

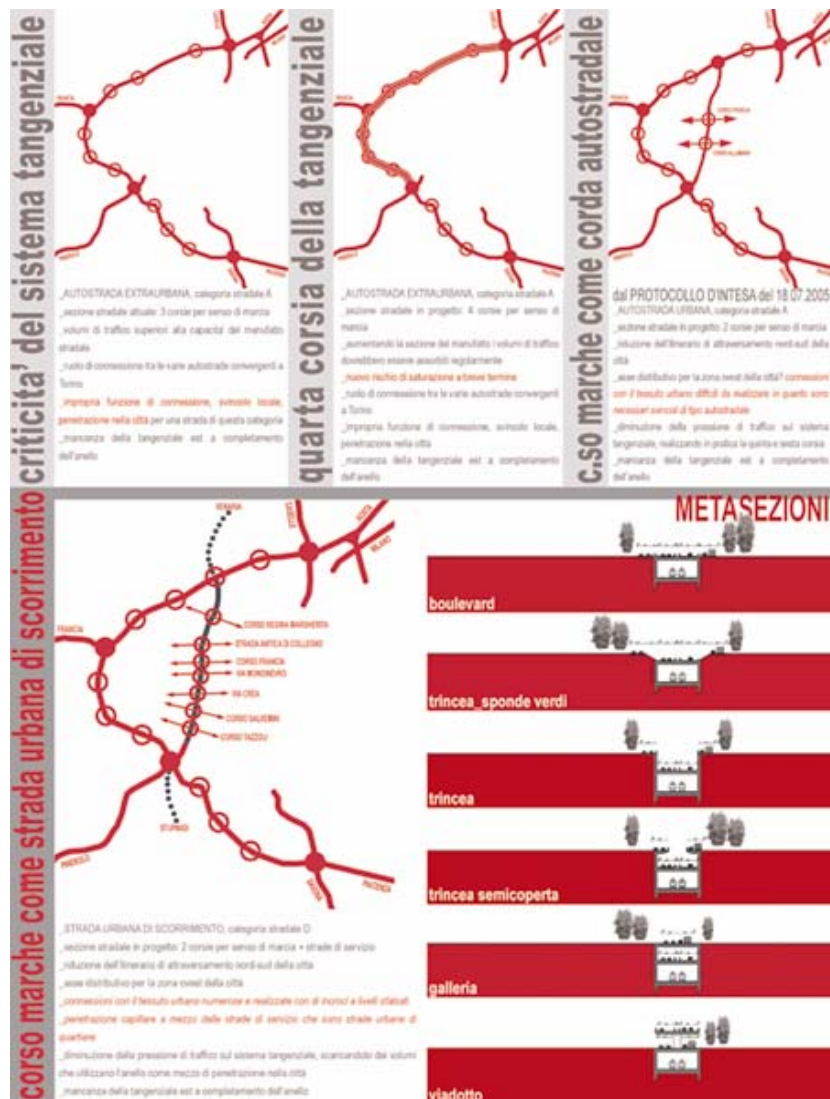
Infrastructure and urban surroundings: trasformation scenarios for corso Marche in Torino

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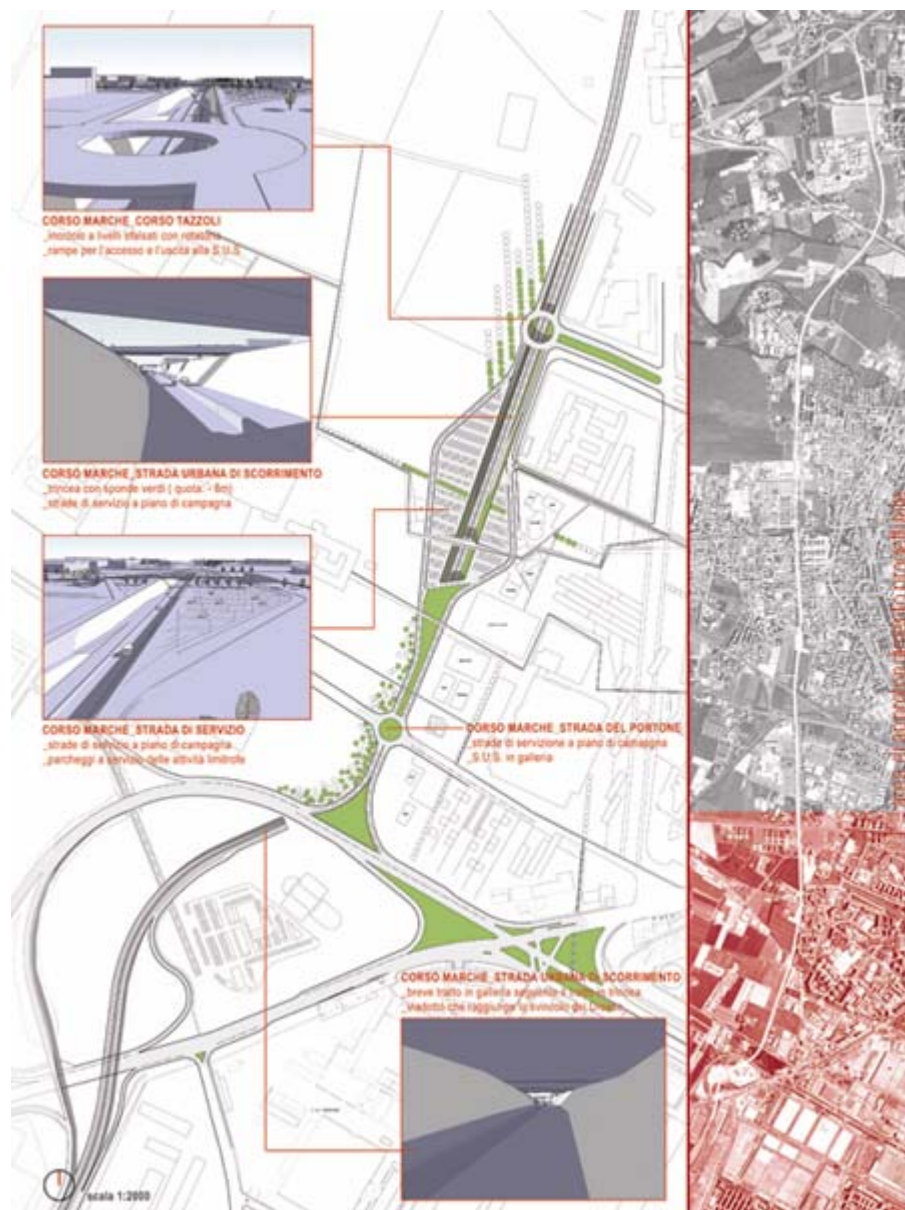
The research to which is linked this work¹ concerns the definition of c.so Marche – link north-south for the city of Torino – intended not only as a road, but also as an occasion to project and qualify a part of the west periphery of the city, topic theme in the technical-political debate of Regione Piemonte and Provincia di Torino.



Planning strategies from the doubling of the tangential arc to the high speed road

The infrastructure would have to be a highway, a connection “chord” of the existing tangential arc, according to *Protocollo d’Intesa* signed by Regione, Provincia and all the towns involved – Torino, Grugliasco, Collegno, Venaria - in date 18.07.2005. The theses proposes an alternative solution: a high speed road, that would be able to reduce the crossing way of the city, distributing, at the same time, the traffic flows for the west zone, by frequent crossroads with ramps. In such a way, moreover, the tangential system would come unloaded of the volumes that use the ring as a way of penetration to the city.

This work, offering an innovative approach towards the road design, coherent with the highway norm and to the problematic of urban planning too, resolves an infrastructural problem, and proposes at the same time possible transformation scenarios of the involved areas.



The infrastructure design between corso Tazzoli and Drosso release

In case of this thesis, I propose a foreshadowing project focused on the southern area of the city crossed over by corso Marche.

The proposed scenario does not have the attempt to represent the only possible project, but it is proposed as a possible exploration in order to understand critical aspects and positive elements of the area affected by the transformation.

The area under focus is located on the border S-O of Turin, characterized by a fragmented and inconsistent urban fabric; a urban portion in which coexist several kinds of spaces, moreover than a large number of settlement forms and functions.

The assumed scenario derives some of its elements from the analysis of the important signs of the territory, such as the existing network infrastructure, the agricultural historical divide, the orientation of the large complex of Mirafiori: the composition of these signs becomes **the grid**, a symbolic-visual element that is the base for the processing of the project.



The project_guidelines

On the other hand, through the analysis of the "porosity" of the area towards transformation, the territory could be divided into *resistant areas* - areas where are located houses and stable activities, *convertible areas* - spaces that have positive characters and can be incorporated into larger qualifier operations, *free areas* - empty, residual, interstitial spaces - that could be easily modified. Therefore the spaces on which it is possible to operate are free areas and convertible ones: **the areas** are the second basic element of the planning strategy.

The third element, to superimpose on the other two, are **the scars**, routes for both bikes and pedestrians that link the several parts of this territory, where the city meets the country in spaces devoid of quality. In a similar space the creation of a high speed road as corso Marche, if not well placed, could aggravate the situation.

This set of guidelines makes up the strategy and provides guidance about the materials of the project; it is an abacus of rules that manages the entire project, in the proposed scenario and in all the possible ones.

¹ The first part of this theses - means the analysis of context and the subsequent establishment of an hypothesis for an infrastructural solution - is the result of the joint work of a research group formed by Andrea Frascarolo, Riccardo Humar, Federico Ratti, as well as myself, with an interdisciplinary group of tutors. For a complete overview of the work it is recommended the consultation of the theses both of F.Ratti and A.Frascarolo, here published in the group of September 2007.

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