accessible to everyone, which can surprise, curb and capture the public's interest. This is an helpful resource for who wants to join the temporary initiatives under the commercial side, that can enlarge the events to the portico side, that can bring money to the owners with the minimum time investment on the management, that is totally entrusted to Taimwise.



# Considerations

Despite the growing popularity of temporary urban renewal projects, temporary use of vacant buildings or event-like projects there is still no development model to refer to. Although there are many examples around the world that can be taken as a guideline, without a temporary draft statute with a defined role within a wider planning project, it means having to analyze and study specific measures on a case-by-case basis. To not have a reference legislation that allows and explains to a citizen or a group of citizens how to interact with the municipality is likely to slow down and slow the birth of temporary projects by making the process more complex than any real estate investment.

The experimental nature and the specificity of each project are the most difficult to handle; at organizational level due to the involvement of many stakeholders in different ways (stakeholders) who often manage to manage the entire process autonomously until they collide with the municipality; and economically, as it is difficult for a stakeholder group to find the necessary funds and invest them in public space, which is why municipal support is needed.

# Stakeholders engagement

I have tried to implement a management model developed by Alison Killing in *The Business of Temporary Use* research with the stakeholders of this case study, in order to have a scheme in which the roles, tasks, types of commitment are defined, with also the possible economic and time limits for the creation and management of a temporary project of the kind I proposed.<sup>1</sup>

**INPUTS:**

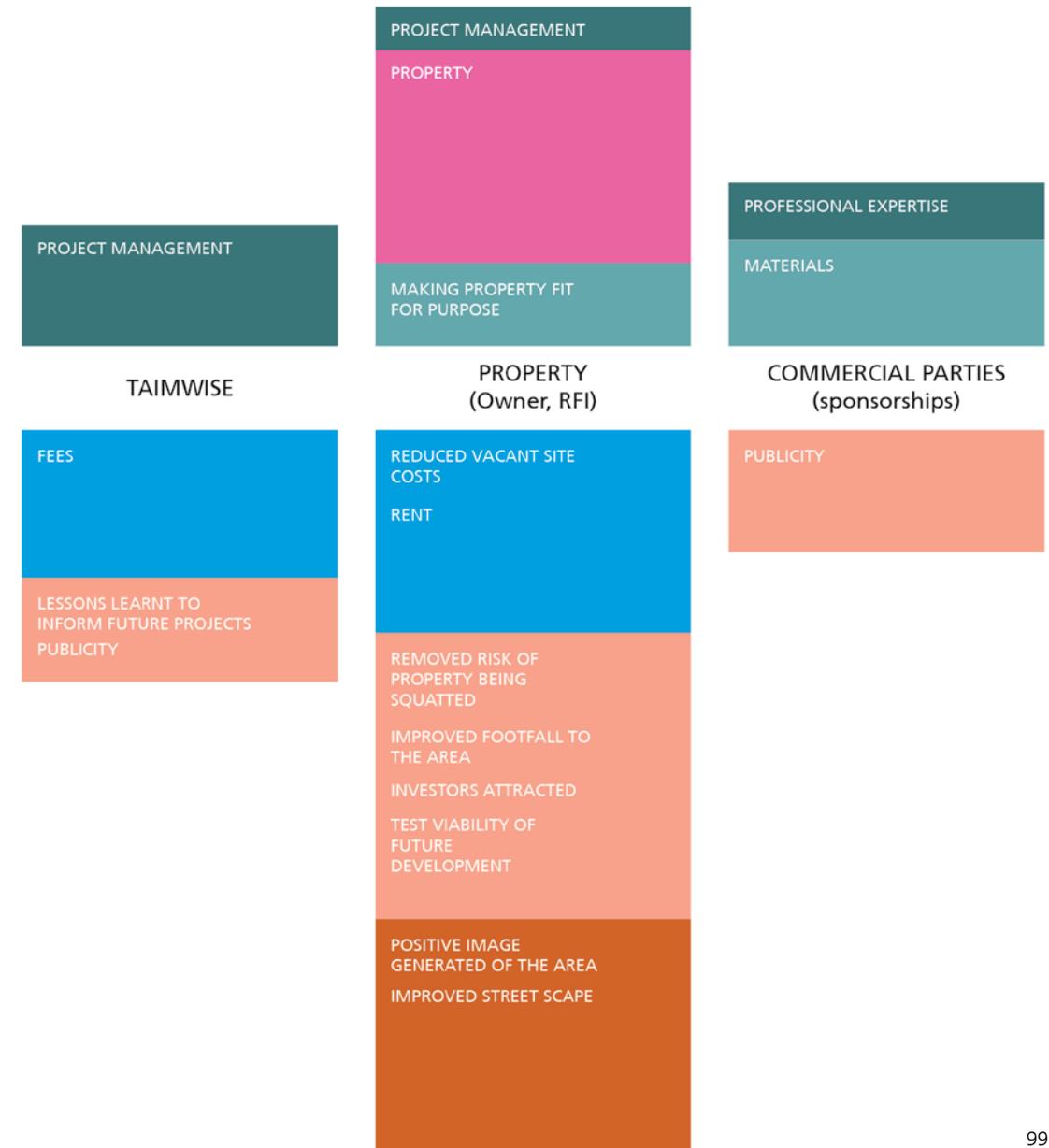
TIME  
IN KIND  
CASH



**OUTPUTS:**

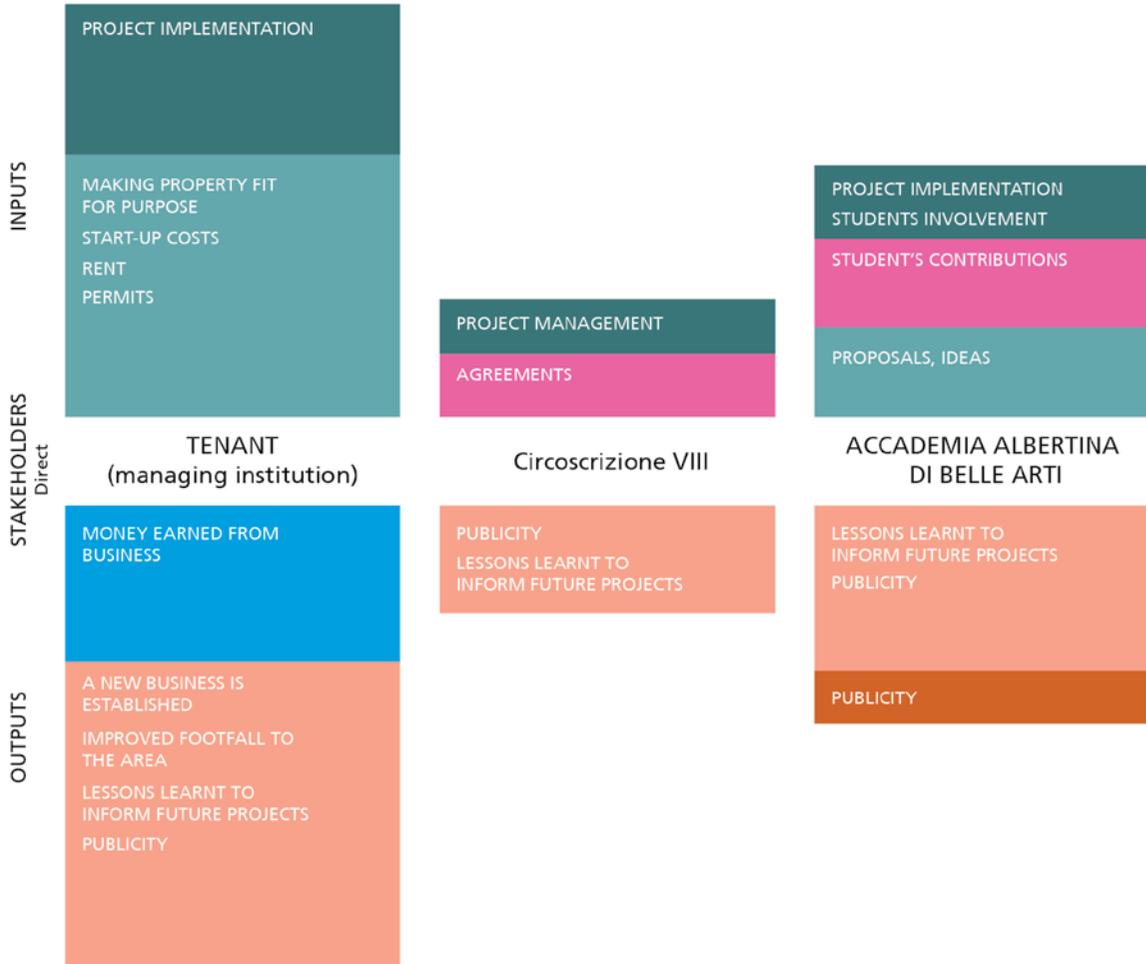
FINANCIAL  
BUSINESS  
SOCIAL

**STAKEHOLDERS LEVELS OF ENGAGEMENT, RESPONSIBILITY AND COMMITMENT**



**INPUTS:**

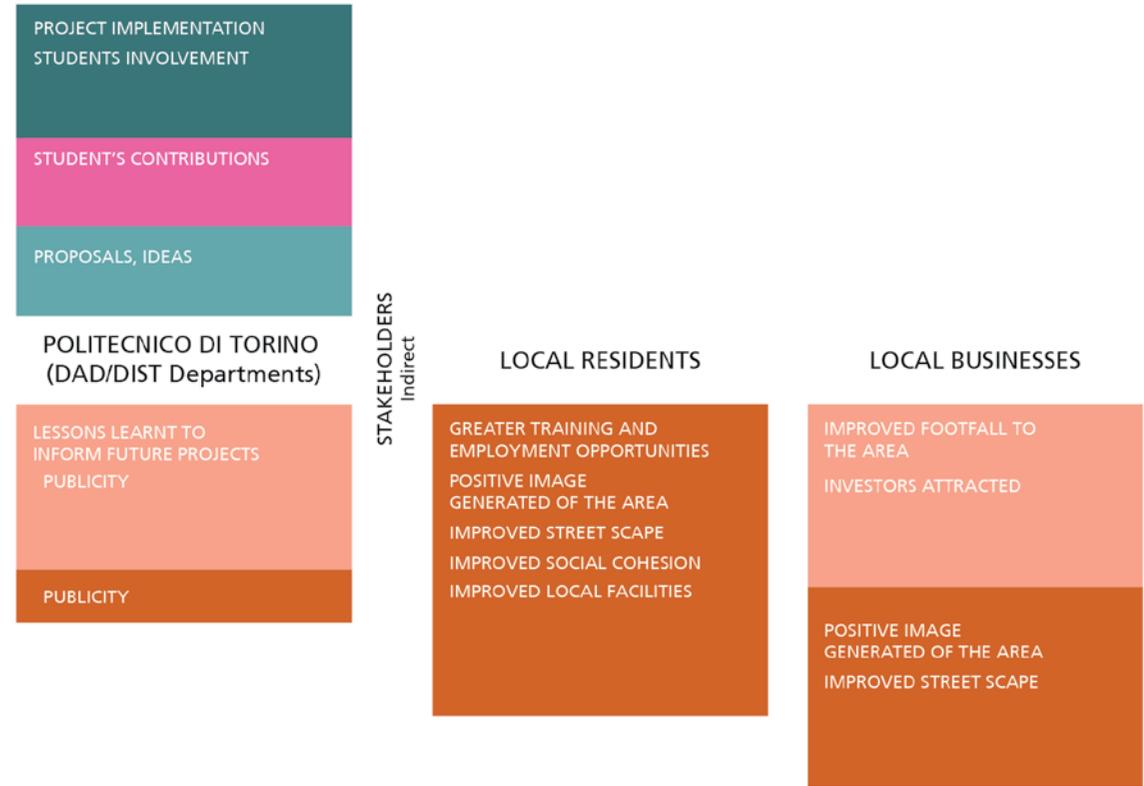
TIME  
IN KIND  
CASH



**OUTPUTS:**

FINANCIAL  
BUSINESS  
SOCIAL

**STAKEHOLDERS  
LEVELS OF ENGAGEMENT,  
RESPONSIBILITY AND  
COMMITMENT**



## **THE ROLE OF MUNICIPALITY**

At this point, the strategy becomes more complex, and to achieve the proposed objective, we need resources that are difficult to acquire, if not with a new, alternative strategy: an intervention based on public-private partnerships with consequent logics seems essential. of co-financing.

It may seem obvious, but the municipality is in fact the fundamental step in a bottom-up planning, not only because they grant authorizations for the projects, but its consent can create useful interactions with different institutions or actors possibly interested in the projects.

Certainly, to make an event, a temporary project or a temporary installation there will have to be

requested permissions, the various management processes will have to be checked by the municipality, concessions will have to be given, (often if the conditions for issuing these concessions will may be lacking due to nature of the site), there should be implemented infrastructures, water connections, electricity and gas, or someone should be allowed to sell goods, food or alcohol for example.

While obtaining some of those permissions may follow a standard iter, most likely for other requests there will be the need to form an ad hoc contract. Case by case.

At this point flexibility is crucial, especially when the Public meet the Private. (ex. a public space planning that involves places owned by privates).

When a permit is required in a situation that is not standard it is always difficult to know how to act, requests for which there is no predetermined response are made to the municipality. It is essential that bargaining takes place and it

is crucial that at this delicate moment the two (or more) parties involved in the operation: 1. have mutual trust, 2. are flexible and ready to compromise.

The amount of regulation is often disproportionate if compared to the size and entity of a temporary project, a good relationship with the local authorities can make an agreement that the project will respect the required fees and requirements without necessarily following the standard practices for obtaining permissions.

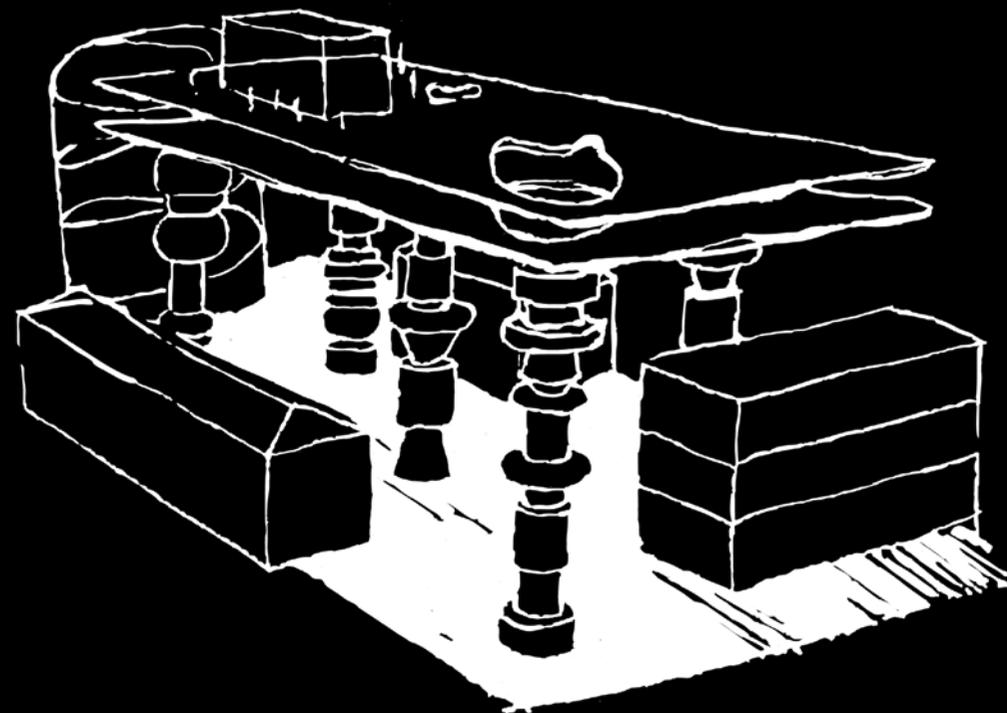
The municipality in this cases can (and should) play an important role in bringing people into contact with facilitators and groups of people who may be able to assist the project as experts, and which could create links with potential sources of funding.

Relationships of this type need time to be configured. For this, each temporary project or event must be linked to a long-term planning program. That is why there is a need for a wider implementation plan over time, a chronoprogram.

Long-term planning may arise from a municipality or a third party, but once it's begun its implementation, results must become common objectives for the parties involved.

From this point of view, the municipality should, where and when allowed, initiate a policy of facilitation for the implementation of interventions: co-ordination, tax exemptions, reduced rentals.

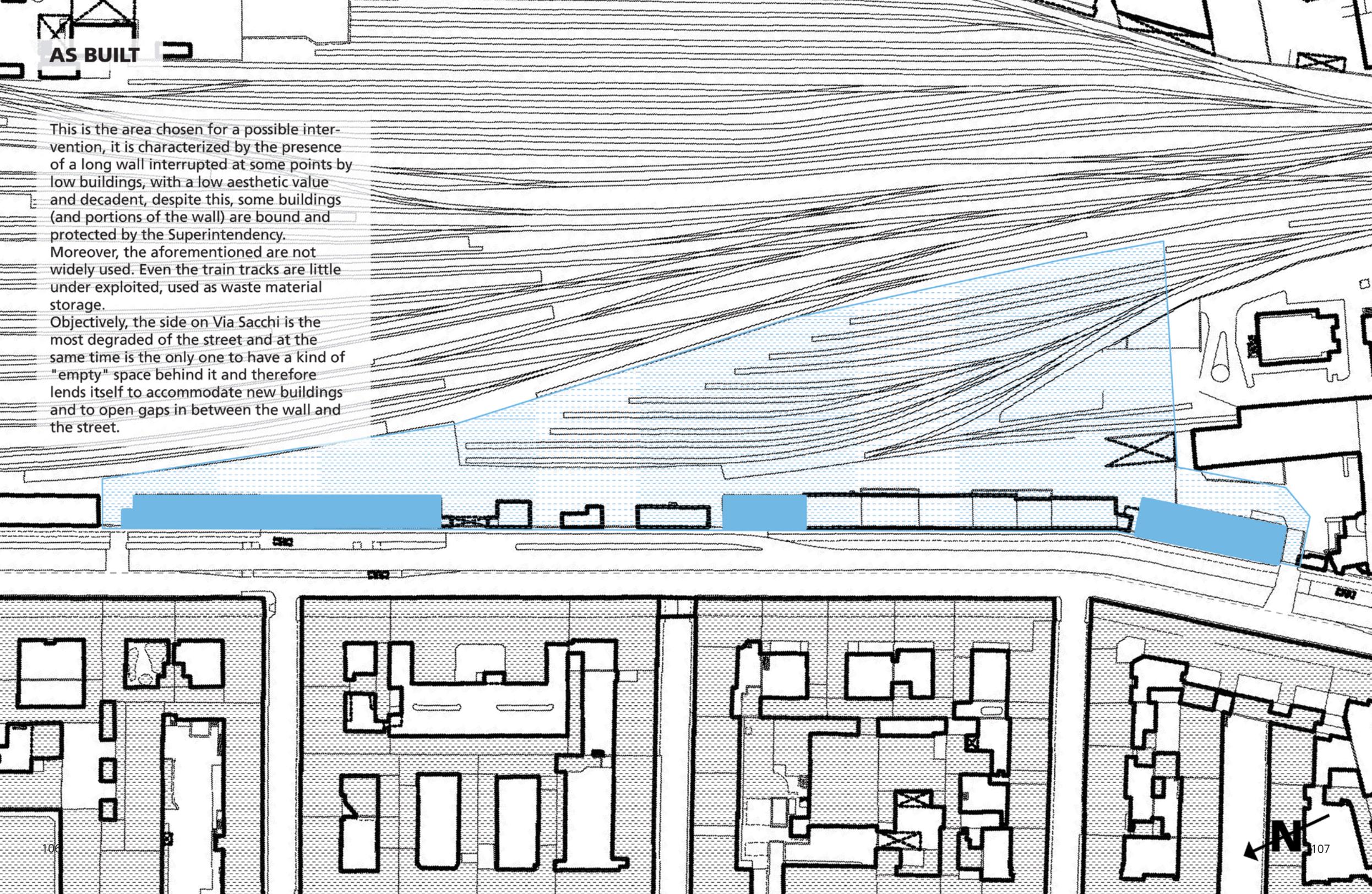
**The beauty and  
the beast**



## AS BUILT

This is the area chosen for a possible intervention, it is characterized by the presence of a long wall interrupted at some points by low buildings, with a low aesthetic value and decadent, despite this, some buildings (and portions of the wall) are bound and protected by the Superintendency. Moreover, the aforementioned are not widely used. Even the train tracks are little under exploited, used as waste material storage.

Objectively, the side on Via Sacchi is the most degraded of the street and at the same time is the only one to have a kind of "empty" space behind it and therefore lends itself to accommodate new buildings and to open gaps in between the wall and the street.



## TO GIVE A DIRECTION

Having noted the disorientation of the stakeholders, I conceived a project that could have a double function; that of showing a future vision of via Sacchi, or at least a portion of it, and that of making a pragmatic and realistic reasoning which could be the path on which to continue working.

For this reason, once I defined the work area, I formulated a project for a district of creativity and design based on the Cité du Design of St. Etienne, that is the dream of the stakeholders.

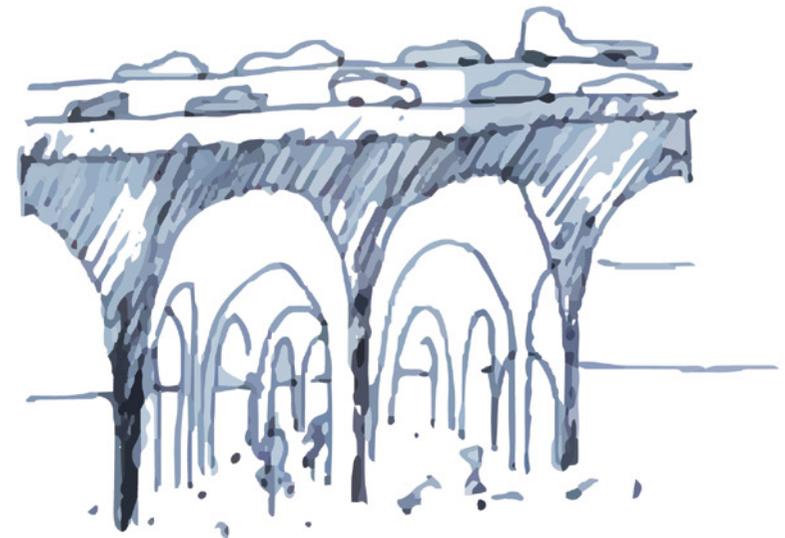
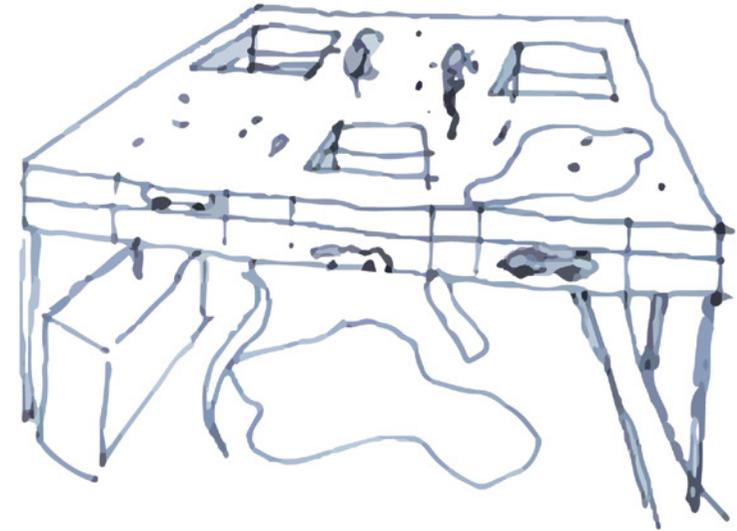
So, starting from the first possible transformation of the multi-storey building of RFI destined to become a student hostel, I added typical elements of the "theme park" which is the French one taken as a reference. All this creating a wide open space as possible, in order to contrast the strong directionality given by the road in the current situation.

In addition to the building that

will be refurbished and converted into a hostel, two other existing buildings have been maintained. Both overlook the street, a two-storey building above ground located at the center of the lot that aims to turn into a restaurant / bar in order to activate the square behind during the day, while the other building is long a span and a floor above ground for which there is a function of a study room for students and to which a new library of two floors is merged.

In this way, within the triangular area we have activities for students who work mainly during the day and can easily maintain the public space created at the center of the project area.

Within this space, a sort of monument has been placed, which assumes the role of landmark, a large metal structure that forms false porches to resume the appearance of the real portico on the other side of the road, it delimits a space capable of hosting events, demonstrations or concerts.



Consequently, the so-called design district completes two new buildings, one dedicated to design, prototyping and manufacturing workshops conceived as co-working where individual people can access equipment and machinery that are not easily available, a place where everyone has the possibility to produce objects, furnishings or works of art using a very specialized service. The other building, the tallest of the complex, houses an auditorium and classrooms for teaching or conferences.

The last building that completes the intervention is located in the middle of the area but next to the railway. Remaining on the opposite side of the restaurant / bar, it is divided into different spaces dedicated to nightlife, these can be cocktail bars, small restaurants or clubs.

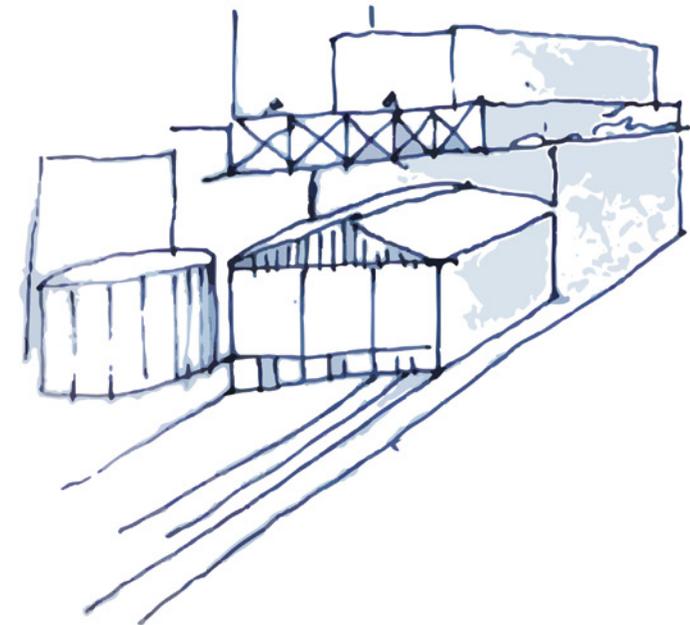
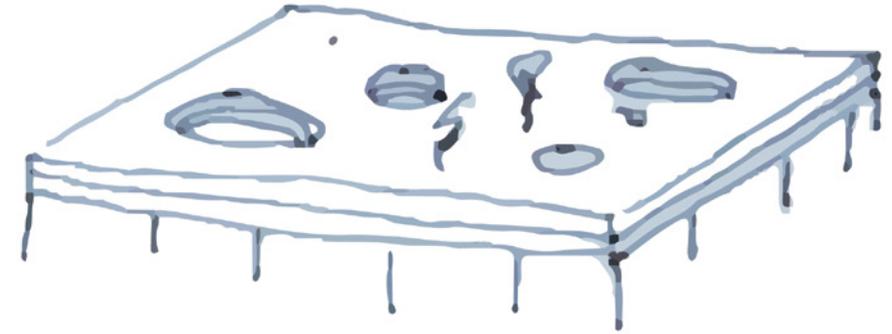
The whole project is conceived as the dream to be realized, but are there any conditions for getting there? No, right now not. Nemmo in the long run. What interests me is that stakeholders

ask themselves: is this project really useful for urban regeneration via bags?

thinking about these terms, I superimposed a large parking lot on the area affected by the project, a surface that could give place to at least 500 cars. In a way that has been penalized by the choices regarding the road to giving priority to public transport and alternative mobility, next to a non-lieu as the central station of the city, the solution could be to return a place ( stop) to the main protagonist of Turin's mobility: the car.

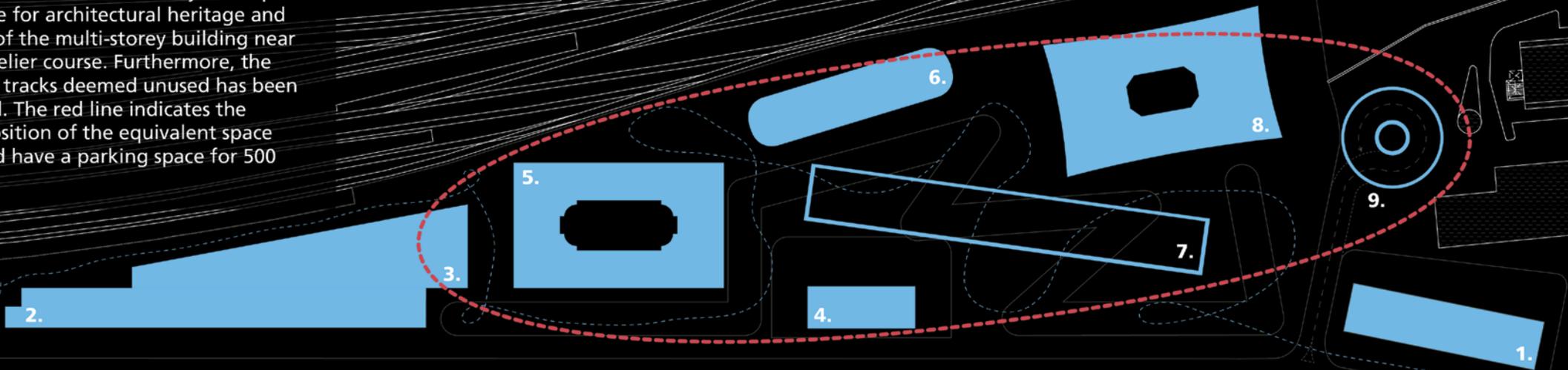
I would like this reasoning to raise questions to stakeholders regarding the choice of the theme of design and creativity as a new identity of the street, connotations that it never had. The choice to create a new Cité du Design in truth could be as paradoxical as that of building a 30 meter high multi-storey car park.

And they could have the same effects.



# MASTERPLAN

Stakeholders' Dream Masterplan: a creativity district dedicated to design. the space has been organized in a free way and, in relation to the idea of "vision", object-buildings have been designed that, without respecting the grid of the building, are imposed on an empty space where they are lowered from above and with metaphysical features. It is planned to demolish all buildings that are not bound by the Superintendence for architectural heritage and exclusion of the multi-storey building near the Sommelier course. Furthermore, the portion of tracks deemed unused has been eliminated. The red line indicates the superimposition of the equivalent space that would have a parking space for 500 cars.



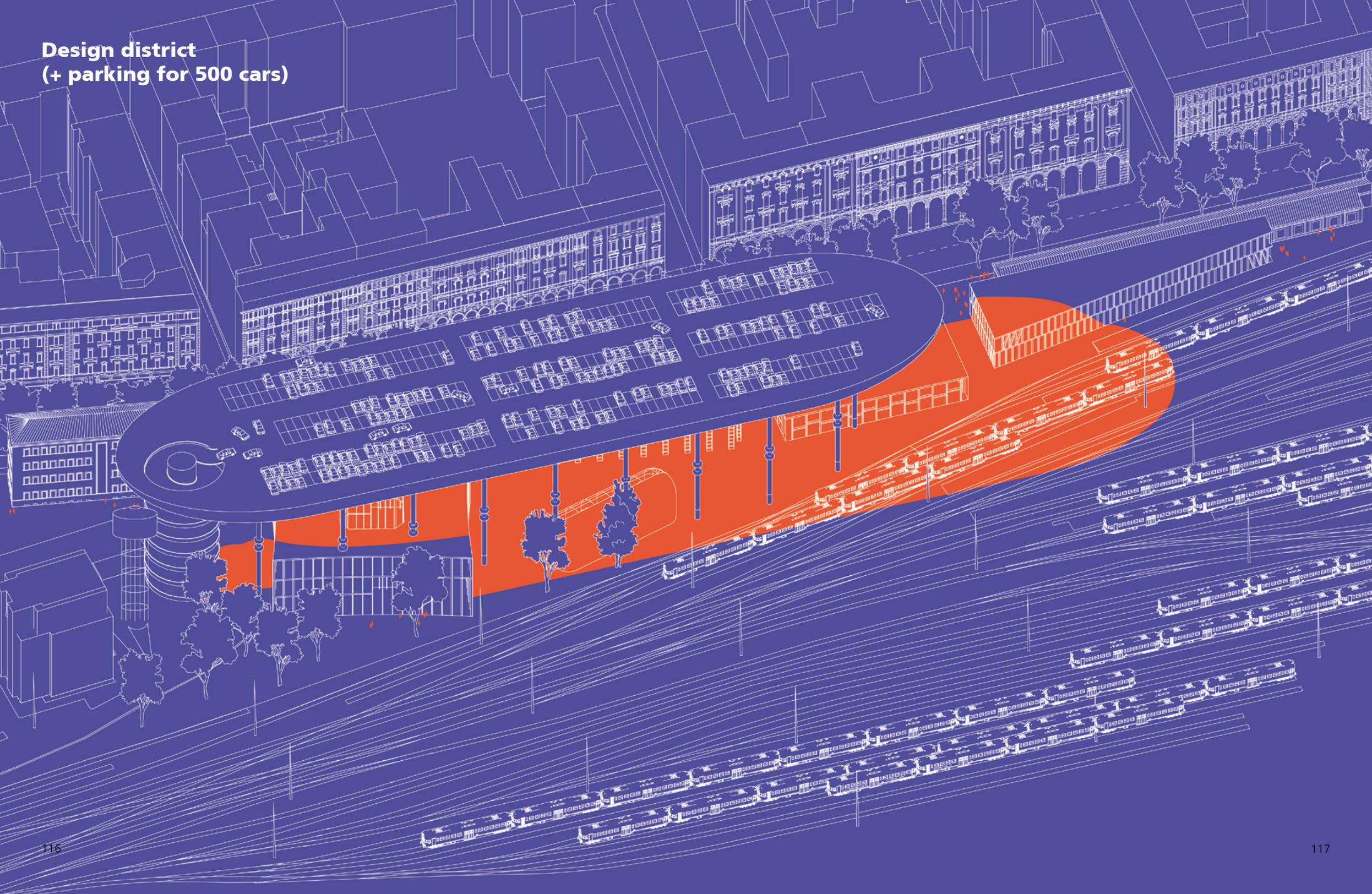
- 1. Student Hostel
- 2. Study hall
- 3. Design library
- 4. Restaurant and american bar
- 5. Design laboratories and co-working space
- 6. Bars, small clubs, nightlife area
- 7. Park structure / piazza
- 8. Auditorium
- 9. Car parking entrance

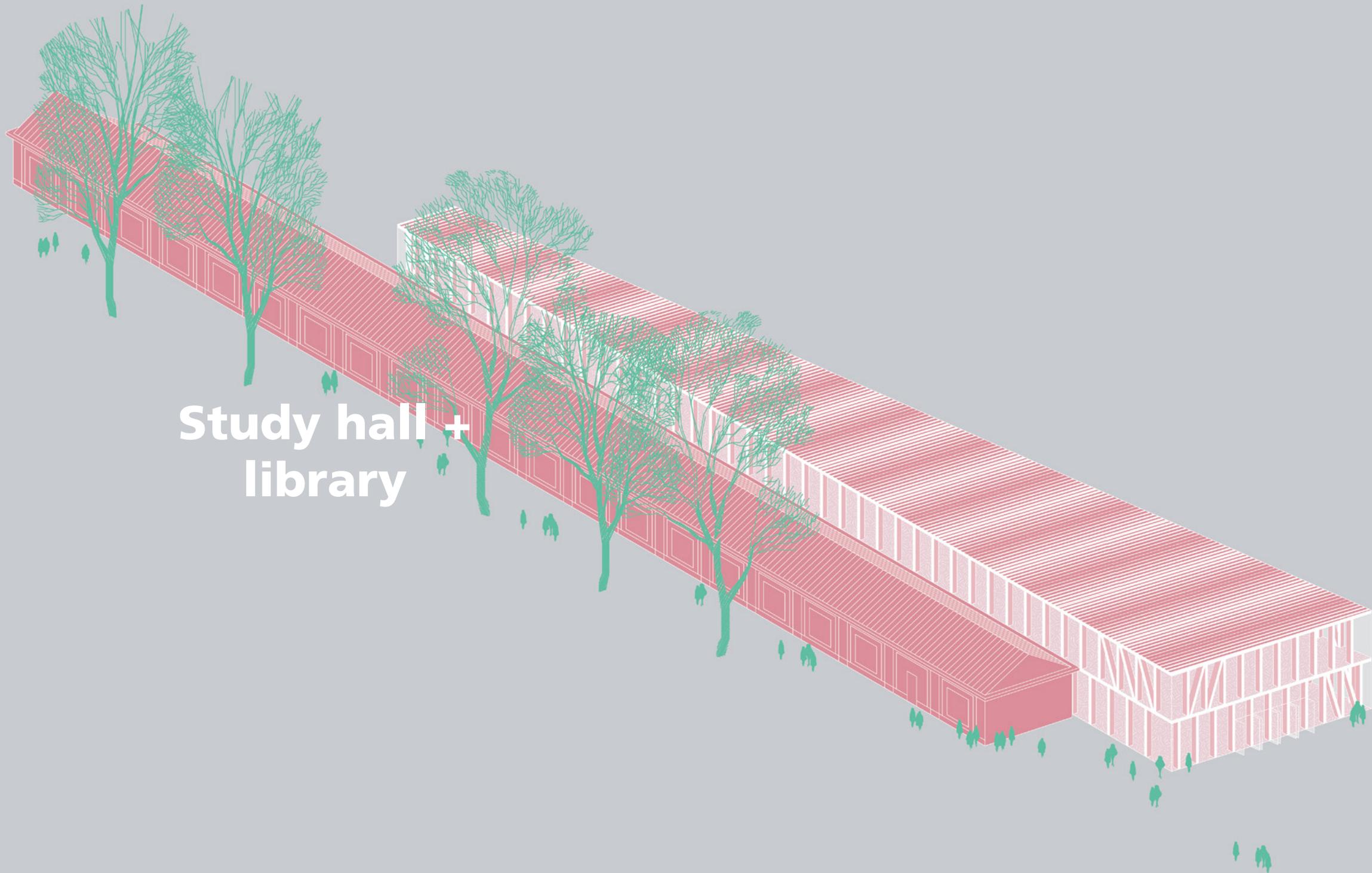


# Design district

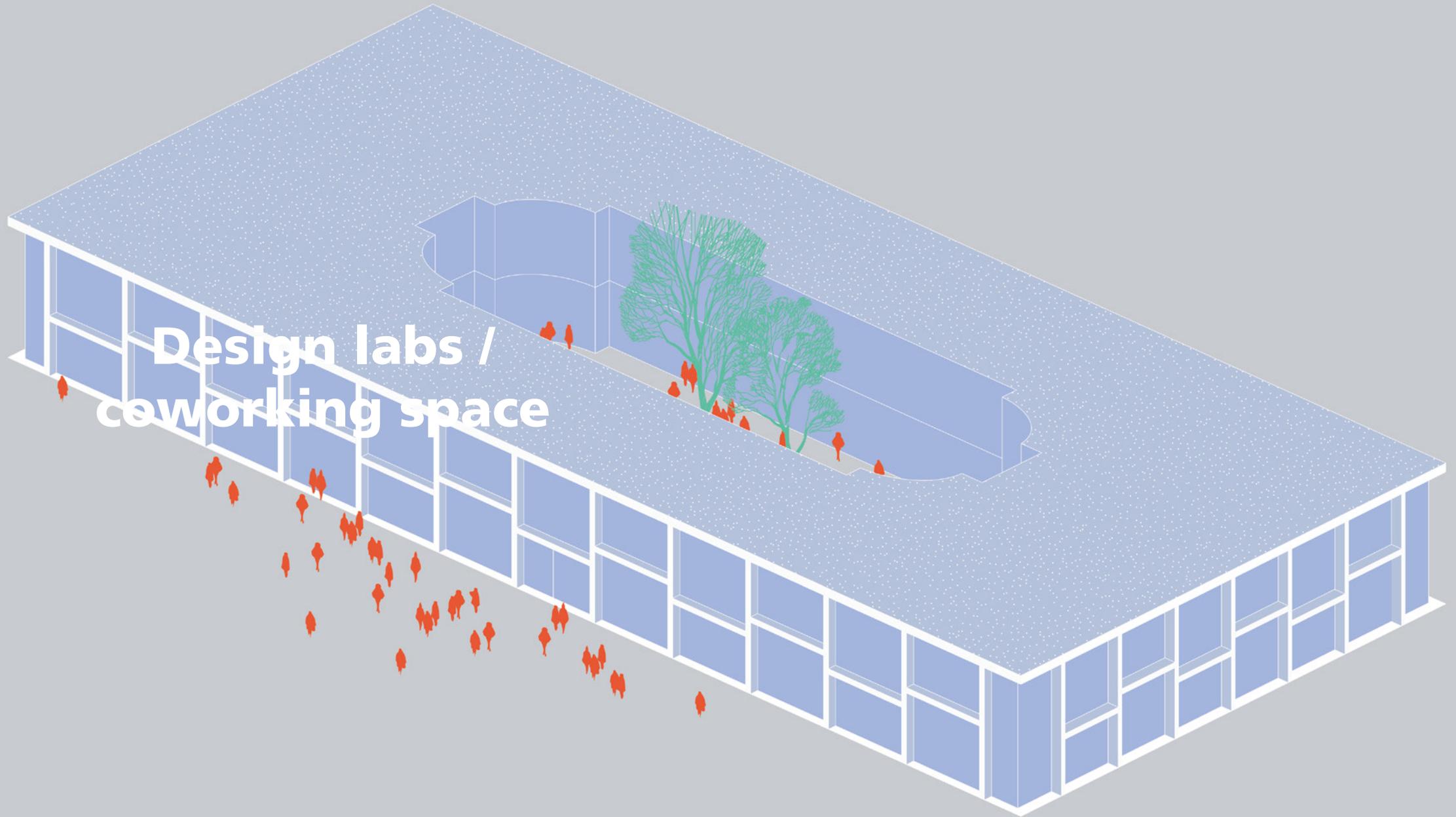


**Design district  
(+ parking for 500 cars)**



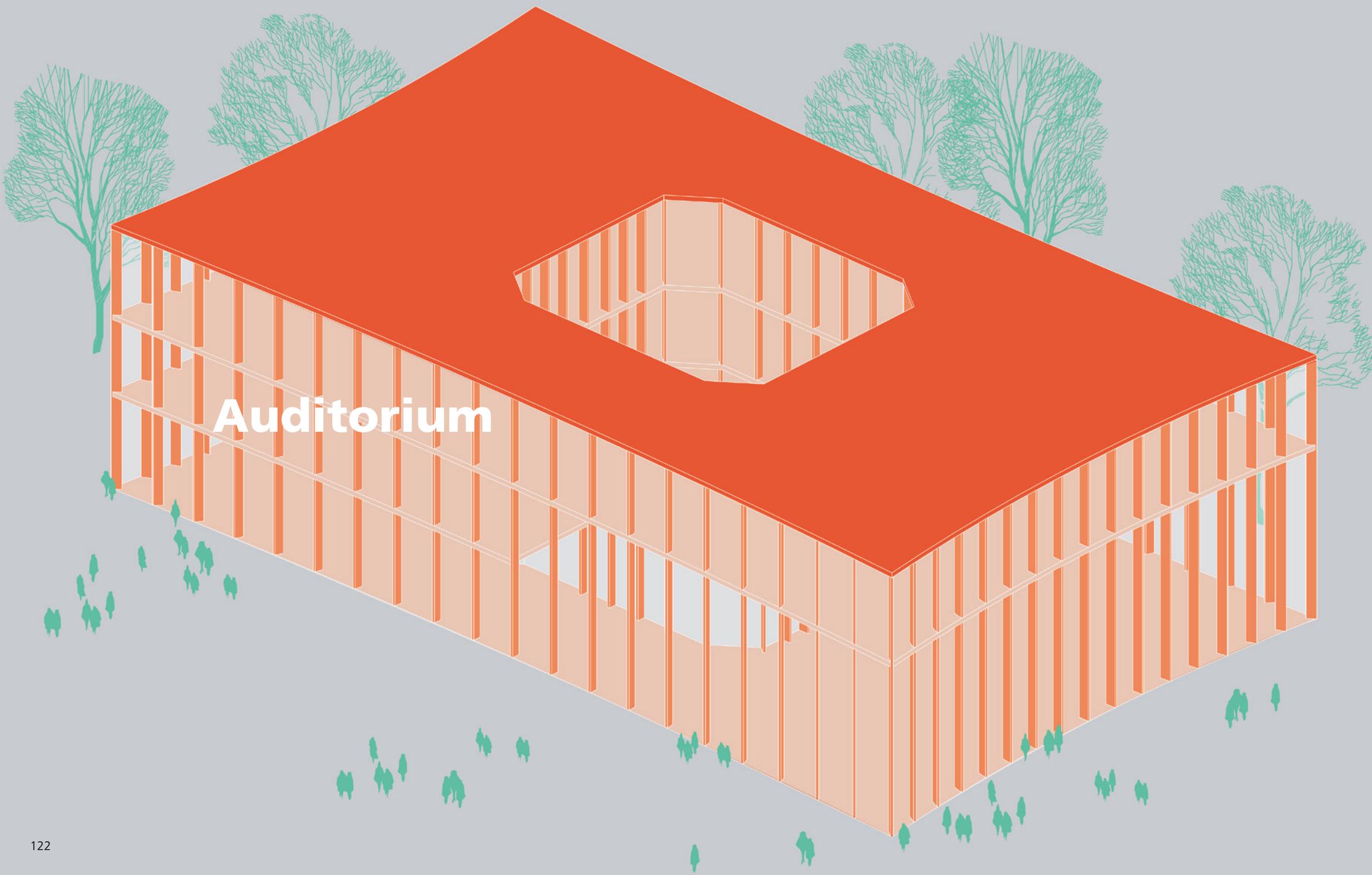


**Study hall +  
library**



**Design labs /  
coworking space**

# Auditorium



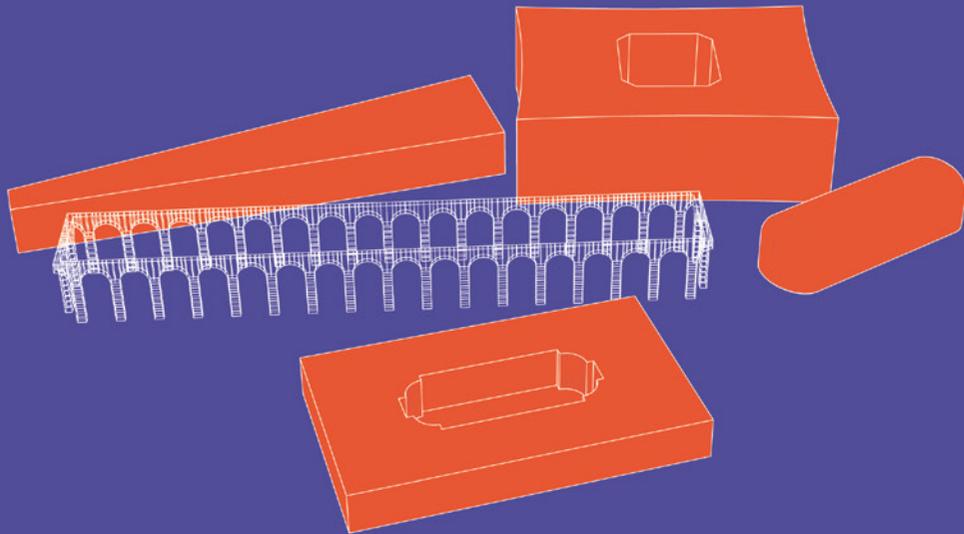


**“landmark”**

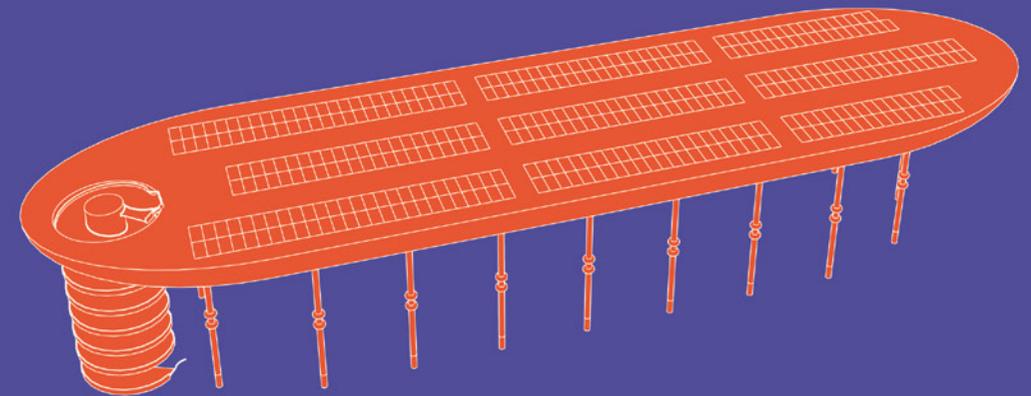


**Nightlife  
facilities**

**WHAT WOULD BE  
USEFUL FOR  
VIA SACCHI  
AREA?**



**A DESIGN DISTRICT  
OR A PARKING FOR  
500 CARS?**



# Conclusion

With the first strategies presented in this booklet I acted with the intention of staying in the field of achievable, minimal intervention and at low cost. I analyzed the topic, and I acted accordingly thinking in a pragmatic way to possible solutions or, at least, to initiatives that allow you to take the first steps towards a complete urban regeneration of via Sacchi.

In the second part I have proposed a horizon, I have devised a project far from being realizable, but which can be a goal to pursue, a goal to be achieved that even if unreachable can allow you to go in the right direction. The proposed project is certainly utopian, but if decomposed we can realize that some of its small parts seemingly unrealizable, analyzed individually can be feasible, consistently with the

first transformation that the area will undergo, that is to host a student residence.

The commitment undertaken by the stakeholders is very useful, and must remain active. At the same time we need to wait. The acquisition of a multi-storey building by an individual is a process in progress and is beyond their control, this single transformation could lead to a “spontaneous” reactivation of the area.

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