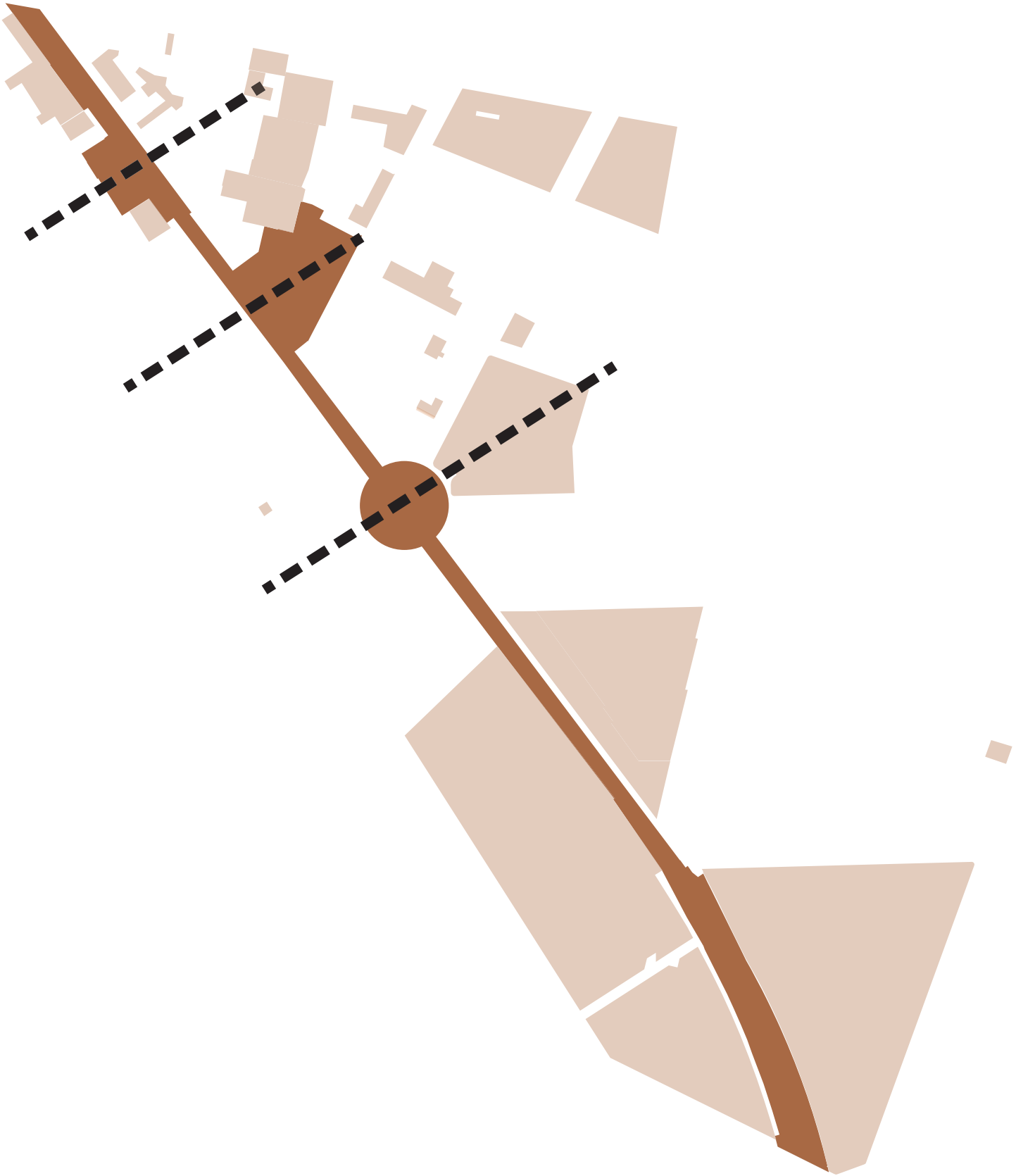

STITCHING TURIN:
URBAN REGENERATION
THROUGH THE 4-DIMENSIONAL DESIGN STRATEGY

MASTER THESIS
LM "ARCHITECTURE CONSTRUCTION CITY"
THESIST: KSENIA KUZMINA
TUTOR: ALESSANDRO ARMANDO
SEPTEMBER 2021

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In the current condition of shrinking the post-industrial cities the future of numerous abandoned and underused territories is becoming a crucial urban issue. During the last 20 years sever-al projects for many of these areas were devel-oped within different programs on the municipal, national and European level. Most of them were stopped or postponed, as their transformation re-quires a significant number of investments, which become problematic, considering the scale of the phenomena, the government austerity towards ur-ban requalification and the high level of uncer-tainty regarding the process of project. Thereby, these terrains vague remain in the state of suspen-sion for uncertain time, waiting for a change. Ex-cluded from urban life, these areas create physical barriers inside the urban fabric, generating zones of alienation around their boundaries.

In the age of austerity, the trend to the more time-flexible and economically affordable (both in materials and construction technology choices) architectural practices gains momentum, manifest-ing itself in many examples throughout the world. These temporal punctual interventions of tactical urbanism usually represent bottom-up process, involving public participation in the design and construction processes. They are opposed to the wait of the realization of urban planning strategies with their bureaucratic complexity and financial issues and are aimed to produce the immediate environmental and social impact in direct re-sponse to the public needs.

Nevertheless, in the conventional urban planning vision tactical interventions are seemed to be temporary patches on the urban fabric, of-tentimes with poorly designed and constructed, with limited lifespan. Hence, the full potential of these practices to regenerate livable urban envi-ronment is on the way to be explored. In fact, among numerous studies there are examples, when temporary urban practices were strategically integrated in the planning process of city making, causing long-term effects. Such examples can be found in New York (the work of Janette Sadik-Khan in 2007), in London (the program “Design for London”, launched by the Mayor of London in 2006), Amsterdam (the requalification NDSM-wharf). Berlin and many other cities in Europe and USA. Through the analysis of the nature, conditions, and outcomes of such case studies, it is possible to extract how strategical vision and tactical approach can coexist together, activating spaces of the city and allowing citizens to be part of the urban transformation process.

The master thesis is aimed to explore the feasibil-ity of the strategical and tactical synergy in the ac-tual urban condition of the city of Turin. By learning from the similarities and differences between different contexts in social, political, and economic relations the present work is an attempt to develop the unique strategy of space activation for Turin.

For the pilot project the linear space of abandoned railways on Via San Bon was chosen. Situated in Aurora district, close to the district ad-ministration, the railways cross the residential neighborhood, becoming a marginal urban zone in the middle. Being excluded from the urban eve-ryday life, the site therefore periodically appears on the agenda of the city planning authorities since the abolition of its primal function as rail line happened in 2007, after the gradual process of decline. Since that time, many proposals were dis-cussed, from renewal of the train service, to filling the rails with earth to prevent degradation and to stop criminal gathering in the area. The last pro-ject on that site is ongoing process, ruled by Archi-tectural Foundation of Turin since 2018 in the way of organizing the series of workshops, involving citizens, local authorities, city urban planners and developers to the discussion about possible future scenarios of the land. However, because of some reasons, none of them led to real physical trans-formation. And one of the many possible reasons for that is the absence of feasible strategical vi-sion, which can guide the similar spots to space activation.

The aim of the work is to consider all aspects of the site problem, and unfold the com-plexity of the relations and flows, related to the site in the most possible completed way. It will allow to create a strong base for the im-

plementation of strategical and tactical synergy.

The body of the thesis is provided in **5 parts** composed within two domains: analytical and architectonic. **The first part** is dedicated to the gen-eral observation of the existing urban condition, in which the present thesis is developed.

The second part analyses the context of the project area. First, the observation of the actual state of the site is made. Then the history of the site formation is traced, revealing the identity of the place. After that, the economical, territorial, social and morphological aspects of the site are exam-ined and the urban regulations, related to the site, are identified. Finally, the negotiation, developed around the area after its abandonment is tracked and registered.

The third part is aimed to examine the ref-erences, which can serve for the development of the architectural intervention. Since there is no unique urban theory, as a basis for the myriad of temporary practices, existed in the cities, the anal-ysis starts from the bibliographic survey, tracing the most re-cent and relevant books and articles, related to the topic. It gives a wide observation of the many faces of "temporary" as a concept and provides a base to establish a common theoretical framework of the phenomena, referring to the work of urban theorists of the last century, such as Henri Lefebvre, Walter Benjamin, and Michael de Cer-teau. Some essential considerations of their studies are included in the research part of the thesis. Finally, three case stud-ies are chosen for the analy-sis: the Cable Factory, the biggest cultural center in Helsinki, Finland; the requalification of the NDSM-wharf in Amsterdam, Netherlands; and the strategical transformation of the Royal Docks in East London. Each of case stud-ies represents an example of different scale, where the temporary use of the place led to the unexpect-ed transfor-mation of the area and had a catalytic impact on the regeneration process of the neighbor-hood around it.

Based on the findings from the first three parts of the work, **the fourth chapter** is dedicated to the identification of the conditions and aspects of the temporary use as a tool for the urban regener-ation and its evaluation within the Turin urban condition. The goal is to highlight the potential of the city to activate the neglected parts of the city through the temporary use, learning from the ref-erences and case studies. As a part of the city pro-file, the legisla-tion of Turin is revised in order to understand the le-gal predispositions for the tem-porary interventions.

The fifth part of the thesis is devoted to the development of the project intervention in the ar-ea. Based on the research part, the intervention is de-signed as a framework, where time is consider-able measure for its content. The strategic map for the site activation is developed, connecting all the research outcome and design interventions togeth-er.

01

PREMISES

Intention of the thesis

Actual urban condition:

need for alternative solutions

INSPIRATION OF THE THESIS

The idea of the thesis came from the per-sonal experience of the author, living in the city of Turin. It started from the simple notion, that there are many neglected buildings and places, which coexist with the dynamic urban life of the city, full of student energy. The industrial history of the city left many traces in the urban fabric in form of enormous areas of former factories and manufac-tures, abandoned for a long time, causing the ar-eas of alienation around them. For many sites there re more than one project proposal, made by local architects or students of Politecnico di Torino. It seems like these post-industrial areas are con-stantly involved into negotiation on the architec-tural debate of Turin. They are not forgotten, but still abandoned, during many years.

Along with it, another consideration was raising, related to the essence of contemporary architectural practice and the changing role of ar-chitect in the city making process. Encounters with many so-called alternative architectural practices, like Orizzontale from Italy, Collectif Etc from France or Traumnovelle from Belgium, happened within the university years, opened a new percep-tion of architectural profession, where the role of architect goes far beyond the limits of drawing and designing, but also communicating, manag-ing and constructing by its own hands. Designing and realizing the project become more complex and inclusive, involving many actors and stake-holders in the discussion and decision-making. The architectural project becomes more about the process of negotiation, rather than the achieve-ment of the perfect result. So, examining more such professional studios, occupying this flexible, movable, and adaptable matter of architecture and urban design, contributes to the direction, in which the present work is developed.

The last, but not the least, aspect, which in-fluenced my work, was the social activities in Turin, which I was lucky to be part: the acquaintance with the projects of Co-City program, developed in Turin from 2017 to 2020, and volunteering in the Precolinear park, the project of urban regenera-tion, launched by the non-profit organization Tori-nostratosferica in 2020. Learning from the numer-ous stories about the projects, made by the citizens, involved in the Co-City innovative program, gave recognition of the strong social activism in the city. In its turn, involvement in the complex process of the transformation of the dismissed tram line into the urban park, led by Tori-nostratosferica by means of crowdfunding, spon-soring, and volunteering, inspired to believe, that urban regeneration is possible even in the condi-tions of limited resources.

All these notions inspired to search for al-ternative approaches to city making and new pos-sibilities for the architectural practice.

ACTUAL URBAN CONDITION

The strategy of urban regeneration is based on the specific post-industrial condition of urban development of Turin, which can be described by a very low level of investment from public sector and the difficulty to attract private investments to develop neglected parts of the city because of several reasons. The last is related to the rigidity of the bureaucratic procedure of all changes of Turin **General Regulation Plan**, which complexity takes significant amount of time and does not presuppose the temporary use of the territory. In the actual condition of uncertainty of urban development and speedy economic, environmental, and political change at the global level there is a need in testing and trial period for reducing the risks and accelerating the activation of the urban space. Another reason of the low investment, apparently, is the amount and size of the areas in anticipation of the regeneration. The **figure 01** represents the map of all sites (both industrial and non-industrial) of Turin, which are abandoned or underused (made according to the web portal Torino si progetta, the project of Torino Urban Lab, as well as personal observation).

While some of the highlighted territories are involved in the long-term procedure of the transformation, and others are remained vacant lots of potential interventions, nowadays most of them represent *terrain vagues*, the term, introduced by **Ignasi de Solà Morales** in his article in 1995 (Solà-Morales, Anyplace, 1995), by which he described the urban territories, "***where the city is no longer***" (Solà-Morales, 120). Being abandoned for a long time, these territories "***are foreign to the urban system, mentally exterior in the physical interior of the city, its negative image, as much a critique as a possible alternative.***" (Solà-Morales, 120). In order to interweave these lands to the urban fabric, the points of potential spatial and functional connections with existing context should be found.

Fig.01

02

CONTEXT

Site area: actual state

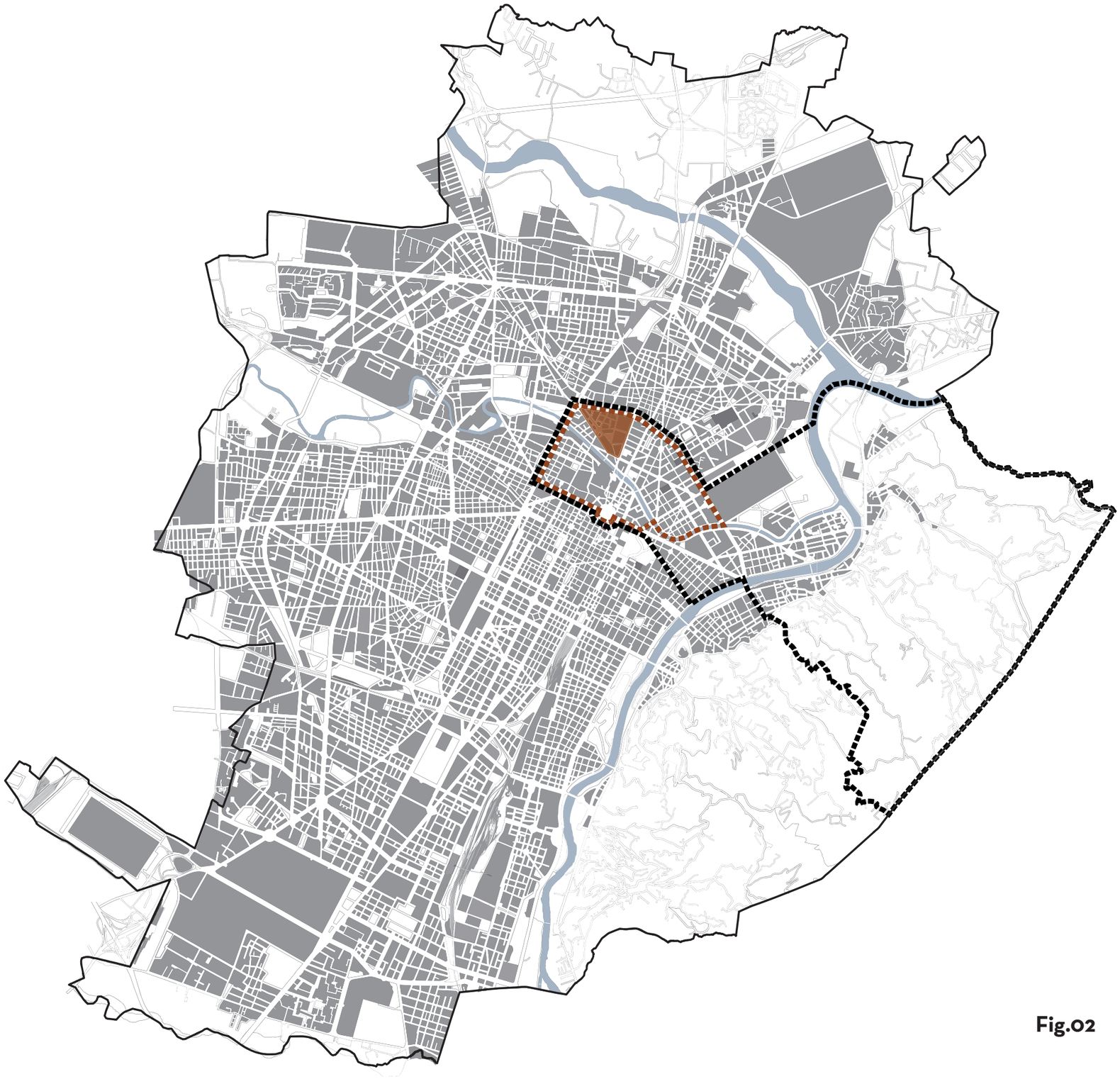
Site area: history

Context analysis

SITE AREA

The project area is located in the Aurora neighborhood, which is a part of Circoscrizione 7, a bigger administrative unit of Turin, which was formed by unification of former neighborhood councils 7, 8, 21 and includes also the districts Vanchiglia, Vanchiglietta, Superga, Mongreno, Regalie, Borgata Rosa, Sassi, Madonna del Pilone, Rossini and Borgo Dora-Valdocco. The vast area of the Circoscrizione 7 includes 50% of the Turin Hill and faces two main rivers of Turin: Po and Dora.

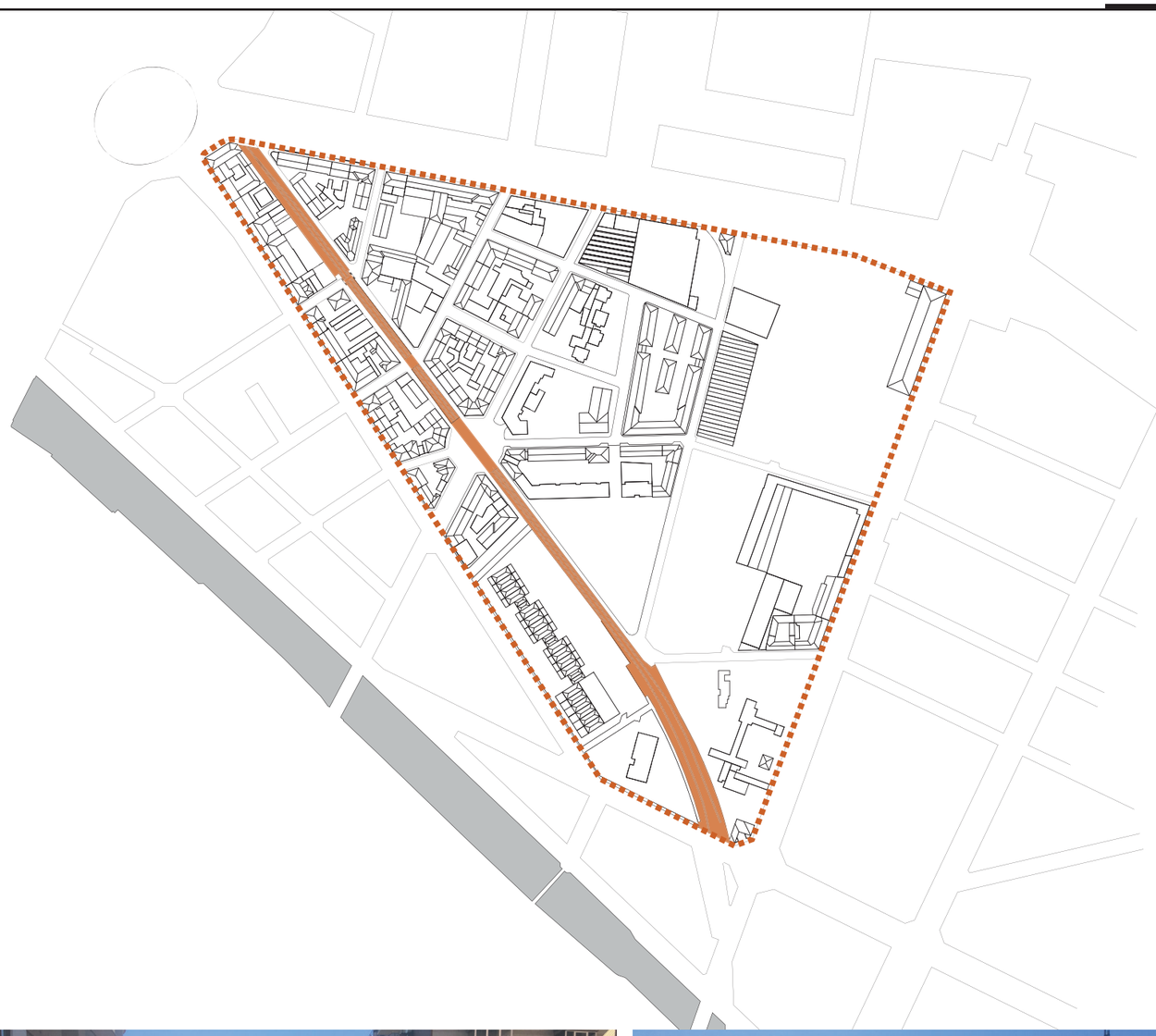
The site area represents a part of the historical railway Turin-Ceres. The line served to connect the city of Turin from the station Torino Porta Milano in Corso Giulio Cesare, with Ceres, a small commune in mountains within the Metropolitan City of Turin. Since 2006 until nowadays the line between Porta Milano and Dora stations is abandoned, constituting a crack in the middle of the surrounded neighborhood.



S CIRCOSCRIZIONE 7 = 22.331.840 M²
N RESIDENTS = 85.445

S AURORA DISTRICT = 2.738.000 M2
N RESIDENTS = 41.607

Fig.02



0 - 24

ACTUAL STATE

To estimate the actual state of the project area in the urban debate, it is necessary to find traces of any discussions and processes the area took part of. To do that, the documents, and newspapers (fig.3), mentioning the project area where traced and assembled according to the timeline and actors involved in the diachronic diagram (**fig.4**).

According to the found information, after its complete abandonment in 2006 the project site was a periodic topic of discussion between city makers and citizens, mostly for a reason of complaints of citizens regarding the pollution and lack of maintenance of the area. Several times these complaints resulted in the agreement between the GTT and the City to remediate the area. However, the core issue – the abandonment of the site – remained unsolved. Up to now the various proposals for area regeneration were putted into the conversation. Soon after its dismission, between 2006 and 2009, the possibility of the railway to come back to the mobility infrastructure, as a part of the tram service was discussed, though, without material effect.

Later, starting from 2016 the area was recalled several times in the city newspapers. The **figure 3** represents some of that news, mentioning the site area, with network of actors, involved into discussion. In 2016 (La Voce E Il Tempo, 20/09/2016) it regarded the debate around the new metro line plans. In 2017 the site became a project area for architectural students of Politecnico di Torino, resulting in several design proposals, presented to Circoscrizione 7 in 2018. Besides, with time passed without any maintenance of the area, new complaints from the residents, regarding the site safety and pollution, appeared, bringing the attention to the area of politicians and urban planners (TorinOggi,it, 02/10/18). Struggling to find fast and adequate problem solution in the condition of no private interest and no public financing, even the proposal to cover the railway line with the soil was discussed by the involved actors, as a temporary area conservation. (La Stampa, 22/02/2019). Nevertheless, all negotiations remained in words.

Fig.3

video.servizivocetempo.it/torino-ceres-il-metro-che-ce-gia/

LA VOCE IL TEMPO

VIDEO NOTIZIE

LUNEDÌ 09 DICEMBRE 2019

HOME

La Voce e Il Tempo > torino > Torino Ceres, il metro che c'è già

Torino Ceres, il metro che c'è già

20 settembre 2016 lavoceeiltempo

Dopo l'anticipazione della Voce a fine luglio (-Forse il tunnel non si fa-, 31 luglio 2016), è tornata in primo piano la questione della linea ferroviaria Torino-Ceres che collega la città con l'aeroporto di Caselle. Il Sindaco di Torino, Chiara Appendino, ha bocciato la soluzione di interramento della linea in galleria sotto corso Grosseto (un cantiere di 3 chilometri, che durerebbe almeno 3 anni). L'amministrazione 5 stelle sta tentando una difficile messa in discussione del progetto con Regione e Governo per non perdere i 160 milioni di finanziamenti, in gran parte

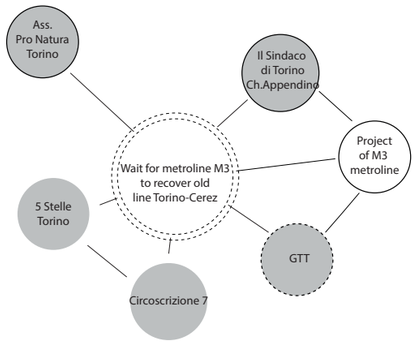
LA VOCE IL TEMPO
Accedi ai nuovi servizi di "La voce e il tempo"
ARCHIVIO FOTOGRAFICO

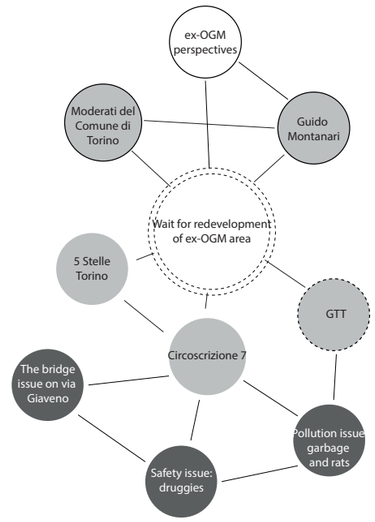
I video più recenti
- Occhi al Cielo: Otto x Mille
- Occhi al Cielo - Il missionario
- Occhi al Cielo - confessioni di un vescovo
- Occhi al Cielo - l'inferno
- Occhi al Cielo - Mistero della Fede

Archivi
- aprile 2017
- dicembre 2016
- novembre 2016
- ottobre 2016
- settembre 2016

1 LA VOCE E IL TEMPO 20/09/2016

http://www.video.servizivocetempo.it/torino-ceres-il-metro-che-ce-gia/





torinoggi.it/2018/10/02/leggi-notizia/argomenti/torinoggiit/articolo/la-circoscrizione-7-giu-il-ponte-di-via-saint-bon.html

NUMERO VERDE 800 386546

TorinOggi.it dal 2006
le parole che valgono, le notizie che restano

Prima Pagina Cronaca Politica Economia e lavoro Attualità Eventi Cultura e spettacoli Sanità Viabilità e trasporti Scuol

CIRCOSCRIZIONI CITTÀ SPORT CHIVASSO PINEROLESE SETTI

/ TORINOGGI.IT

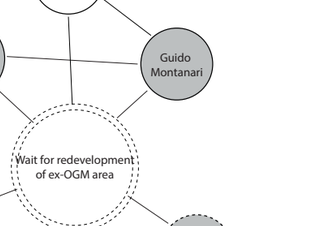
Mobile Facebook Instagram

TORINOGGI.IT | 02 ottobre 2018, 07:15

La Circoscrizione 7: "Giù il ponte di via Saint Bon"

9 Consiglia

L'area tra via Giaveno e via Saint Bon è presidiata da diversi gruppi di spacciatori, il ponte pedonale è considerato una sorta di nascondiglio. La Mendola (Moderati): "È pericoloso"



Un ponte che collega via Giaveno a via Saint Bon

RUBRICHE
- Backstage
- Immortali
- Via Filadelfia 88
- Il Punto di Beppe Gandolfo
- Nuove Note
- Fashion
- Gourmet
- La domenica con Fata Zucchina
- L'oroscopo di Corinne

2 TORINOGGI.IT 02/10/2018

http://www.torinoggi.it/2018/10/02/leggi-notizia/argomenti/torinoggiit/articolo/la-circoscrizione-7-giu-il-ponte-di-via-saint-bon.html

news/terra-sopra-i-binari-per-cancellare-il-degrado-1.33682871

LA STAMPA

MENU TOP NEWS ABBONATI ACCEDI

TORINO

UNA CITTÀ PER NATALE QUARTIERI TORINO DA MANGIARE SPECCHIO DEI TEMPI TORINOSETTE NECROLOGIE ALTRE EDIZIONI

TORINO / QUARTIERI / QUARTIERE AURORA

Per la SICUREZZA della tua casa e della tua famiglia, da oggi scegli le nuove soluzioni assicurative.
SCOPRI DI PIÙ
eni gas e luce
ZURICH

"Terra sopra i binari per cancellare il degrado"

Iniziata la bonifica in via Saint Bon

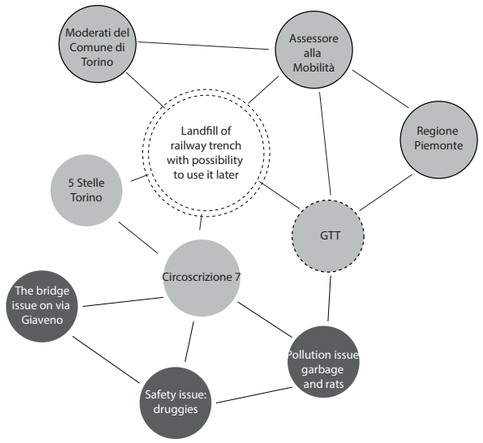
Fai crescere la tua professionalità in una banca moderna che fa della consulenza il suo valore più importante. Da sempre.
DIVENTA FAMILY BANKER
mediolanum

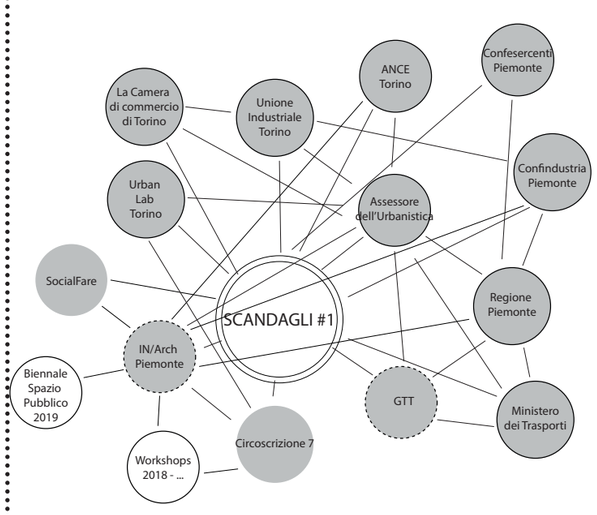
TOP NEWS - PRIMO PIANO

Sandra Zampa: "Mi ricordano le mobilitazioni per l'ulivo ma sconsiglio ai ragazzi di farsi partito"

3 LA STAMPA 22/02/2019

https://www.lastampa.it/torino/quartieri/aurora/2019/02/22/news/terra-sopra-i-binari-per-cancellare-il-degrado-1.33682871





cronacaqui.it/unisola-pedonale-piazza-cosi-puo-rinascere-trincerone/

HOME TORINO CRONACA QUARTIERI PROVINCIA SPORT RUBRICHE VIDEOGAMES

QUARTIERI AURORA

VIA SAINT BON

Un'isola pedonale e una piazza: così può rinascere il trincerone

Il progetto Scandagli di InArch presentato in Circoscrizione 7

Philippe Versienti - 15 Novembre 2019 08:11

Il vecchio trincerone

4 CRONACAQUI 15/11/2019

https://www.cronacaqui.it/unisola-pedonale-piazza-cosi-puo-rinascere-trincerone/

The last proposal for the area was the **Scandagli project**, initiated by the National Institute of Architecture (InArch) and presented in the InArch congress in Rome in 2018. Since that presentation, several workshops were organized in Turin, involving the active citizens of the neighborhood, urban planners, representatives of different industries and associations and the City administration to discuss the potential development of the area.

I spoke with the project leaders at the beginning of the site investigation and attended one of the last meetings on January 2020, taken place in the district administration (on the border with the project area). The Institute is aimed to introduce the inter-disciplinary participatory placemaking practice to the project process, searching for the affordable solutions without big investments required. I find it very similar to the approach I wanted to follow in my thesis from the beginning. However, during the project meeting, even though the discussion was profound, and it was evident the presence of community made by interested actors involved, I got the sense, that very few participants really believed that the process would end in some material results. One of the residents after the discussion of numerous design proposals from the previous workshops, expressed his doubts about their feasibility, saying:

"During many years, living in the area, I saw many beautiful design suggestions. However, the railways remained abandoned. So, even if I like some ideas of yours, and I appreciate your attempts, nothing is going to change".

It gave me the understanding, that even though a temporary design intervention can activate the urban space for short period, it cannot regenerate the area of this size, remaining in the limits of tactical urbanism approach. Without broader strategic vision, supported by the city, people will see all these initiatives just as temporary patches on the urban fabric without long-lasting effect. The overall perception of the "temporary" in the urban realm should be changed. It can be achieved by revealing the full potential thetactical projects can bring to the city making process and to show their feasibility in Turin.

To make a feasible proposal, the first step was to identify the potential stakeholders and figures, which can be involved or influence the project. to To do that, all the processes and negotiations, involving the project area were connected together in the diachronic diagram, establishing their connections to each other and with actors involved

The diagram (**fig.4**) represents a version of the Shenzhen diagram, showing the chronological sequence of events in the field of policies, negotiations, documents, and material effects. Each event is placed in the related field, identifying the actors and figures, involved in it. The diagram shows the relations between events, direct and indirect influences. It demonstrates the ecology of the project predisposition, linking documents, actors, and the existing debate together in the diachronic way. From the diagram it is easy to notice that most of the points of the process are situated in the field of negotiation and policies, and until now the sequence did not reach any material effect.

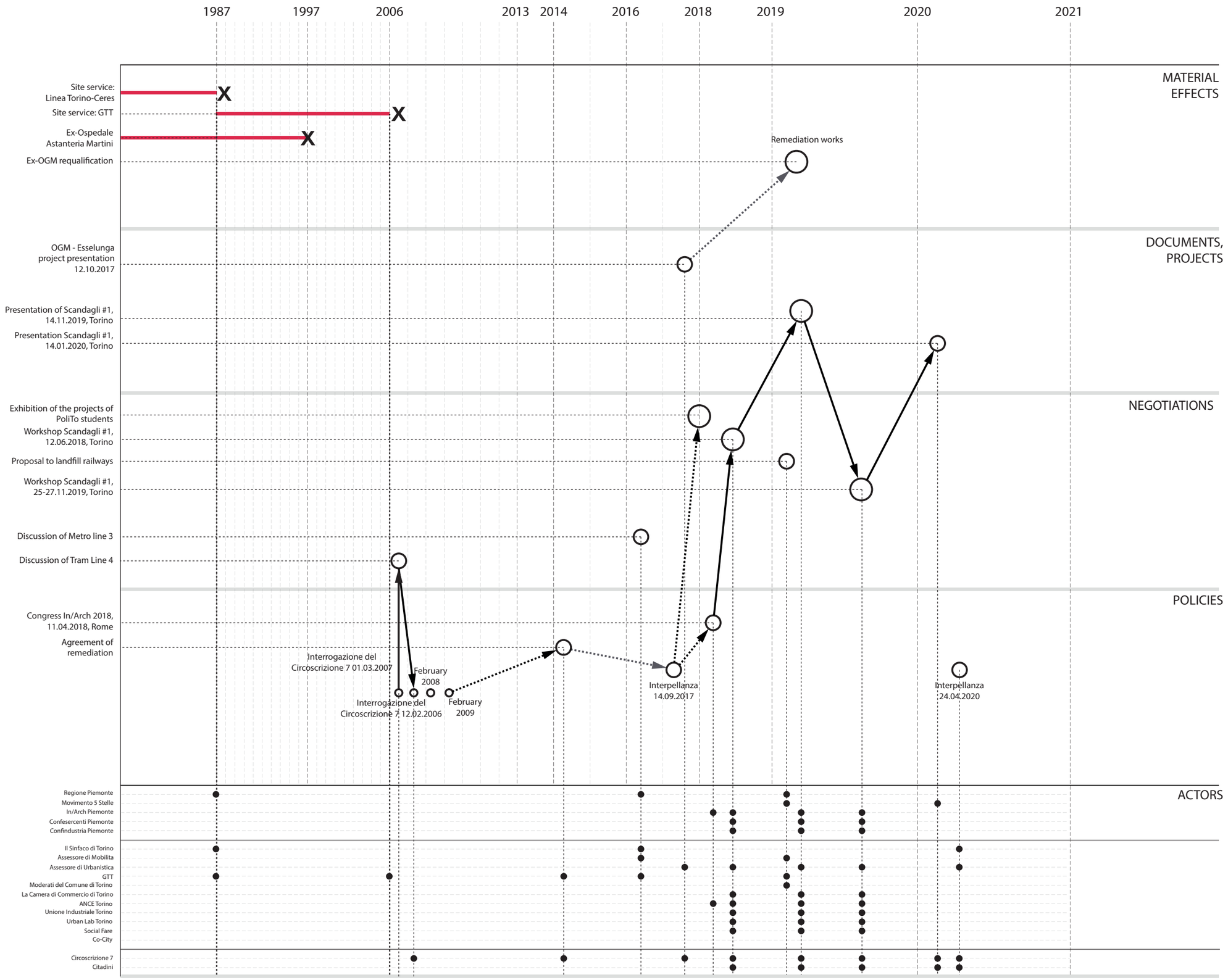

1987
1997
2006
2013
2014
2016
2018
2019
2020
2021
MATERIAL EFFECTS
Site service: Linea Torino-Ceres
Site service: GTT
Ex-Ospedale Astanteria Martini
Ex-OGM requalification
Remediation works
DOCUMENTS, PROJECTS
OGM - Esselunga project presentation 12.10.2017
Presentation of Scandagli #1, 14.11.2019, Torino
Presentation Scandagli #1, 14.01.2020, Torino
NEGOTIATIONS
Exhibition of the projects of PoliTo students
Workshop Scandagli #1, 12.06.2018, Torino
Proposal to landfill railways
Workshop Scandagli #1, 25-27.11.2019, Torino
Discussion of Metro line 3
Discussion of Tram Line 4
POLICIES
Congress In/Arch 2018, 11.04.2018, Rome
Agreement of remediation
Interrogazione del Circoscrizione 7 01.03.2007
February 2008
Interrogazione del Circoscrizione 7 12.02.2006
February 2009
Interpellanza 14.09.2017
Interpellanza 24.04.2020
ACTORS
Regione Piemonte
Movimento 5 Stelle
In/Arch Piemonte
Confesercenti Piemonte
Confindustria Piemonte
Il Sinfaco di Torino
Assessore di Mobilita
Assessore di Urbanistica
GTT
Moderati del Comune di Torino
La Camera di Commercio di Torino
ANCE Torino
Unione Industriale Torino
Urban Lab Torino
Social Fare
Co-City
Circoscrizione 7
Citadini

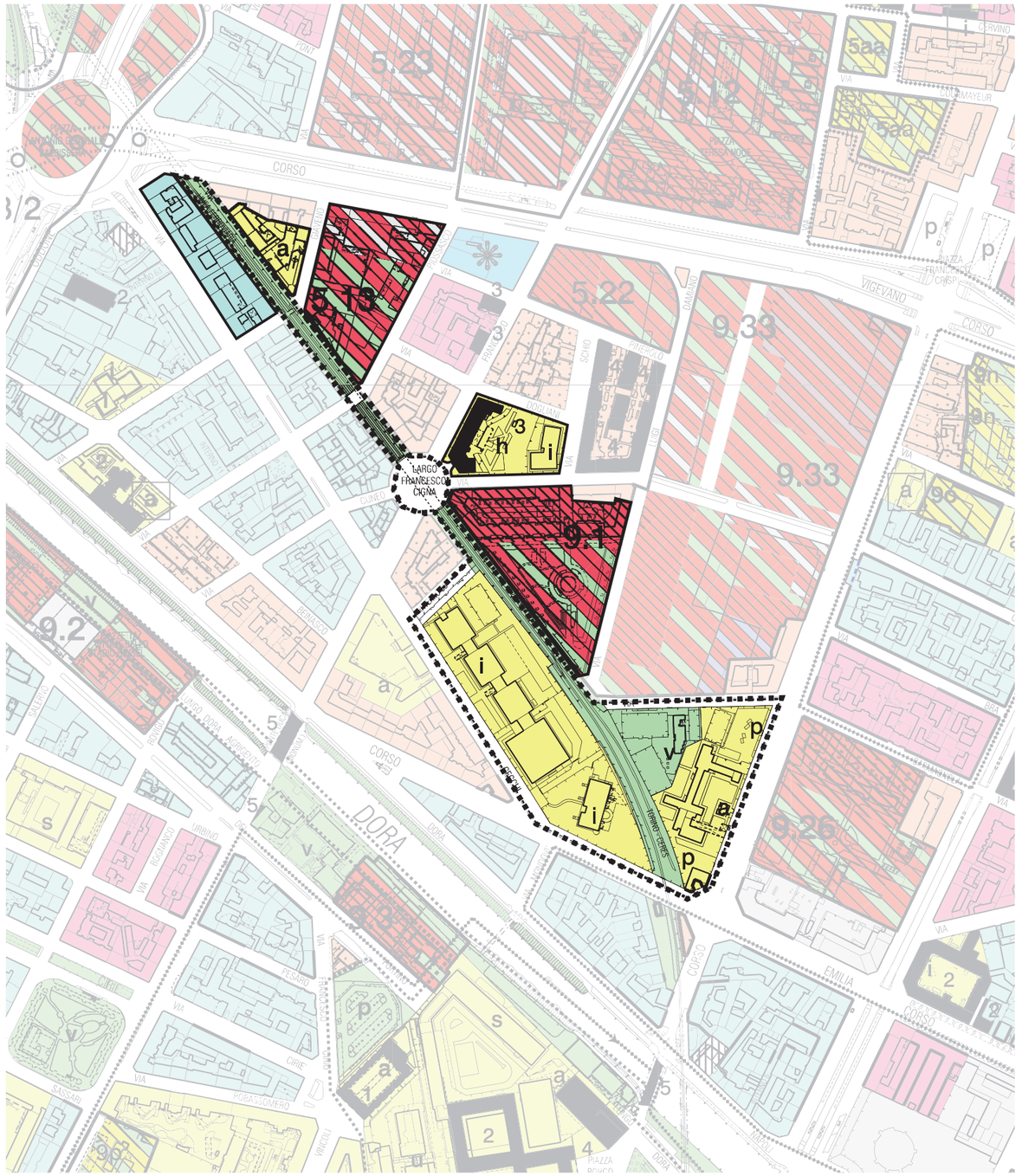
Fig.4

PRG:ACTUAL STATE

PRG

To develop the project, which can be realized, the process of project delivery should be designed together with its formal embodiment. To do this, the process constraints and the documents, as registered controlling actants of the complex process of urban transformation, should be identified and understood.

The General Regular Plan of Turin is a starting point in the legislation domain. The plan represents the complex urbanistic document, which defines the actual and projected land use of the city fabric, establish the regulation for its development and contains the strategies for urban transformations. It is an important urban planning instrument, which helps the city to control its built environment and create a vision of the future urban form. Nevertheless, the change of the plan follows by the complex long-term bureaucratic procedure, which stopped many potential urban experiments and innovative initiatives to happen in the city. While the complex procedure of plan variation approval assures the quality of long-term urban development, in some cases it does not correspond to the pace of real changes in urban processes, specially in the condition of economic uncertainty or in cases of environmental and social emergencies. The paradox is that while the plan does not allow the short-term use of the land, different from that established in the plan, in some cases the indications, registered in the plan, are obsolete and do not correspond to the real context.



Normative zone of transformation for servises

Normative zone of transformation for residential use

Normative area of mixed use **M1**

Normative area of public services for parks, playgrounds and sport

Normative area of public services for parking lots

Normative area of public services for social, sanitary and hospital facilities

Normative area of public services for facilities of commune interest

Normative area of public services for social, sanitary and hospital facilities

Fig.5

Fig.6

Fig.7

*According to the last update of the PRG on the Turin Geoportal: geoportale.comune.torino.it on the date of 18.11.2020

Project area (Il Trincerone Via Saint Bon)

According to the PRG (Piano Regolatore Generale), updated by 30.06.2020*, of Turin the project area represents the normative area for services. Together with the territories of primary and secondary schools nearby and the block of neighborhood administration it is defined by the city planning as a part of unitary project of public land (Il progetto unitario sul suolo pubblico). The project area is assigned to the normative zone of transformation for services, without the type specification, as it is made for the adjusted area of sport activities.

Ambito 9.1 "Cuneo"

According to the PRG updated by 30.06.2020*, the site, limited by the project area, via Damiano and Via Cigna is defined as the urban zone of transformation (Z.U.T.) 9.1 "Cuneo". In fact, the area was already transformed in 2000s, with construction of the social housing, realized by ATC Piedmont Institution and the realization of public garden on the angle of Via Damiano and Via Saint Bon. The planned transformation of the area already happened more than 10 years ago, making the indications of the masterplan to be obsolete.

Astanteria Martini

The site of the former hospital Astanteria Martini, facing the piazza Largo di Cigna, is located on the same block with the daily care center for the Alzheimer patients (according to the https://www.centridiurnialzheimer.it/). The block is assigned to the normative area for public services, with definition of use for social, sanitary and hospital facilities in case of the daily care center, and for the medical supplies such as hospitals and clinics for the Astanteria. While the building is abandoned since 2003 (according to the data from museotorino.it), and it is still not included in any city plan variation as an area for urban transformation. The former hospital is also recognized as a building of historical and environmental value (art.26), and the PRG provides some specific regulations for the allowed type of intervention for its requalification.

The intervention on the service areas is mainly reserved to the Public Administration or institutionally competent bodies. (p.3 Art.19)

Direct private intervention is allowed for the construction of structures for public use only after the stipulation of a specific agreement regulating the legal regime of the land, as well as the methods and forms of use of the property that guarantee its public usability. (p.4 Art.19)

Intervention by private individuals on publicly owned areas is also allowed, on the basis of concessions by the Body that owns the area, which regulate by agreement the methods for the execution and possibly the management and use of the planned works. (p.5 Art.19)

Ambito 5.13 "Vigevano"

The former location of German multinational lighting manufacturer OSRAM, which is defined by Corso Vigevano, Via Saint Bon (along the project area), Via Giaveno and Via Piossasco, is assigned to the area of transformation 5.13 according to the PRG, the update of 30.06.2020. Several temporal dimensions of building occupation can be traced: while in City plan the area is still (or again) recognized as an area to be transformed, in reality the building was reconstructed by adding the second floor to host offices in 2015, and nowadays it is still (or again) vacant.

Car workshop

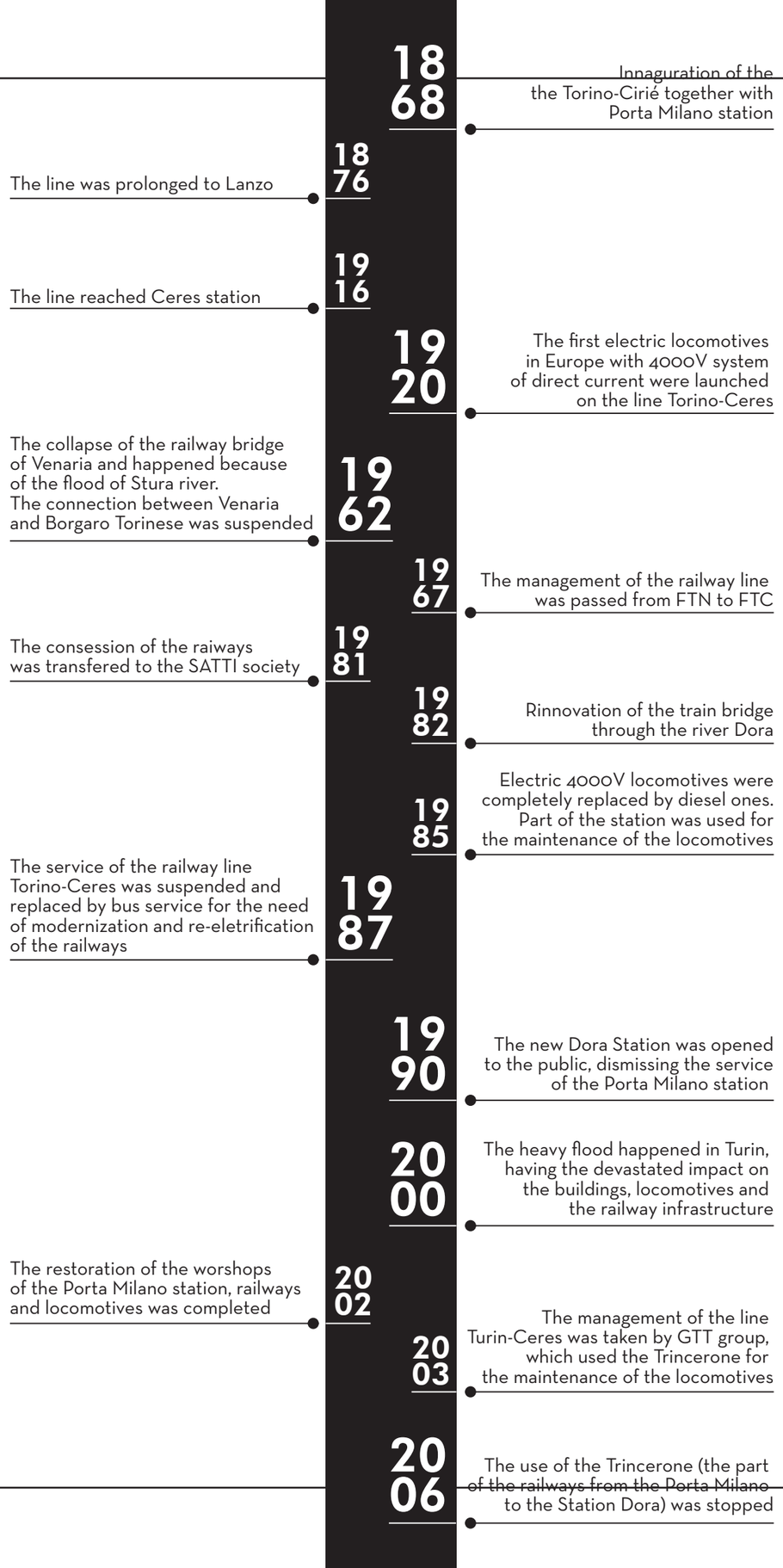
The last part of the project area, close to the Piazza Baldissera, has a connection to the courtyard structures of residential block along Via Cecchi on the same level. The block is defined as a mixed-use area **M1**. The principal industrial building inside the courtyard, facing the railways, is occupied by the car workshop and has no use connection to the project area. The courtyard, which is supposed to be for residents, is occupied by the car business as well. This situation can be considered as controversial to the prescriptions of the PRG Buildings norms, updated *by 30.06.2020:*

Mostly residential mixed blocks. Harmful or harassing activities must be replaced with the residence or converted to uses compatible with it. (Art.8)

The interventions of construction replacement of productive buildings overlooking public spaces and of low buildings located in the areas inside the blocks are admissible only if the final result is qualitatively compatible with the residence and therefore improving the initial situation and pursues an effective building reorganization. (Art.8)

Fig.8

Fig.9



The history of the Turin-Ceres railway formation is significant for understanding its value at the urban and regional level.

The line Torino-Ceres is the result of second wave of railway development in Italy. It was launched at 1868 by the initiative of the engineer **Gaetano Cappuccio** of the Società Anonima Canavese per la Ferrovia Torino-Ciriè (SACFTC) to link the City of Turin with the industrial areas of cotton production of Valli di Lanzo.

It is worth to mention that this railway line as a connection of the regional level was constructed and managed in concession by the private societies and not by the state. This fact is relevant to the further story of the line service and can possibly explain the lack of the maintenance during the crisis of 1960s, which ended in the final abandonment of the line in 2000s.

The railway line was inaugurated in **1868**, at the beginning connecting Turin with Ciriè, small commune town of the Metropolitan City of Turin. In **1876** it was prolonged until Lanzo Torinese, another small commune in Piedmont, situated along the river Stura di Lanzo. The commune has a significant historical value for the Piedmont region, being a connection point between Turin and mountain community Valli di Lanzo. The presence of water contributed to the development of the cotton and textile industry in Lanzo, which formation became stronger with the new fast railway connection with Turin. In 1916 the line was brought to the destination - Ceres by the work of the engineer **Alberto Scotti**.

The connection with mountains and the different phases of railway construction can be traced in the architectural language of railway infrastructure. The stations, close to Turin, were constructed in wood and stone with combination of the eclectic and classical elements, like the Porta Milano station, representing the urban identity of the line. While starting from Lanzo the stations were built in the style of swiss chalet, representing the identity of the line as a railway of mountains. It is important to notice, that from Lanzo to Ceres the railway infrastructure was realized with reinforced concrete by the engineer **Giovanni Antonio Porcheddu**, who introduced the Hennebique construction system in Italy. It worth to mention, that the Porcheddu Society S.p.A. was the one who built the complex of the Lingotto Fiat Factory in Turin from 1915 to 1922. It links the architectonic value of the line Torino-Ceres with the industrial identity of the City of Turin.

Another aspect, which brings a value of the line Turin-Ceres on the national level, is the fact, that it is **the first electrified railway in Italy with the system of direct current of 4000V.** The system allowed to regulate the velocity of the locomotives according to the load weight, providing more flexibility of the train movement. The line Turin-Ceres was the fastest ecological way to deliver the goods of any kind to the mountain communes, as well as to bring the passengers from Turin to Valli di Lanzo for work and vacation.

As it was mentioned before, the management of the railway was executed by several private societies in the form of concession. These societies replaced each other during the service period of the line. The railway was launched by Società Anonima Canavese per la Ferrovia Torino-Ciriè (SACFTC), then it was passed to Ferrovia Torino-Ciriè-Valli di Lanzo (FTCL) and later in 1933 to the Ferrovie Torino Nord (FTN), which managed in concession also the line Settimo Torinese-Canavese.

In **1962** after the flood of Stura river, the bridge of Venaria was collapsed, interrupting the connection between Venaria and Borgaro Torinese. In the context of the economic crisis in Italy in 1960s the FTN was not able to fund the renovation of the bridge and the maintenance if the line was passed to the Gestione Commissariale Governativa della Ferrovia Torino-Ceres (FTC) in **1967**. As the railway needed the modernization of its infrastructure and adapted to the new 3000V constant current system, in 1981 its management was passed to the SATTI society (from 2003 - GTT), who realized the renovation of the bridge over the Dora river in **1982**. However, the modernization of the whole railway was recognized to be too expensive, especially in the context

THE FIRST ELECTRIFIED RAILWAY IN ITALY

WITH THE DIRECT CURRENT OF 4000V

The first 5 electrified locomotives FTC 11-15 were built in 1920 for the line Turin-Ceres

Fig.10

Fig.11

of growing motorization of the urban mobility, so gradually the service of the line was replaced by bus routes with the final suspension in **1987**.

In anticipation of the FIFA World Football Cup in 1990, in 1987 several developments where launched at the urban and regional level, including the works of the colligation of the Turin airport Caselle with the city center by railways, and the construction of the new stadium delle Alpi close to Venaria Reale. As a result, the new Dora station was inaugurated in 1990, dismissing the railway service of Porta Milano station and the cut part of railways between the stations (the project area of the thesis). This cut part together with the Porta Milano station was used by SATTI for the workshops to repair the locomotives, with the following idea to establish the Railway Museum of the Piedmont region.

In 2000 the flood of the Dora river happened in Turin, causing the serious damages for the railway infrastructure, including tracks, buildings, and locomotives. The recovering and cleaning works together with the restoration of the Porta Milano station was completed in 2002. However, the service of the Trincerone, managed by GTT since 2003 as a part of the workshops of Porta Milano Station, was continued just for few years more, with complete abandonment of the line in 2006.

RAILWAY OF MOUNTAINS

The line Turin-Ceres was the fastest ecological way to deliver the goods of any kind to the mountain comunes, as well as to bring the passengers from Turin to mountain community Valli di Lanzo for work and vacation.

CONTEXT:TERRITORY

For the context analysis the area of the project interest is considered in two boundaries (**fig.12**): the project area, and the surrounded district area. The boundary of the territory to be analyzed at district scale is defined by the important axes of commercial activities and mobility infrastructure in the neighborhood, which are formed by Corso Emilia, Via Antonio Cecchi, square Antonio Baldissera, Corso Vigevano, and Corso Vercelli. The purpose of the analysis is the reveal the existed territorial, economic and socio-cultural resources of the area around the site, which can be involved in the process of urban regeneration, as well as to identify the existed spatial relation with the project area.

$S_{\text{DISTRICT AREA OF ANALYSIS}} = 252.422\ M^2$

$S_{\text{PROJECT AREA}} = 10.248\ M^2$

$L_{\text{PROJECT AREA}} = 810\ M$

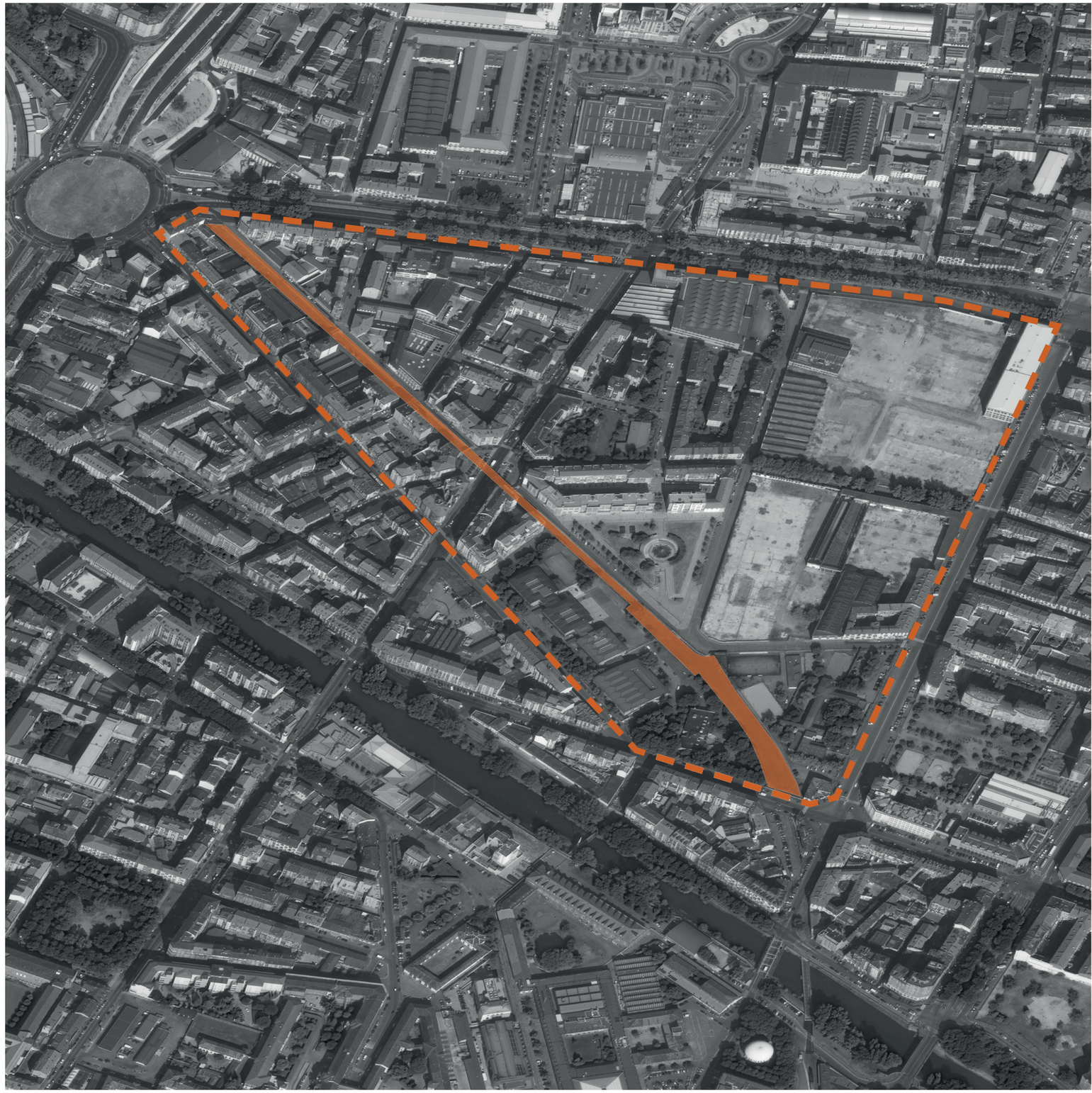


Fig.12

CONTEXT:TERRITORY

MOBILITY

One of the first aspects of the territorial context analysis is **mobility**. The project site was examined together with as a united spot in its connection to the rest of the city. The analysis was focused on the existed sustainable mobility resources of the area, particularly, on the public transport and bike sharing system.

First, the transport accessibility was studying by mapping the bus stops, bike sharing stations and parking lots in the boundary of analyzed district area. The temporal dimension of the area accessibility is chosen to be a main measurement of mobility analysis. The **figure 13** shows the coverage of the project site by the radius of 400 meters, the average distance of 5 minutes' walk by foot from bus stops and fixed bike stations. The temporal dimension of the routes, connecting bus stops with the rest of the city, the main mobility urban nods – the railway stations Porta Nuova and Porta Susa – were chosen as a reference, providing the average time, necessary to reach the site. It is easy to see, that the project area can be easily reached by public transport in less than 20 min, as well as by bike.

Second, the existing infrastructure of bicycle paths was identified. In the analysis of the sustainable mobility with the presence of flexible mobility sharing systems the coverage of bicycle lanes have more importance, than bike sharing stations, since it mainly defines the comfort of use in terms of safety and time consumption. Looking at the mobility map, it can be seen, that there is much to develop in the direction of sustainable mobility supply. The existing infrastructure is fragmented, non-continuous.

Finally, the open parking lots, existing in the area, were mapped, revealing insufficiency of the provided space for the number of cars in the area. Car users are forced to leave the cars along the roads, limiting the functional and aesthetic potentiality of streets in the neighborhood.

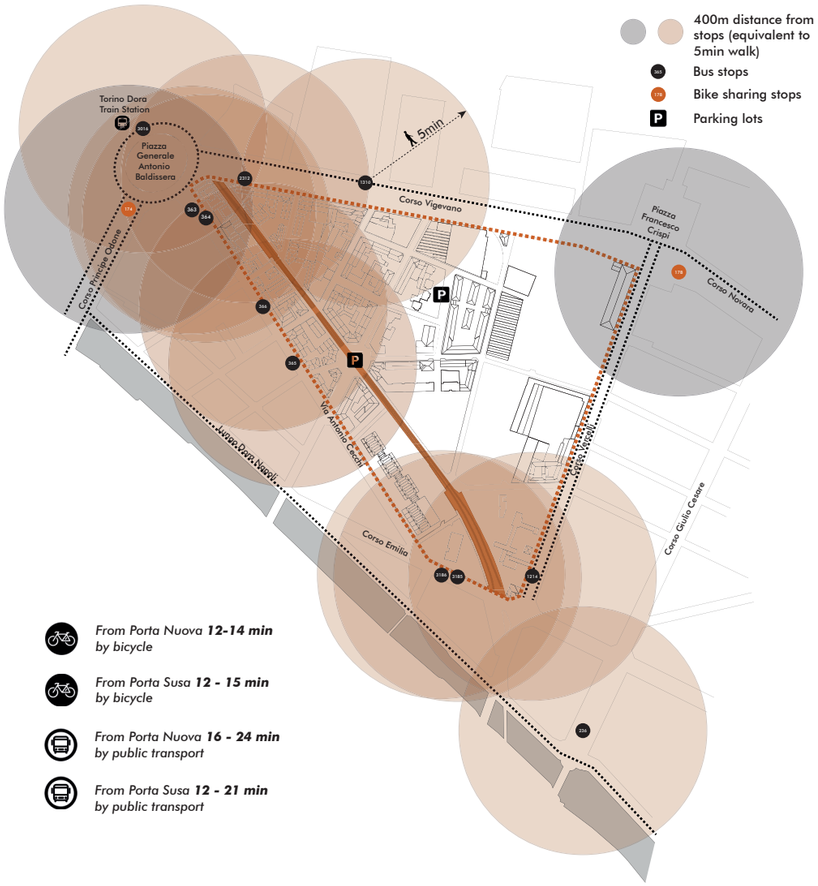


Fig.13

ACCESSIBILITY

The accessibility of the area can be understood in the aspects of visual and physical permission to observe or experience the space, as well as being observed in it. While physical accessibility is referred mainly to the question of property of the area, visual observation of the territory depends on the architectural language of site borders. To analyze the accessibility of the project area the sides of the streets were studied in terms of visual and physical perception - the opaqueness and length of the walls, the presence of openings, the transparency and length of the fences. In particular, the long opaque walls without doors and windows on the ground floor, as well as the language of fences were indicated (**fig.14**) in order to highlight the surfaces for potential further tactical intervention.

Another point of accessibility is related to **the access to green areas** in the neighborhood. The presence of green urban spaces is fundamental for environmental performance and it plays a significant role in the quality of life for those who have an access to experience them physically. The trees in the surrounded neighborhood were mapped in two colors, in relation to the visual or physical accessibility. Visually accessible trees contribute mainly to the environmental performance of the area of interest, with limited physical experience of green spaces (or limited access to this experience) which publicly accessible green areas (trees along the streets, urban parks, public gardens, squares) can potentially provide. The context study (**fig.15**) revealed that within the analyzed district boundary the amount of publicly accessible green areas is very low, even though from the aspect of visual accessibility the district can be considered "green".

Fig.14

Fig.15

Fig.16

Fig.17

USE AND FUNCTION

The study of use and function of the buildings in the neighborhood can bring the first knowledge about how the area operates, about everyday flows of people, as well as about the form of the urban development there. While the functional aspect usually has a direct link to the architectural form of the structure, the use of the building can be different from its initial functional form. In the case of the project site the use analysis contributed to the several important notions. First, the district has a mix of different functions, with the presence of residential, administrative, industrial, and commercial structures. The **figure 16** erring to its urban form of their structures, rather than to actual use of them, while the **figure 17** represents the ground floor use of the structures. The division between use and function is fundamental, since in the actual urban condition of fast changes and big uncertainties the use becomes more flexible and less dependent from the functional value of architecture.

The district area is formed mainly by closed residential blocks with many service and storage structures inside the courtyards, and by massive blocks of administrative and industrial areas. The railway at its lower part is surrounded by the administrative and institutional functions, while in the middle around the square Largo Cigna it is placed between mainly residential buildings, without much potential of commercial spaces on the ground floor. The most controversial railway context is in the upper part of the project site, where the service and storage structures, which are usually located inside the residential blocks, face the railway in the way, that gives sense, that the line cuts the big residential courtyard in the middle.

Along with the functional aspect of architecture, the recognized **historical heritage value** of some buildings was identified. (**Fig. 18**) In particular, the building of former hospital, *Astanteria Martini* (later, The Hospital of Luigi Einaudi) has the main interest in the study of heritage. Placed close to the project area, and being abandoned since 2003, the building should be taken into consideration in the urban regeneration process.

Fig.18

Fig.19

CONTEXT:ECONOMY

The economic analysis of the context is aimed to describe the actual condition of the economy on the local and urban level, as well as to understand the potentiality of the territory to be invested, developed, and transformed. To do this, the study was conducted, mapping the existing commercial activity in the district boundary, analyzing the real estate market and indicating the vacant residential, commercial and industrial spaces for potential development , and placing the project area in the process of ongoing urban interventions and negotiations.

COMMERCIAL ACTIVITY

The first aspect of the economic analysis is related to the level of commercial activity in the district. The **figure 19** represents all commercial points, mapped with the use of GIS and the data, provided by Geoportal of the City of Turin. It is evident, that main activities are focused along the main streets with very few points inside the district boundary of the project area. The lack of the economic activities along the railway can be explained by typology of the buildings, facing the railway, which does not have the appropriate space on the ground floor: residential units on the ground floor, the service and storage structures, institutional and administrative buildings. It also makes difficult to appropriate the space of railway to the needs of surroundings, since there are no strong points of reference. At the same time, the abandonment of the rail line causes more alienation of its borders, effecting every possible local business, appeared near the abandoned site. To stop the alienation, the reference points of interest should be found or created. It will motivate people to stay in the area and will generate the opportunity for further appropriation of the urban space.

REAL ESTATE MARKET

The real estate market analysis evaluates the built space in the neighborhood, as well as indicate the amount of vacant lots to develop. The data, showed on **the figures 20 and 21**, illustrates the abandoned and underused spaces within the project district

Average market cost per m² for commercial space: 516,7 €/m²

Fig.20

boundary and provides the information about the market cost of the residential and commercial spaces in sale. The market cost value is provided according the study of the offers of real estate agencies, with additional information of the Turin Real Estate Market Observatory. The result of the market observation drew the several notions about the existing context. First of all, there is a significant number of abandoned and underused spots in the area, which effect the vitality of the urban environment around them. It causes the increasing offer of residential units and commercial spaces of different scales at the real estate market.

Average cost of one m2 for an apartment in the district area is 1191,5 euro/m2 (the average between the micro zones 32 and 21 according to the data of OICT), which is lower than some urban zones, located farther from city center (as for example, the zone of Spina 3, close to the project area, which average real estate market cost for a residential unit is 1412 euro/m2 – almost 20% higher).

Average market cost per m²
for apartment: 1079,05 €/m²

Unit prices per m² for apartment
according data OICT of 2018: 1191,5 €/m²

Fig.21

ONGOING URBAN DEVELOPMENT

The real estate cost in different economic zones can differ according to the actual economic condition of those areas. If the zones are at the same level of urban and economic development, the difference can be explained by the potentiality of the zone to be developed in the future. This potentiality is based mostly on the ongoing negotiations about the big urban interventions, which have capacity to become the catalysts of transformation of the whole neighborhood.

To evaluate this potentiality for the project area, it was placed in the context of territories on the Turin urban debate. These territories – Spina 3 along the Corso Principe Odone, the area of ex-OGM with new headquarters of Esselunga, the sport center for children, realized by Sermig - represent the complicated processes, which are at the different phases of realization procedure with uncertain duration and outcome. Even though these long-term projects have the potentiality to become real and to accelerate the change the project context, attracting new investments to the neighborhoods around them, it is too precarious to base the urban regeneration strategy on the anticipation of these projects with such uncertain duration and output. It is more potential to create the opportunity for new independent urban catalysts in the area, which will be a part of the regenerating strategy, and which will be strengthened by the possible outcomes of surrounded transformations.

Fig.22

CONTEXT: SOCIAL RESOURCES

The analysis of contextual social resources presupposes the identification of local social constructs, which can take part into the urban regeneration process. It includes public institutions (schools, churches, district administration), community hubs, marketplaces, art and sport centers and other places for social gathering. The network of these constructs represents the local community (or several small communities), which can be involved in the inclusive processes of co-design and/or co-construction, becoming important social resources of knowledge, support, creativity and, in some cases, labor and investment.

The project district area has a diversity of social services (**fig.23**), including the sport facilities, medical daily care service, several churches, schools and local administration office, community house Cecchi Point, Art Gallery. Located around the project site, the railway has a potentiality to be a meeting point and the place of collaboration of different interests.

Fig.23

Fig.24

CONTEXT: CONCLUSION

To sum up the study of the context the map of the project district area (f**ig.24**) was developed. Starting from the approach of the Nolli plan of Rome, it reinterprets it and transformed it into the map of potentialities.

While the Nolli plan highlights the publicly accessible open spaces in white, putting the private built blocks in black, the project map indicates the territorial resources of the context, potentially open for the intervention of any scale. It also shows the potential public and social actors, who possibly have interest in participation in the urban regeneration process. The map graphically shapes the clusters of vacant open and built spaces which can be transformed and connected with each other and the city. The diversity of urban form and close location to the railway make these spatial combinations to be possible starting points for the project development.

"The relationship between the absence of use, of activity, and the sense of freedom, of expectancy, is fundamental to understanding the evocative potential of the city's terrain vagues. ***Void, absence, yet also promise, the space of the possible, of expectation.***"

Ignasi de Solà Morales,
"Terrain Vague", 1996

03

REFERENCES

Background:
historical projection

Bibliography of
alternative urban practices

Theoretical framework:
concepts of strategy,
tactics, "temporary"

Case studies

Temporary use
as a tool

HISTORICAL PROJECTION

Historically, before the industrial revolution, the steady pace of life presupposed the permanence of use and the buildings were constructed without consideration of its later possible functional change. With industrialization process the use was introduced to the city planning system in the form of zoning urban plans, formally assigning the use to the appropriate territory without specific time definition. At the same time, the Fordist economy promoted the mobility increase and the acceleration of urban life, and the permanence of use was putted in question. It means, that the appearance of the problem related to the management of specified zones and infrastructures after the change of its function was the matter of how long the actual “normal” use would respond to the demand of the context.

Indeed, with the later process of urban deindustrialization, expressed in the massive relocation of industries from the cities in local and global scales and the spatial optimization of the production processes, the issue of requalification of numerous industrial zones of different scales appeared and remains unsolved until now in many post-industrial cities. Some of that territories were transformed by big private investments within the process of liberation of urban planning, started from 1970s, as a response to the crisis of classical modernist approach to urban planning. It characterized by the concept of “corporate” city (UC, p.10) with primary goal of its planning system to stimulate private investments. The transfer of urban development initiatives from the public to the private sector created “a kind of island urbanism: sites that are relevant for investments are planned as projects, while the territory in between disappears from the public consciousness.” (Oswalt P., Overmeyer K., Misselwitz P., Urban catalyst : the power of temporary use,2013: 11) These less “privileged” from the formal planning perspective spaces remain in a waiting loop (p.10) for transformation in many post-industrial contexts. In the condition of globalization and uncertainty of fluctuating market these spaces require new combinations of economic actors as well as new forms and uses of spaces. According to the Urban Catalyst research, such derelict spaces “in-between”, being “temporarily unusable in traditional real-estate terms” (Oswalt P., Overmeyer K., Misselwitz P.: 11) have a great potential to become a source for innovative practices.

Together with spatial reorganization of the cities, caused by economic, political, and ideological shifts, the social sphere changed as well. The new Post-Fordian knowledge-based society was formed with more flexible and dynamic social processes, which generate new urban practices. In some cases, these practices, characterized by its emancipation from building production and sporadic appearance challenge the conventional use of space, based on the permanent ownership. They require new ways of spatiotemporal relations. Moreover, the environmental crisis of climate change as well as biological threat of pandemic situations (as the world has been reminded recently) force the modern society to search for more sustainable approach in every aspect of its life. It calls for innovative, unconventional, and creative solutions for cities with values of community sense and environmental responsibility.

To reveal the potentiality of temporary uses in architectural and urban design practice it is crucial at first to expand the vision of temporary use just as an informal short-term action against established social and economic system. To do this, several aspects of temporary use should be reconsidered. It is relevant to start from the value of “use” and its relationship with “space” and “time”.

ALTERNATIVE URBAN PRACTICES

BIBLIOGRAPHY

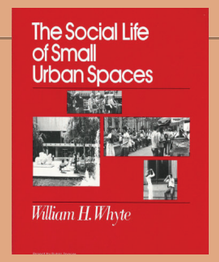
When it comes to the analysis of temporary activities, it is hard to define the unique approach for its evaluation. One of the reasons is the short duration of most processes, which is difficult to study in real time, or even to register for the later investigation.

Another explanation is that the emergence of these temporary processes is highly contextual. The phenomenon of temporary use came to the research arena from the field of practical experimentations, the vocabulary of the topic is very vast and diverse according to the context and intentions of the practices. To be able to set some general criteria, the main denominations, related to the temporary processes, were found, and traced to its bibliographical sources in the chronological order. (**Fig25**) Then, the critical analysis of each source was made to extract the main concepts and aspects of the temporary prac-tices it covers. The background of the authors was considered as well, giving an understanding about the political economy, in which their work was de-veloped. Finally, the influence of the reference on the architectural debate was examined.

The selection does not intend to limit the variety of the available sources or to set the pref-erences among them. It represents just a small ob-servation of diversity of related concepts, present-ed on the architectural debate. The choice of the authors is based on the number of times they were found as a reference in the articles and books, re-lated to the topic.

Tactical Urbanism	**2015**	***Tactical Urbanism: Short-term Action for Long-term Change*** *Book written by M.Lydon and A.Garcia*
DIY Urbanism	**2013**	Cities within the City: ***Do-It-Yourself Urbanism and the Right to the City*** *Article written by K.Ivenson*
Temporary use	**2013**	***Urban Catalyst: The power of temporary use*** *Book written by P. Oswalt, K.Overmeyer, P. Misselwitz*
Temporary city	**2012**	***Temporary city*** *Book written by P. Bishop and L.Williams*
Guerilla Urbanism	**2010**	***Insurgent Public Space:Guerilla Urbanism and the Remaking of Contemporary Cities*** *Book written by J.Hou*
Insurgent citizenship	**2008**	***Insurgent Citizenship: Disjunctions of Democracy and Modernity in Brazil,*** *Book written by J. Holston*
Loose space	**2007**	***Loose space: possibility and diversity in urban life*** *Book written by K.A.Franck and Q.Stevens*
Urban pioneering	**2007**	***Urban Pioneers: Temporary Use and Urban Development in Berlin*** *Book written by K.Overmeyer*
Temporary urban spaces	**2006**	***Temporary Urban Spaces: Concepts for the Use of City Spaces*** *Book written by F.Haydn and R.Temel*
Everyday Urbanism	**1999**	***Everyday Urbanism*** *Book written by J.Chase, M.Crawford, J.Kaliski*
Placemaking	**1990s**	***Project for Public Spaces practice,*** *extended from the research of William H. Whyte* ***"The social life of small urban spaces"***

Fig.25



TITLE: "The social life of small urban spaces"

TYPE:A monograph, the outcome of the urban research, made by the Street Life Project team
+Documentary, 58 min

AUTHOR: William H. Whyte

AUTHOR'S BACKGROUND: *Sociology, jormalism, organisational analysis, human behavior in urban settings*

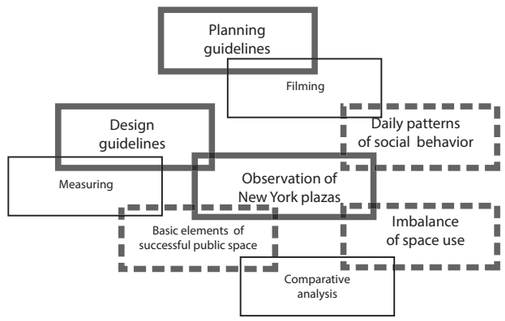
Princeton University, USA

YEAR: *1980*

CONTEXT: *New York, 1970s*

INFLUENCE: *incorporation of research results to the new zoning code of New York in 1975. The basis for the Project for Public Spaces practice, established as a continuation of the research*

Fig.26



Strengthening the connection between people and the places they share, ***placemaking refers to a collaborative process*** *by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design,* ***placemaking facilitates creative patterns of use****, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.*

www.pps.org

PLACEMAKING

Since the middle of 1990s, the term "placemaking" started to be common in architectural and urban planning field, promoted by the non-profit planning, design, and educational organization Project for Public Spaces. Starting their work in the cities of North America in 1975, as a continuation of the 3-years urban research, led by the American sociologist and urbanist William H. Whyte at the beginning of 1970s, the PPS extended its practice globally, creating a database of placemaking by the "learning by doing" process. Fred Kent, the founder of the Project for Public Spaces, was a part of the research group, that is why the book "The social life of small urban spaces", written in 1980 as a final report of the investigation, can be considered as a theoretical foundation for the placemaking approach.

The book represents the first link between the urban planning regulation and change of space use by means of incremental spatial transformations (movable furniture, green areas, retail and food courts). The aim of research was to identify the components of successful public space by analyzing spatial and social characteristics of New York plazas in 1970s. It was conducted by means of direct (on-site) and indirect (by cameras) observation, interviews and measuring of the space and its components (sitting areas, environmental characteristics, street connection and others). The results of the study highlighted the imbalance between the actual daily patterns of the space use by ordinary people and the city planning regulation. It establishes the very basis for many tactical movements across the world, which promotes the activation of public spaces in short term. The research results were incorporated to the new open-space zoning code by the City Planning Commission of New York in 1975. The approach of Whyte for people-oriented urban design, applied to the big cities with high rhythm of people and capital flows, was expanded by PPS to the more diverse urban contexts.

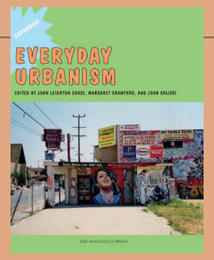
EVERYDAY URBANISM

The book, first published in 1999, is the collection of essays, dedicated to the everyday life in the city. The research project was developed from the symposium within the exhibition “Urban Revisions” of the Los Angeles Museum of Contem-porary Art, organized by the editors Margaret Crawford, John Chase and Jon Kaliski in 1994. Based on the work of three French theorists – Henri Lefebvre, Guy Debord and Michel de Certeau – and the connection they revealed between theory and daily social practices, the book inspires to search for alternative ways of approaching the city. “The city is above all, a social product”. (Chase et al., 1999:10)

The book is divided in 2 parts: “Looking the city” explores the existing urban activities and places in the cities of Los Angeles and New York, while “Making the City” examines the design prac-tices and professional collaborations of the city making. The part of the second half of the book investigates everyday urbanism “as an alternative design-studio pedagogy”. (Chase et al., 1999:15) A collection of design student projects, called “Quatidian Bricolage” is based on daily experience of ordinary places.

Despite the fact, that the editors themselves are practicing architects, the book highlights the tension between the professional intention of the architecture to make “the conceptually pure” spaces of “clearly visible absolute order” and eve-ryday urbanism. Everyday urbanism demands... a shifting of power from the professional expert to the ordinary person...eliminating the distance be-tween professionals and users (Chase et al., 1999:12) Chase, Kaliski and Crawford call the small-scale urban interventions “micro-utopias” (Chase et al., 1999:13) and promote the primacy of the lived human experience over the physical urban form in any definition of city.

Written as “a call to action, an attempt to reconnect design to human, social and political concerns” (Chase et al., 1999:15) the book be-came one of the first and the most important guides for the alternative city making.



TITLE: *Everyday Urbanism*

TYPE: *Collection of essays*

AUTHOR:
Edition: John Chase, Margaret Crawford, and John Kaliski

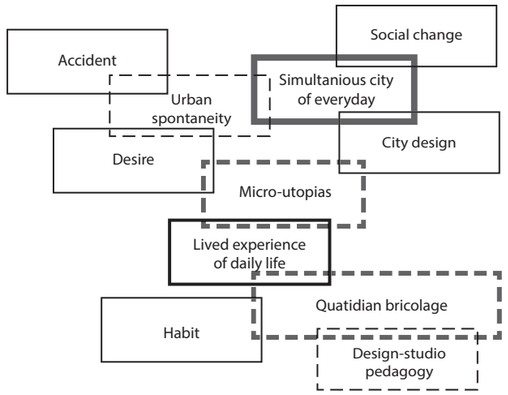
AUTHOR'S BACKGROUND:
Urban design and Urban planning, Los Angeles, USA

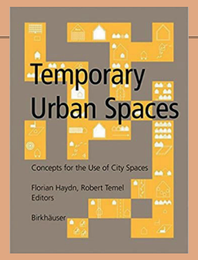
YEAR: *1999, expanded edition 2008*

CONTEXT: *Los Angeles, USA*

INFLUENCE: *Inspiration for many urban practicians, being one of the earliest references related to the topic*

Fig.27





TITLE:
Temporary Urban Spaces. Concepts for the Use of City Spaces

TYPE: *Collection of essays (10) and case studies (35)*

AUTHORS:
Edition: Florian Haydn, Robert Temel

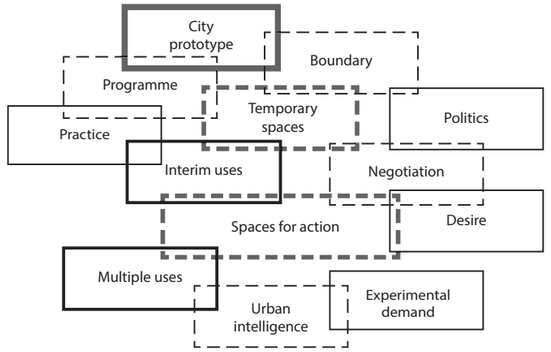
AUTHOR'S BACKGROUND:
architecture, theory of architecture, sociology, Vienna

YEAR: *2006*

CONTEXT: *Europe and USA*

INFLUENCE: *Inspiration for many urban practicians*

Fig.28



TEMPORARY SPACE

The book “Temporary Urban Spaces: Concepts for the use of city spaces” represents a collection of ten essays, written by architects, filmmakers, sociologists, and urban activists. Edited by the independent urban researcher Robert Temel and architect Florian Haydn, the book considers “temporary’ as an urban theme and explores its different meanings through the aspects of politics, practice, and desire, formulating the structure of the book. The work of Temel and Haydn is aimed to expand the ways in which ‘temporary’ can potentially operates in the urban realm by illustrating alternative approaches for the use of urban spaces through the selection of 35 case studies, taking place in European cities.

One of the essential aspects of the book is that the authors provide its own glossary, placed before the essays, determining the way the terms, used in the essays, should be understood. The glossary establishes the meaning of “temporary use”, “temporary space”, “temporality”, “interim use” and many others, distinguishing the difference between these concepts, which might be not so evident. Temel and Haydn “describes temporary uses like “those that seek to derive unique qualities from the idea of temporality”. (Haydn, Temel: 17) Another interesting insight from the glossary is the definition of “strategy” and “tactics” and its relation to the urban planning system. “The urban ‘planning equivalent of strategy is the master plan”. (ibid.:16) “The urban-planning equivalent of tactics is temporary use”. (ibid.:16)

Thus, even though the scope of the temporary spaces, described in case studies, is limited to the tactical short-term interventions, authors point out the potentiality of the “temporary” to influence a rigid urban planning system of our cities and to create a catalytic effect for the further urban developments.

URBAN PIONEERING

The EU funded research project initiated by the professors P. Oswalt and K. Overmeyer at TU Berlin was conducted from 2001 to 2003 and ex-amined the potential strategies for temporary uses on urban wasteland in several European metropo-lises. After the end of EU grant, Philipp Oswalt, Klaus Overmeyer and Philipp Misselwitz continued Urban Catalyst (2004-2013) as an interdiscipli-nary research and project platform with several publications. The book was written in 2007 and covers mainly the temporary practices in Berlin.

The great value of the study is the architec-tural vision towards temporary use. Since Urban Catalyst operates in the field of architecture and urban planning, in their analysis they explore practical and technical aspects of the temporary processes in detail. The study of political, economic, and legal preconditions for each case study to happen, makes an essential contribution to the overall development of alternative urban practices on th professional level of city making. The later publication of the studio, Urban Catalyst, published in 2013 and described in this work further, broadened the geography of case studies to the Europe and North America.

TITLE: *Urban Pioneers. Berlin Experience With Temporary Urbanism*

TYPE: *---*

AUTHOR: *Klaus Overmeyer*

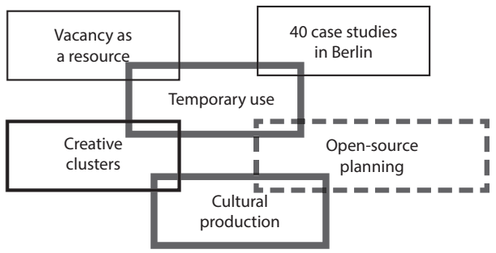
AUTHOR'S BACKGROUND: *Landscape Architecture Berlin*

YEAR: *2007*

CONTEXT: *Berlin, Germany*

INFLUENCE: *Started on the Berlin urban scene, the research was continued with broadening the geography of the practices to the Europe and North America with the later publication "Urban Catalyst"*

Fig.29



TITLE: *Loose Space. Possibility and Diversity in Urban Life*

TYPE: *Collection of essays*

AUTHORS:
Edition: Karen A. Frank, Quentin Stevens

AUTHOR'S BACKGROUND: *environmental psychology, urban design*

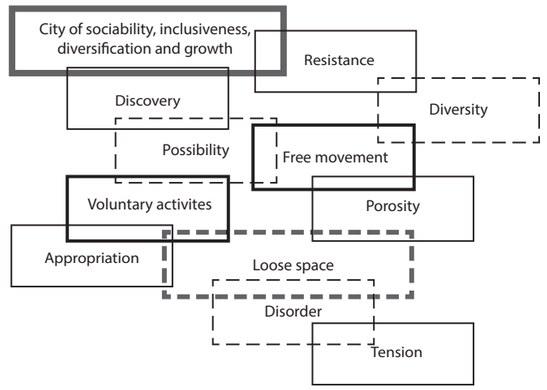
New York,USA
Melbourne,Australia

YEAR: *2007*

CONTEXT: *USA*

INFLUENCE: *Inspiration for urban theorists regarding the spatial and temporal characteristics of the city*

Fig.30



LOOSE SPACE

The book, published in 2007, is the collec-tion of essays, written by numerous urban scholars regarding the different ways, in which citizens live and use urban space according to their needs and desires. The editors of the volume are academics of architecture and urban design field Karen A. Franck and Quentin Stevens with the background in environmental psychology and urban design, respectively. It explains the scope of the book, which is focused on both spatial and behavioral characteristics of the temporary activities in the city.

The title refers to the Robert Sommer's book, Tight Spaces: Hard Architecture and How Humanize it (Sommer,1974), where he analyses the environmental psychology of 'hard' inhuman-places and buildings, such as prisons or schools and opposes them to the "soft" architecture, which reflects the activities of people. The essays are organized in 4 chapters, each refers to the phase of the space looseness: appropriation, tension, re-sistance, and discovery.

According to Franck and Stevens, the pos-sibility of the space to become loose depends on the types of space and use it contains. "...the activities that make a space loose are different from the primary, intended ones (or occur in the absence of them), there is often some uncertainty about what is legal or socially acceptable." (Franck, Stevens, 2007:4) Through the collected essays, editors explore multilayered relation between the looseness of the space with space itself, its use and time. "The indeterminacy of loose space, along with free access, opens the space to other possibilities: to activities not anticipated, to activities that have no other place, to activities that benefit from a relative lack of control and economic constraints." (ibid.:17)

Finally, authors are aimed to identify the way to make space loose, examine the urban conditions it requires, its risks and benefits and the possibilities loose space can open for the city and its residents.

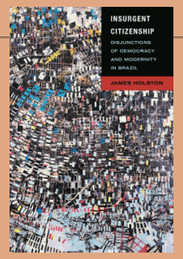
INSURGENT CITIZENSHIP

The book “Insurgent Citizenship. Disjunc-tions of Democracy and Modernity in Brazil”, pub-lished in 2008, represents a research of James Holston, a political anthropologist and a professor at the University of Berkeley, California. The book focuses on the Brazilian formulation of citizenship, which “manages the social differences by legaliz-ing them in ways that legitimate and reproduce inequality” (Holston,2008:4). It traces the history of citizenship in Brazil and investigates the con-frontation between two coexisting types of Brazili-an citizenship, insurgent and entrenched, formed historically and reinforced during the military dic-tatorship of 1964-1985.

From his personal experience in Brazil, the author noticed a different meaning of citizenship for Brazilian people. “Citizen indicated distance, anonymity, an uncommon ground.” (ibid.: 4) To understand engagements of such a “differentiated citizenship” (ibid.:4) Holton studies the develop-ment of auto-constructed peripheries of Brazilian cities, where since 1970s working class was build-ing their own houses, neighborhoods and every-day urban life, formulating “a new realm of partic-ipation, rights and citizenship” (ibid.:6)

In Brazilian perspective the meaning of citi-zenship questions and reformulates many relation-ships between power, state, law, and people. They find the national sense of belonging though the collective experience of city making, that takes place outside the boundary of exercise of citizen-ship. It is an everyday practice of resistance against the established norms of social and politi-cal realm. “The most entrenched regimes of ine-galitarian citizenship can be undone by insurgent citizen movements” (ibid.:4)

The work of James Holston makes a valua-ble contribution to the field of urban practices of social activism and personal expression, which refer to “right to the city” concept and question conventional norms of contemporary life in differ-ent contexts.



TITLE: *Insurgent citizenship. Disjunctions of Democracy and Modernity in Brasil*

TYPE: *A monograph*

AUTHOR: *James Holston*

AUTHOR'S BACKGROUND:
Anthropology,

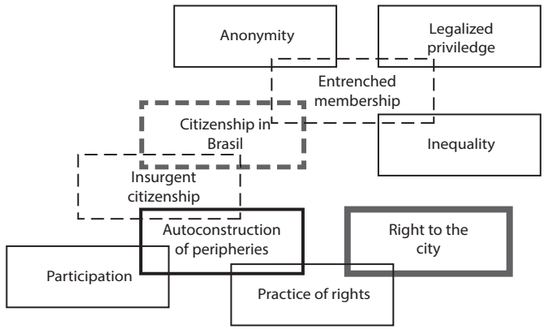
Yale University, USA

YEAR: *2008 (the term was used in articles since 1995)*

CONTEXT: *Brasil*

INFLUENCE: *Critical review regarding the differentiated social and political aspects of urban practices*

Fig.30



TITLE: *Insurgent Public Space, Guerilla Urbanism and The Remaking of Contemporary Cities*

TYPE: *Collection of essays*

AUTHORS:
Edition: Jeffrey Hou

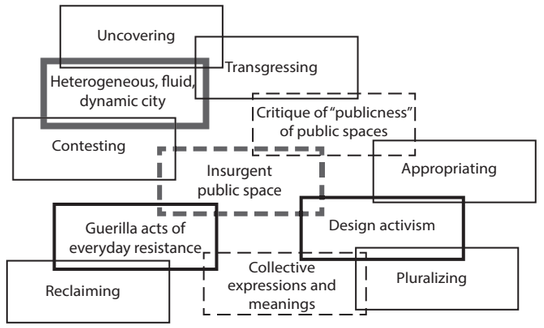
AUTHOR'S BACKGROUND:
Landscape Architecture, University of Washington, Seattle

YEAR: *2010*

CONTEXT: *North and South America, Asia*

INFLUENCE: *Critical review regarding the modern public space and design activism*

Fig.31



GUERILLA URBANISM

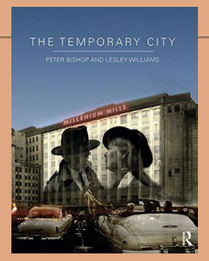
Guerilla Urbanism is a term, used to de-scribe “a form of insurgent spatial practice against the prevailing social and political conditions” (Hou, 2020) It is actively used by Jeffrey Hou, an urban scholar, and an Associate professor of Landscape Architecture at the University of Wash-ington in Seattle in his research practice about de-sign activism in the cities. In the book “Insurgent public space: Gue-rilla urbanism and the Remaking of Contemporary Cities”, published in 2010, Hou collected 21 es-says of architects, planners, and artists, as well as anthropologists, geographers, and community or-ganizers, describing alternative urban spaces and activities, that have emerged in the cities that “in response to opportunities, constraints, and transformation in contemporary society.” (Hou, 2010:12)

The book represents a detailed analysis of public space, which spontaneity, dynamism and freedom were being challenged over the last dec-ades. “As streets, neighborhoods, and parks be-come malls, gated communities, and corporate venues, public space becomes subjected to new forms of ownership, commodification, and control “(ibid.:12). Hou argues that by means of privatiza-tion, commercialization, the public urban realm becomes more restricted and limited. Through their practice, research, teaching, and civic in-volvement, the authors explore the new possibili-ties to create heterogeneous, fluid, and dynamic urban spaces, which they call “insurgent public space”. “...the insurgent public space is in opposi-tion to the kind of public space that is regulated, controlled, and maintained solely by the state.” (ibid.:13) Using terms “guerilla” and “insurgent” Jef-frey Hou refers to Michael De Certeau and its practice of resistance (De Certeau,1984) to re-claim public sphere. “Through the variety of ac-tions and practices, insurgent public space enables the participation and actions of individuals and groups in renewing the city as an arena of civ-ic exchanges and debates” (Hou, 2010:16)

TEMPORARY CITY

The book "Temporary City" was written in 2012 by P. Bishop and L. Williams. It investigates the main characteristics of temporary urban activities, its preconditions, economic, social, and political drivers, as well as possible outcomes and impacts for the urban context through the reflections, made by authors during their professional experience in London, as well as by observation of a significant number of case studies, related to the temporary activities from all over the world. The study refers to the professional practice of P.Bishop as the first director of Design for London, the Mayor's architecture, and design studio, formed in 2006 to prepare a strategy for urban regeneration of the East part of London together with agenda of Olympic Games 2012 in London.

The authors' vision of city as dynamic and constantly changing formation, with its uncertainty, unbalanced use intensity, "liquid modernity", and "impermanent nature of life and change" contradicts with an "unattainable dream of permanence", which many urbanists are still focused on. The scope of the investigation covers mainly the urban planning approach to the temporary activities,highlighting the importance of time as a fourth dimension of the urban design. The concept of temporary use is considered not as a secondary land occupation in-between, but rather as an intentional phase. It is based on the intention of the user, developer, or planner that the use should be temporary. (p.5). The monograph frames the temporary use in the specific economic, political, and urban planning context of London. Both the definition of the contextual conditions of temporary activities and the intentional temporal measuring of urban interventions can contribute to more flexible and inclusive 4-dimensional city making.



TITLE: *The temporary city*

TYPE: *Monograph with collection of case studies*

AUTHORS: *Peter Bishop and Lesley Williams*

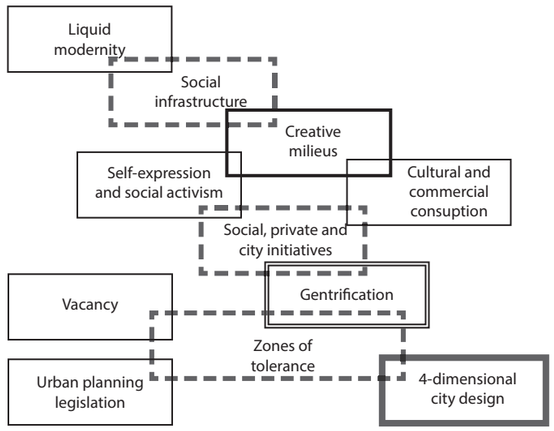
AUTHOR'S BACKGROUND: *Architecture, Urban Planning, Environmental sciences*

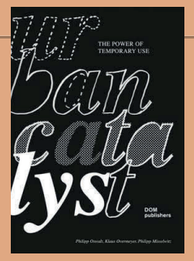
YEAR: *2012*

CONTEXT: *London, UK*

INFLUENCE: *The book is written by one of the leaders of Design For London, the urban policy, which introduced temporary use into urban planning system of London*

Fig.32





TITLE:*Urban Catalyst. The power of temporary use*

TYPE: *Collection of essays, interviews and case studies*

AUTHORS: *Philipp Oswalt, Klaus Overmeyer and Philipp Misselwitz*

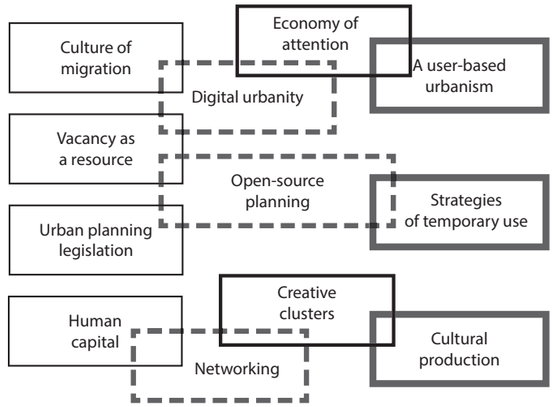
AUTHOR'S BACKGROUND: *architecture, urban studies, landscape architecture*

YEAR: *2013*

CONTEXT: *Berlin*

INFLUENCE: *The book provided a very profound research of legalm economical and political framework of temporary use in different case studies*

Fig.33



TEMPORARY USE

The book was written in 2013 and represents the final publication of the research project Urban Catalyst (2004-2013). In comparison with **Urban Pioneers** (K, Overmeyer, 2007), analyzed earlier, it provides much broader and more comprehensive study on the temporary use scenarios in diverse urban contexts in the world. The book unfolds the potentiality of the temporary use to be a tool for urban regeneration. Through the analysis of numerous case studies, it defines different types of temporary uses, as well as the conditions and generators, which help these activities to begin, to flourish and to remain. Besides its own investigation, the work of Urban Catalyst includes the interviews and articles of other urban researchers in the German context as well as international experts, such as S. Sassen and M. Crawford.

Temporary use is the focus of the study of Urban Catalyst. The authors arose the question of "temporary" definition, arguing that distinction between "normal" and "temporary" uses 'is more related to the issues of social recognition and architectonic appearance of such interventions, as well as to the gaps of capital exploitation (p.87). *"Temporary uses in the sense intended by Urban Catalyst is especially exemplified by those paradigmatically "urban" uses that can't find affordable spaces in the established real estate market and are forced to lodge in the periphery of that economic system"* (p.88)

As an outcome, through the observation of different aspects of unplanned and informal temporary practices authors formulate 6 strategies to cultivate temporary uses, showing the path towards more inclusive, project-oriented, and user-based approach for city making.

DIY URBANISM

In his article “Cities Within the City: Do-It-Yourself Urbanism and the Right to the City” Kurt Iveson, a researcher at the University of Sydney, makes a critical analysis of do-it-yourself urban practices and its potential to change significantly an actual urban condition.

The author argues that emerging diversity of urban practices cannot promote a significant change in the city without building an urban politics, which will connect all the DIY initiatives. Ive-son notices that any urban process requires an in-volvement of constellation of many resources, among which are capital, property rights, plan-ning codes, and labor. “The shaping and reshap-ing of urban spaces is a product of complex pow-er-geometries, as different actors seek to deter-mine who and what the city is for.” (Iveson, 2013)

The author refers to the notion of Henri Lefebvre “right to the city” and introduces the con-cept of “cities within the city”. “Enacting our right to the city is a matter of building ‘cities within the city’, by both declaring new forms of authority based on a presupposition of the equality of urban inhabitants, and finding ways to stage a disa-greement between these competing forms of authority.” (ibid,.)

Through the analysis two case studies, the urban practices, taking place in Sydney, New York, and Madrid, Iveson demonstrates how the individ-ual DIY practices can explore the contested possibilities of urban places into broader urban politics challenge existing forms of authority and promote a more democratic city.

The article raises a concern, related to the bottom-up small-scale urban interventions, point-ing out the importance to incorporate them into a wider urban framework to make them political actions, capable to promote a change in our cities.

TITLE: Cities Within the City: Do-It-Yourself Urbanism and the Right to the City

TYPE: *Article*

AUTHORS: *Kurt Iveson*

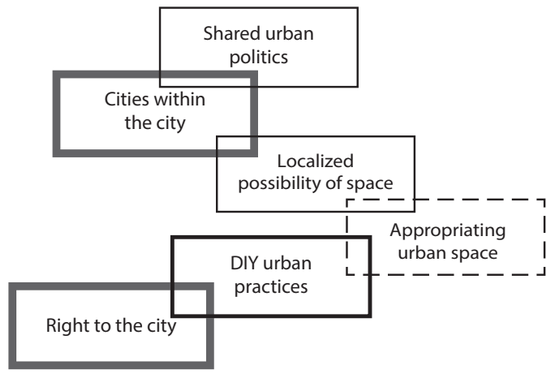
AUTHOR'S BACKGROUND: *Urban Geography*

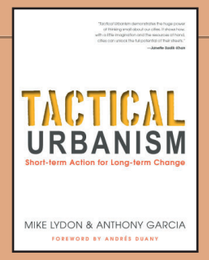
YEAR: *2013*

CONTEXT: *Australia, USA, Spain*

INFLUENCE: *Critical review related to the capacity of urban practices to provide an urban change without unifying urban politics*

Fig.34





TITLE: *Tactical Urbanism. Short-term action for Long-term change.*

TYPE: *Monograph with collection of case studies*

AUTHORS: *Mike Lydon, Anthony Garcia*

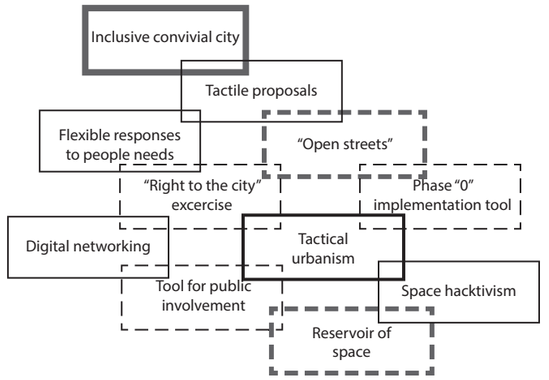
AUTHOR'S BACKGROUND: *architecture, urban planning*

YEAR: *2015*

CONTEXT: *USA*

INFLUENCE: *The book introduced “tactical urbanism” to the broaden urban debate anf provided a great inspiration for many urban practicians all over the world*

Fig.35



*“…**tactical**: adroit in planning or maneuvering to accomplish a purpose”*

Merriam-Webster Diction-ary (Garcia, Lydon, 2015:2)

TACTICAL URBANISM

The book Tactical Urbanism was written in 2015 by Mike Lydon and Anthony Garcia, Ameri-can urban planners, and founders of The Street Plan Collaborative, an award-winning urban planning, design, and research/advocacy firm with the offices in Miami and New York. Founded in 2009, it works on the urban projects of public en-gagement and tactical urbanism.

The book is based on the personal experi-ence of the authors. Before writing the book, both worked for the development of the new land zon-ing code Miami 21, and for a blog Transit Miami, focusing on transportation and urban planning in Miami. The working experience helped them to realize many voids and flaws in the rigid urban planning systems and to discover the power of small-scale temporary interventions to influence a bigger change in the city. Exploring that notion deeper through the numerous case studies, writ-ings, meetings, conferences, and talks, in 2011 Lydon and Garcia decided to assemble their find-ings into the 25-page booklet Tactical Urbanism Short-Term Action, Long-Term Change, Vol.1 and provide its digital version freely on SCRIBD. Over the two months the document was downloaded more than 10000 times, which encouraged the authors to integrate the Tactical Urbanism into their professional practice and continue sharing the ideas and successful examples with people.

Lydon and Garcia defines Tactical Urban-ism as “an approach to neighborhood building and activation using short-term, low-cost, and scalable interventions and policies” (Garcia, Lydon, 2015:2) Authors differentiate it from other kinds of DIY urbanism, arguing that Tactical Ur-banism can be a tool not only in bottom-up urban processes and the best outcome can be reached in collaboration with the up-down initiatives.

The book provides a guideline for the city makers and citizens to initiate tactical Urbanism in the city, explaining the conditions, potential and challenges of the interventions by demonstration of numerous case studies from all over the world.

To sum up, several statements appear from the critical analysis of the references.

01 *Glossary matters*

Each investigation uses its own vocabu-lary to de-scribe this type of urban pro-jects. Moreover, the intended definition of each term differs from one study to another. Some of the authors, like Flo-rian Haydn and Robert Temel in "Tem-porary space" (Haydn, Temel, 2006) even provide a glossary, de-fining and connecting the main concepts together.

02 *Different definition of "temporary"*

Each of the references mainly focus-es on different practical aspect of "tem-porary": structural, functional, or legal.

03 *Temporary practices are contextual*

The type and nature of the practices, described in the books, depend on the context in which they are developed. In fact, many authors highlight that the re-search they made in one context, can-not serve as a manual in another. The references work as a call for action, to explore the possibil-ities and resources of the specific environment to introduce an alternative vision for city making.

04 *"temporary" is an urban realm*

The type and nature of the practices, described in the books, depend on the context in which they are developed. In fact, many authors highlight that the re-search they made in one context, can-not serve as a manual in another. The references work as a call for action, to explore the possibil-ities and resources of the specific environment to introduce an alternative vision for city making.

As many authors mentioned, temporality is es-sence of the everyday changing life in the city.

"...everything is temporary, although it is certainly true that some things last longer than others." (Bishop, Williams, 2010:5)

To understand how to link various concepts, pre-sented in the writings, together and recognize their relevance to the specific context, it is nec-es-sary to set common criteria for their evaluation.

The figure 36 represents a diagram, where the ref-erences are placed relatively according to the 2 chosen criteria. The horizontal stretch represents the two aspects, to which temporary activities, de-scribed in the books, are mainly directed: to make space active and functional, or to exercise the right of the city. The vertical stretch evaluates the level, on which temporary practices operate in relation to the professional realm of city making: as prac-tices of social activism, as architectural interven-tions and as a part of wider strategy on the urban planning level.

It is easy to see that the diffusion of the referenc-es, placed in the diagram, reveals the third diago-nal stretch, demonstration the relation between estab-lished parameters. The closer tactical in-terventions are to the urban-planning level of op-eration, the more they represent the function-al aspect of urban practice. And vice versa, the closer temporary ac-tivities to the concept of the right to the city, the more social they are. The diagram helps to define the scope of re-fer-ences, relevant to the present thesis investi-gation. They explore the realm of architectural practice, where temporary interventions can be integrated in the wider policy on the urban-plan-ning level. Where tactics and strategy are not against each other but supplement each other.

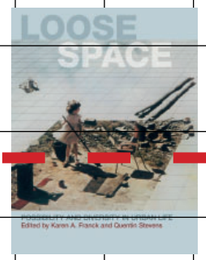
SOCIAL PRACTICE

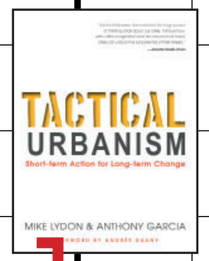
FUNCTION

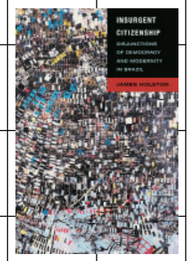
RIGHT

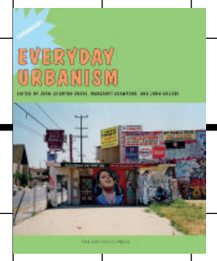
ARCHITECTURAL PRACTICE

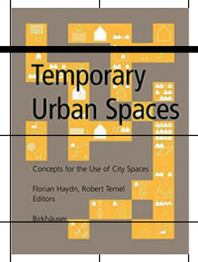
URBAN PLANNING PRACTICE

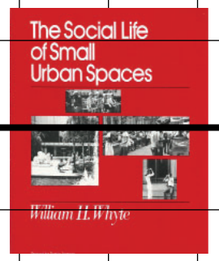












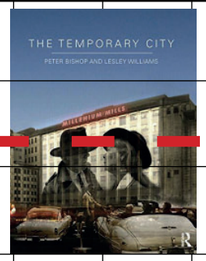


Fig.36

After the observation of the recent writings, devoted to the realm of temporary urban activities, it is worth to investigate the roots of the discourse. As it was mentioned earlier in the historical projection, the attention to the everyday urban life raised as a critique to the modernist approach to the city in 1960s-1970s. As it was mentioned by many authors, analyzed above, the work of renown urbanists and thinkers of that time, such as Jane Jacobs, Henry Lefebvre and Michael De Certeau made a great contribution to the development of the theoretical discourse.

Henry Lefebvre in his fundamental work **"Right to the City"** provides his perspective towards the new approach to the city, arguing for the anthropological foundation of the city making process. *"Only social life (praxis) in its global ca-pacity possesses ... powers to create new urban forms and relations."* (Lefebvre, 1968:149) His critique of the modernist approach to the cities *"with its disposition towards the planning of growth and the control of development"* (ibid,:154) leads to the call for new consideration of the *"new man" emerging from industrial production and planning rationality"*, the man as *"oeurvre of the urban society"* (ibid,:149)

"...there cannot be a going back (towards the traditional city), nor a headlong flight, towards a colossal and shapeless agglomeration." (ibid,:148)

Lefebvre argues that the new urban reality calls for new intellectual approaches and tools towards the city, such as transduction and experi-mental utopia. Transduction constructs a "possible" object from continuous information exchange between the theoretical framework and empirical observation of it. *"It introduces rigor in invention and knowledge in utopia."* (ibid,:151) Author promotes the idea of controlled realization of utopia, which is *"to be considered experimentally by studying its implications and consequences on the ground"* (ibid,:151)

The concept of the right to the city for Lefebvre *"can only be formulated as* ***a transformed and renewed right to urban life"*** (ibid,:158) Authors considers this right being one of the social needs of urban society, *"a need of the city and*

Porosity of urban space

Naples
Walter Benjamin, 1928

"...As porous as this stone is the architecture. Building and action interpenetrate in the court-yards, arcades and stairways. In everything they preserve the scope to become a theater of new unforseen constellations.

...Pororsity results...from the passion for improvisation, which demands that space and opportunity be at any price preserved."

Right to the city

Right to the city
Henri Lefebvre, 1968

"...Whoever says "strategies" says the hierarchy of "variables" to be considered, some having a strategic capacity and others remaining at the tactical level - and says also the power to realize these strategies on the ground.

...The right to the city as a transformed and renewed right to urban life."

Practice of resistance

The practice of everyday life
Michel De Certeau, 1984

"...a way of using imposed systems constitutes the resistance to the historical law of a state of affairs and its dogmatic legitimations. A practice of the order constructed by others redistributes its space; it creates at least a certain play in that order, a space for maneuvers of unequal forces and for utopian points of reference..."

Tactic instead of strategy

The practice of everyday life
Michel De Certeau, 1984

"...I call a strategy the calculation (or manipulation) of power relationships...

By contrast with a strategy...a tactic is a calculated action determined by the absence of a proper locus...

This nowhere gives a tactic mobility, to be sure, but a mobility that must accept the chance offerings of the moment, and seize on the wing the possibilities that offer themselves at any given moment."

urban life", which includes *"the need of places of simultaneity and encounters"*, as well as *"the need for time for these encounters"* (ibid,:148) In this way author highlights the same importance of temporal dimension of urban life, as the spatial one.

According to the French theorist, the fun-damental theoretical concepts of structure, function and form, as autonomous elements of the sci-ence of the city, should be reconsidered, and their limits and reciprocal relations reestablished. The author argues that it is essential to not privilege one of the elements of the system and to analyze the nature of these significations, formulating "a gen-eral theory of urban time-spaces" through *"the practical application of a comprehensive theory of the city and the urban"* (ibid,:153)

"...all these batteries of concepts will come into play: form, structure, function, level, di-men-sion, dependent and independent variables, cor-relations, totality, ensemble, system..." (ibid,:153)

Henry Lefebre promotes the value of art as a primal expression of social force, saying that

"...art restitutes the meaning of the oeuvre giving it multiple facets of appropriated time and spaces;" (ibid,:157)

The author suggests a formulation of an integrated urban strategy, which corresponds to the new incomplete urban society. It is supported by the social and political forces, and is based on ***"the unity of art, technique, and knowledge"*** (ibid,:157) According to him, the new concept of "urban" recognizes **the priority of use value**, and represents ***"a place of encounter, inscription in space of time"*** (ibid,:158), place *"where exchange would not go through exchange value, commerce and profit"* (ibid,:148)

In its turn **Michel de Certeau** in its book **"The practice of everyday life"**, 1984 provides the critical review of the everyday practices and their changed position in the urban theory. By examining "ways of operating" in the fields of everyday, such an act of speaking, author analyzes how through the daily practices users reappropriate the language, composed by the strict rules.

"These practices bring into play a popular "ratio", a way of thinking invested in a way of acting, an art of combination which cannot be dissociated from an art of using" (de Certeau,1984: 16)

De Certeau brings to the discussion the dialectics of **improvisation and structure** within everyday practices. He introduces the concepts of ***strategy and tactics*** and explains the distinction between them, as one, related to place, and capable to distinct itself from the environment, and the other one, dependent on time, turning the events into *"opportunities"*. (ibid,:20)

The theorist argues *"to restore to everyday practices their logical and cultural legitimacy"*, as a valuable source and asset to the new forms of urban relations. It suggests that in everyday practices these two facets (strategical and tactical) al-ways work in combination. In the field of language practices, strategy can be interpreted as a set of rules, the structure, while the tactics is improvisation, playing within the con-straints. De Certeau suggests that these constraints stimulate "new discoveries" (ibid,:23), which generate more creativity in the everyday life.

"Strategies pin their hopes on the resistance that the establishment of a place offers to the erosion of time; tactics on the utilization of time, of the opportunities it presents and also of the play that it introduces into the foundations of power" (ibid,:40)

Background: historical projection

Alternative urban practices: bibliography

Theoretical framework: strategy, tactics, concepts of “temporary”

Case studies

Temporary use as a tool

CASE STUDIES

CABLE FACTORY

NDSM WHARF

ROYAL DOCKS

LOCATION: *Salmisaari, Helsinki, Finland*

PROJECT AREA: *2 000 m²*

SITE AREA: *53 000 m²*

PROPERTY:
Private, Nokia Oy

PROTAGONISTS:
initially Nokia Oy (land owner), later Pro Kaapeli (an association of the property tenants)

USE: More than 250 users in creative fields, including 3 museums, 13 galleries, dance theaters, art schools, rent spaces for temporary events

ECONOMIC STRATEGY:
Unknown, affordable price

USE START: 1983

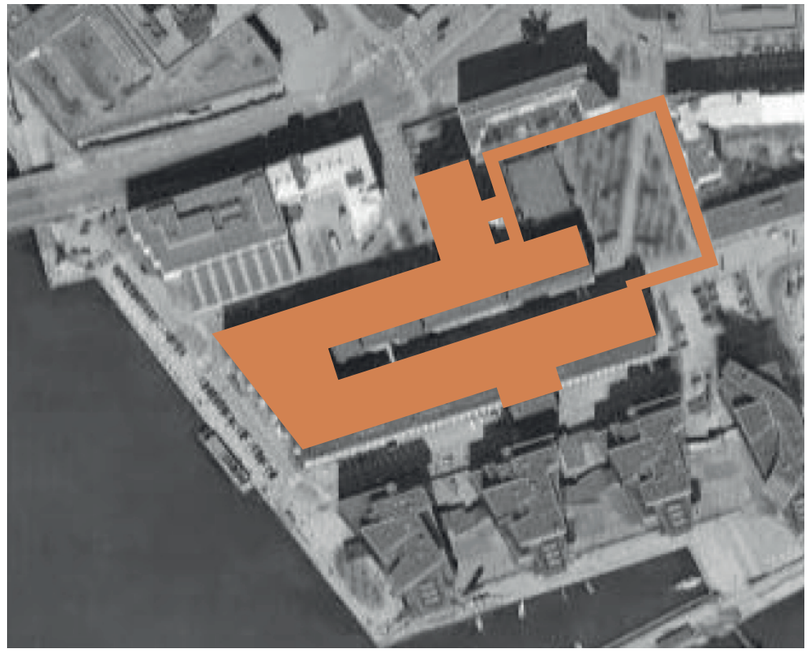
LEAD-IN TIME: Unknown

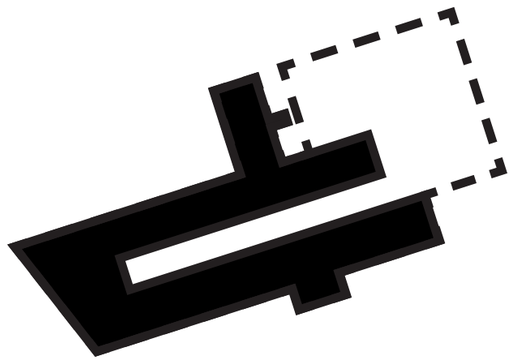
DURATION: Initial short-term rent since 1983, since 1991 - long-term rent

TOTAL INVESTMENTS:
unknown, in 2005 the center had a turnover of over €3.5 million

PROMOTION: Recognition by the city government as a cultural heritage, the establishment of the real estate company Kiinteistö Oy Kaapelitalo by the City council

CASE STUDY:
CABLE FACTORY

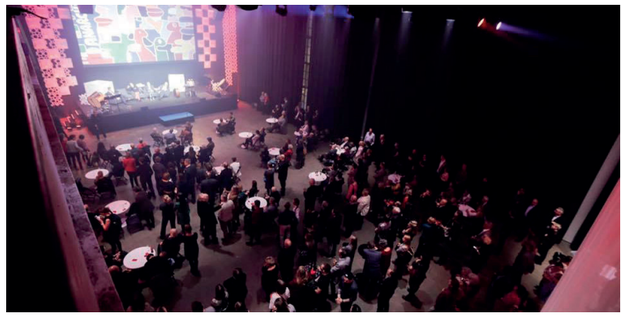


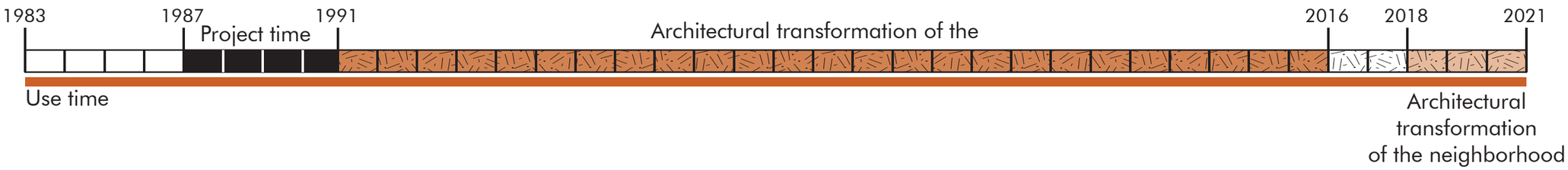


The Cable factory is by the largest cultural center in Finland (total area is 55800 sqm), locat-ed on Salmisaari, the seashore island of Helsinki in the former cable factory plant. Over 250 ten-ants are in it, housing 900 daily workers in 3 mu-seums, 13 galleries, art schools, dance theaters, artists stu-dios and bands and bringing around 200 000 vis-itors each year (Bishop. P, Williams L., 2012:175)

The 5 to 7-floor tall limestone brick build-ing, built in 1939-1954 by the Finnish architect W. G. Palm-qvist, represents the history of the premiere national production facility of cable business, es-tablished in 1912. In 1967 Cable Factory merged with the forest in-dustry Nokia Oy, splitting to Nokia Kaapeli and Nokia Electronics, moving to-wards the new lines of produc-tion in the field of electronics and computer industry.

In 1960s the change of the general mas-terplan of Helsinki had changed, promoting the relocation o the Cable Factory. Since the industry was about to move out, in 1980s Nokia Kaapeli started rent-ing the available premises at very af-fordable rate. The morphology of previous indus-trial spaces was suitable to the creative fields, so places were rented quickly and renovated by the users themselves. So, the new life of the Cable Factory as a creative hub started before any ad-ministrative decision towards the area requalifica-tion was made. 4 years later, in 1987 the city of Helsinki and Nokia decided to estab-lish the transi-tional period in which the ownership of the factory will be transferred to the city and the future of the building will be planned by the formed delegation. It was decided to split the factory site into 3 separate units and to build new public facil-ities such as schools, hotels, and museums at the esti-mated cost of 350-500 million Finnish Marks





(equivalent to the 58-84 million euro in 1987, and 110-150 million euro in 2020 according to the statistics data from www.stat.fi) In response, the tenants of the Cable Factory founded n associa-tion, Pro Kaapeli and created the alternative plan to save the building and activities in it. They in-volved media into the negotiation process, made it public.

In the parallel to this, the city administra-tion created a committee to develop the guide-lines for cultural activities in Helsinki. It recognized the value and identity of the Cable Factory as a cultural center and promoted its preservation. The city of Helsinki made a new agreement with Nokia to receive the ownership of the factory in exchange to another building and established the new real estate company Kiintesto Oy Kaapelitalo in 1991 to manage the premises of the factory. Nowadays it is entirely self-financed from the income of the Cable Factory, which in 2005 surpassed 3,5 mil-lion euro. Thus, started as temporary space occupa-tion in the transitional period between official de-cisions on the administrative level, the Cable Fac-tory now is the largest art center in Finland, with 99% spaces in use and the building of the new dance house Tanssin Talo under construction.

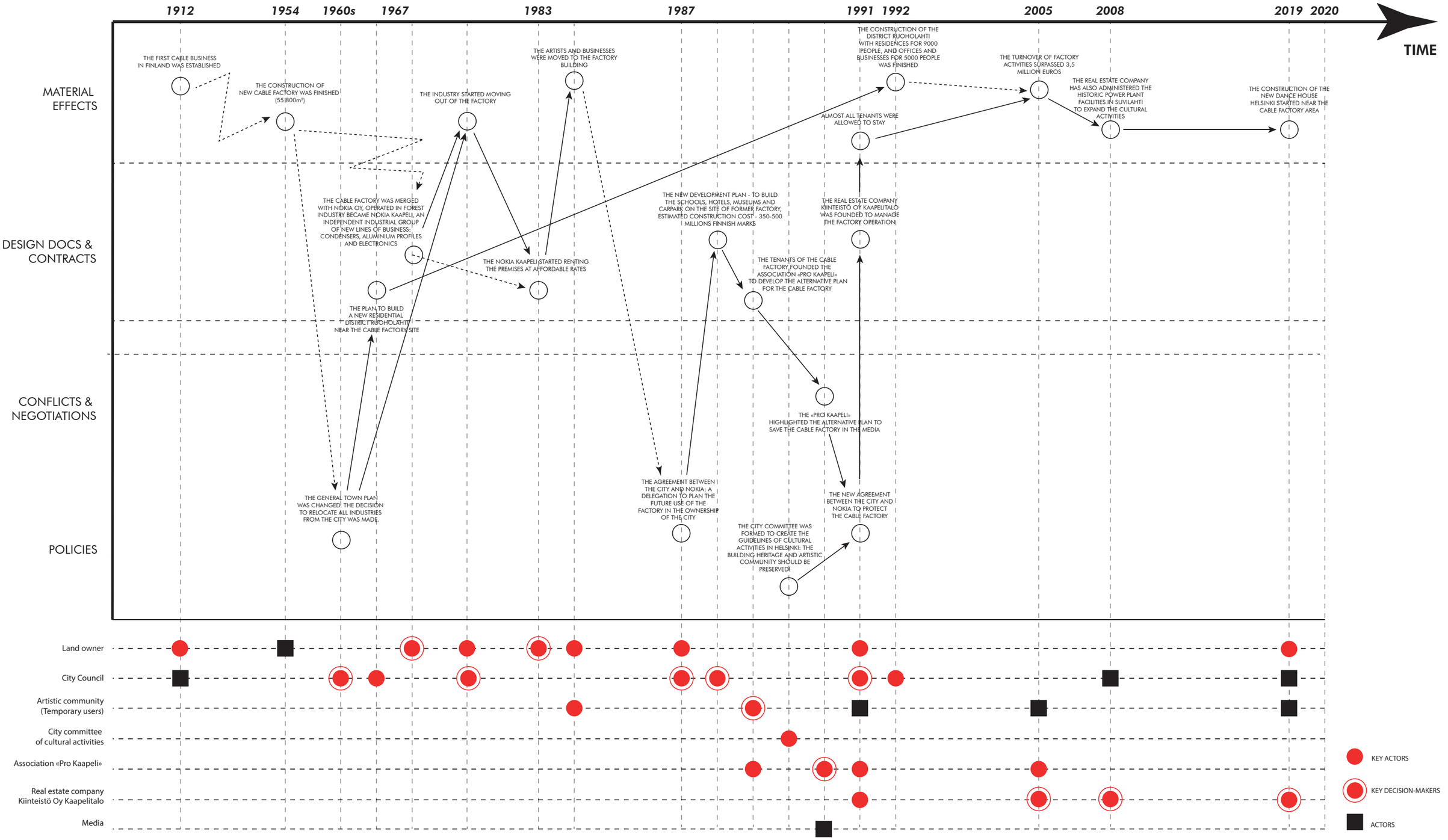

1912
1954
1960s
1967
1983
1987
1991
1992
2005
2008
2019
2020
TIME
MATERIAL EFFECTS
DESIGN DOCS & CONTRACTS
CONFLICTS & NEGOTIATIONS
POLICIES
THE FIRST CABLE BUSINESS IN FINLAND WAS ESTABLISHED
THE CONSTRUCTION OF NEW CABLE FACTORY WAS FINISHED (55 800m²)
THE INDUSTRY STARTED MOVING OUT OF THE FACTORY
THE ARTISTS AND BUSINESSES WERE MOVED TO THE FACTORY BUILDING
THE CONSTRUCTION OF THE DISTRICT RUOHOLAHTI WITH RESIDENCES FOR 9000 PEOPLE, AND OFFICES AND BUSINESSES FOR 5000 PEOPLE WAS FINISHED
THE TURNOVER OF FACTORY ACTIVITIES SURPASSED 3,5 MILLION EUROS
THE REAL ESTATE COMPANY HAS ALSO ADMINISTERED THE HISTORIC POWER PLANT FACILITIES IN SUVILAHTI TO EXPAND THE CULTURAL ACTIVITIES
THE CONSTRUCTION OF THE NEW DANCE HOUSE HELSINKI STARTED NEAR THE CABLE FACTORY AREA
ALMOST ALL TENANTS WERE ALLOWED TO STAY
THE CABLE FACTORY WAS MERGED WITH NOKIA OY, OPERATED IN FOREST INDUSTRY BECAME NOKIA KAAPELI, AN INDEPENDENT INDUSTRIAL GROUP OF NEW LINES OF BUSINESS: CONDENSERS, ALUMINIUM PROFILES AND ELECTRONICS
THE NOKIA KAAPELI STARTED RENTING THE PREMISES AT AFFORDABLE RATES
THE NEW DEVELOPMENT PLAN - TO BUILD THE SCHOOLS, HOTELS, MUSEUMS AND CARPARK ON THE SITE OF FORMER FACTORY, ESTIMATED CONSTRUCTION COST - 350-500 I MILLIONS FINNISH MARKS
THE REAL ESTATE COMPANY KIINTEISTÖ OY KAAPELITALO WAS FOUNDED TO MANAGE THE FACTORY OPERATION
THE TENANTS OF THE CABLE FACTORY FOUNDED THE ASSOCIATION «PRO KAAPELI» TO DEVELOP THE ALTERNATIVE PLAN FOR THE CABLE FACTORY
THE PLAN TO BUILD A NEW RESIDENTIAL DISTRICT RUOHOLAHTI NEAR THE CABLE FACTORY SITE
THE «PRO KAAPELI» HIGHLIGHTED THE ALTERNATIVE PLAN TO SAVE THE CABLE FACTORY IN THE MEDIA
THE GENERAL TOWN PLAN WAS CHANGED. THE DECISION TO RELOCATE ALL INDUSTRIES FROM THE CITY WAS MADE.
THE AGREEMENT BETWEEN THE CITY AND NOKIA: A DELEGATION TO PLAN THE FUTURE USE OF THE FACTORY IN THE OWNERSHIP OF THE CITY
THE NEW AGREEMENT BETWEEN THE CITY AND NOKIA TO PROTECT THE CABLE FACTORY
THE CITY COMMITTEE WAS FORMED TO CREATE THE GUIDELINES OF CULTURAL ACTIVITIES IN HELSINKI: THE BUILDING HERITAGE AND ARTISTIC COMMUNITY SHOULD BE PRESERVED!
Land owner
City Council
Artistic community (Temporary users)
City committee of cultural activities
Association «Pro Kaapeli»
Real estate company Kiinteistö Oy Kaapelitalo
Media
KEY ACTORS
KEY DECISION-MAKERS
ACTORS

Fig.37

CASE STUDY:
NDSM WHARF

LOCATION:
Northern IJ embankment, Amsterdam, Netherlands

PROJECT AREA (Loods hall): *20 000 m²*

SITE AREA: *270 000 m²*

PROPERTY: *City of Amsterdam*

PROTAGONISTS:
City of Amsterdam, Kinetisch Noord (initiative group of creatives and artists)

USE: More than 200 users, diverse programme with a cultural and artistic core

ECONOMIC STRATEGY:
Lease of €1 / m2 *per month*

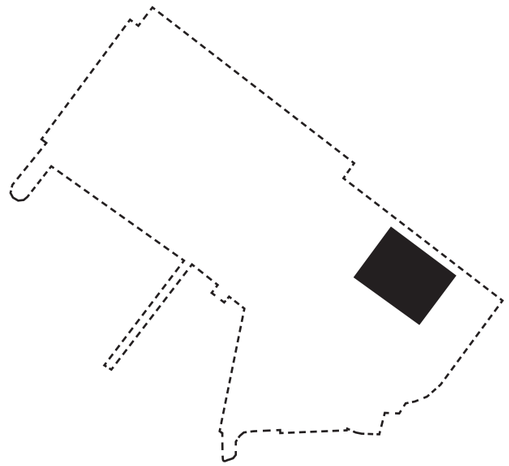
USE START: 1999

LEAD-IN TIME: 12 months

DURATION: Initial lease for 13 years since 2002, later expanded for 25 years until 2027

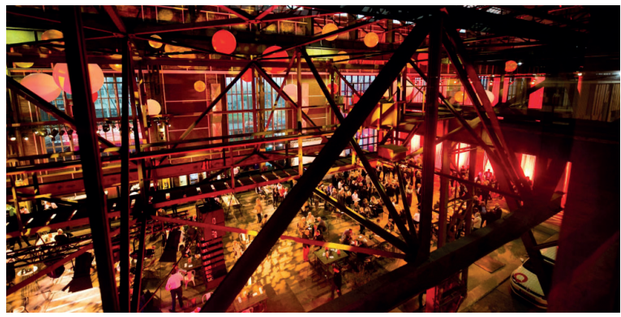
TOTAL INVESTMENTS:
€25 million:
€10 m - City of Amsterdam
€5 m - Loans
€10 m - Investments by users

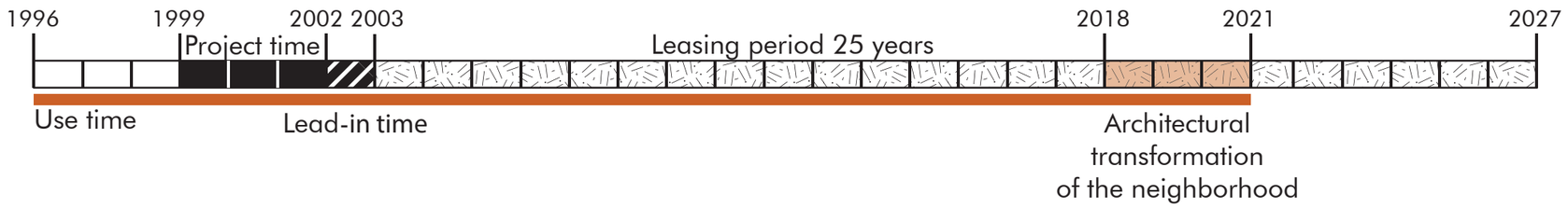
PROMOTION: City provided a passenger ferry across the Ij river to improve accessibility of the area and to attract citizens of Amsterdam



NDSM (Nederlandse Dok en Scheepsbouw Maatschappij) Wharf, the industrial area on the north side of the Ij river, has been the main docks of Amsterdam until 1985. With the advance de-velopment of the shipping industry the riverbed became too small to be economically viable and led to the abandonment of many related territo-ries.

The postindustrial boom of the real estate market in Amsterdam in 1990s challenged many creative actors to move out from the city center. Being initially outside of the real estate market consideration may abandoned sites of shipping industry became squatted by the artists and differ-ent cultural activities. In 1996 the district munici-pality Amsterdam Noord bought the NDSM area for the further development in accordance with the real estate market demand. The occupants of the NDSM shipyard hall, threatened to be taken over, organized numerous protests, reclaiming their right to make their own city. The constellation of these urban initiatives and processes – the threat to vanish the creative industries, characterizing Amsterdam identity, intention to control the squat-ting movement and the clear position of the citi-zens - led to the competition for the transformation of the NDSM shipyard hall to a center of the tem-porary cultural activities, launched by the City of Amsterdam in 1999 together with the establish-ment of the Breeding Places Fund of 40 million euro to support the cultural industries in the city. Between 2000 and 2006 the Fund invested in 37 urban projects, helping to the financially weak, but important creative industries of Amsterdam through the different ways: legalization of the squats, open competitions and initiatives from the owners or the Fund itself.





The competition was won by the working group Kinetich Noord, consisted of the existed us-ers of the hall and led by Eva de Klerk, the inde-pendent city developer from Amsterdam. Inspired by “De Stad Als Casco”, a manifesto, written by the artists Carolien Feldbrugge and Frank Bi-jdendijk in 1987, Eva developed a concept of city as a shed, a frame-work, which can be fulfilled by different activities by the citizens. The project of the shipyard hall was designed as urban grid itself, dividing space in the-matic zones with the streets and blocks, organized by metal framework and the spatial modules in it, designed by the users themselves. As a winner of the open competition the project was financed by the Breeding Places Fund with 7 million euro. The additional investment of 2,5 million euro from the district munici-pality was aimed to renovate the former wharf canteen into restaurant and office space. Together with the provision of the ferry line, connecting the Amsterdam Central Railway Station with NDSM by the City of Amsterdam these meas-ures helped the site to start being seen and visited.

The transformation of the shipyard hall took place from 2002 to 2005, led by Kinetich Noord, which from the group of squatters became a legal entity, managing the site until now. Initially limited to a period of 10 years, the use of the site was ex-tended to 25 years. A leasing rate of 11 eu-ro per sqm was established, to be paid annually, starting from 2003 after a free transitional period. Being an initi-ator of the competition, the city of Amsterdam was able to set a series of binding framework conditions for the participants, control-ling the character of the temporary use, proposed for the site. Right after the reconstruction of the hall started, in 2003 the mu-nicipality commissioned STEALTH.unlimited, an ar-chitectural research practice from Rotterdam, NL to prepare a strategy for the application of temporary use as part of a long-term scenario for the master-plan of the area. It led to the implementation of the new residential neighborhood around the new cul-tural center.

Even though after the successful space acti-vation some conflicts and negotiations between users and the city administration related to the management of the site, rent conditions and the level of control of the site from the municipality took place, the NDSM wharf is a good example of alternative urban de-velopment, where the strategical vision of the area development was combined with the tactical nods, with loose decision-making, open to the experimen-tation. In 2017 Eva de Klerk wrote a book “Make your city” (De Klerk, 2017) where she de-scribed the pro-cess of the NDSM site development and providing the valuable guide of the alterna-tive city-making practice for the future city developers.

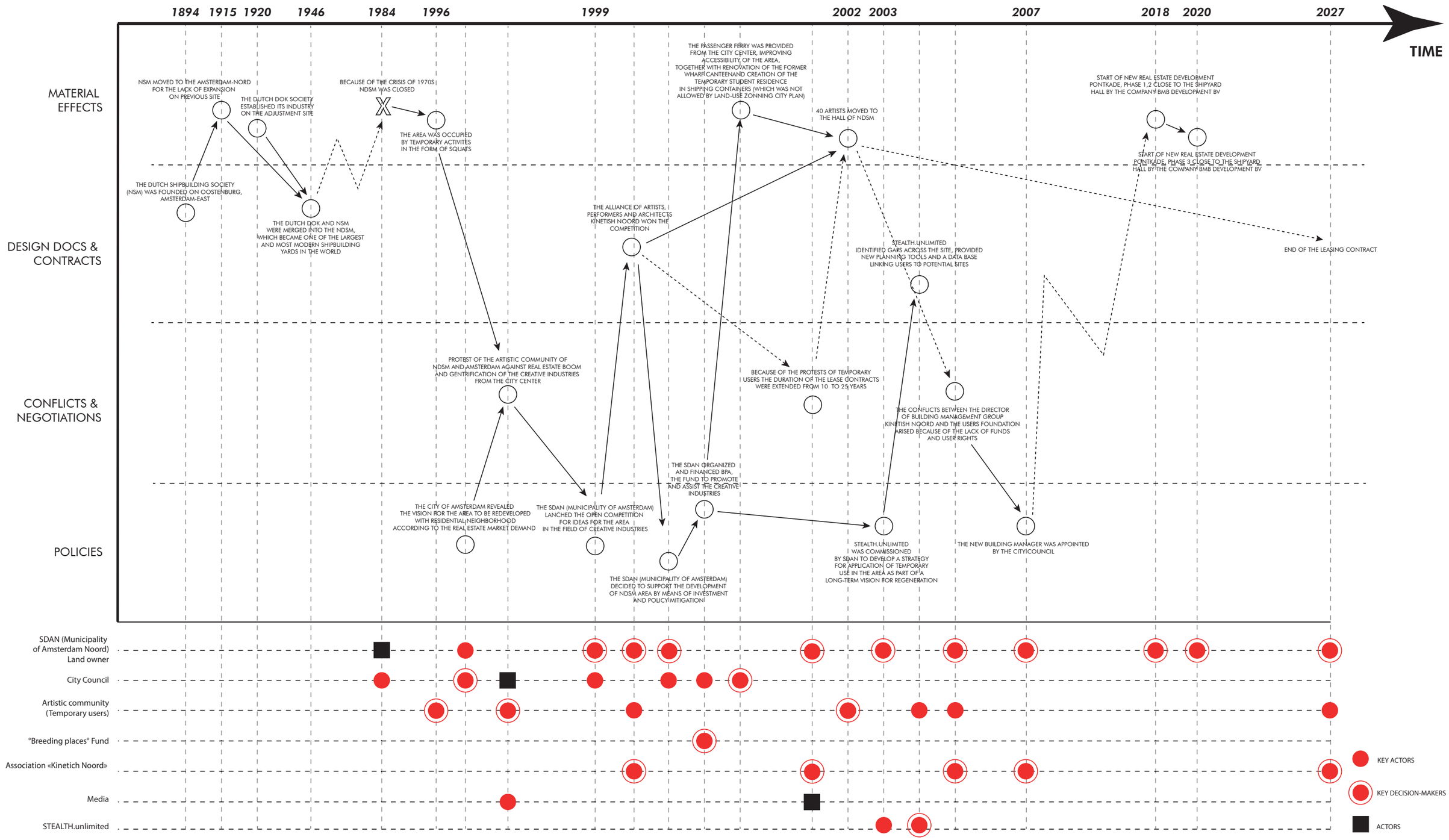

1894
1915
1920
1946
1984
1996
1999
2002
2003
2007
2018
2020
2027
TIME
MATERIAL EFFECTS
DESIGN DOCS & CONTRACTS
CONFLICTS & NEGOTIATIONS
POLICIES
NSM MOVED TO THE AMSTERDAM-NORD FOR THE LACK OF EXPANSION ON PREVIOUS SITE
THE DUTCH DOK SOCIETY ESTABLISHED ITS INDUSTRY ON THE ADJUSTMENT SITE
BECAUSE OF THE CRISIS OF 1970S NDSM WAS CLOSED
THE AREA WAS OCCUPIED BY TEMPORARY ACTIVITES IN THE FORM OF SQUATS
THE PASSENGER FERRY WAS PROVIDED FROM THE CITY CENTER, IMPROVING ACCESSIBILITY OF THE AREA, TOGETHER WITH RENOVATION OF THE FORMER WHARF CANTEEN AND CREATION OF THE TEMPORARY STUDENT RESIDENCE IN SHIPPING CONTAINERS (WHICH WAS NOT ALLOWED BY LAND-USE ZONNING CITY PLAN)
40 ARTISTS MOVED TO THE HALL OF NDSM
START OF NEW REAL ESTATE DEVELOPMENT PONTKADE, PHASE 1,2 CLOSE TO THE SHIPYARD HALL BY THE COMPANY BMB DEVELOPMENT BV
START OF NEW REAL ESTATE DEVELOPMENT PONTKADE, PHASE 3 CLOSE TO THE SHIPYARD HALL BY THE COMPANY BMB DEVELOPMENT BV
THE DUTCH SHIPBUILDING SOCIETY (NSM) WAS FOUNDED ON OOSTENBURG, AMSTERDAM-EAST
THE DUTCH DOK AND NSM WERE MERGED INTO THE NDSM, WHICH BECAME ONE OF THE LARGEST AND MOST MODERN SHIPBUILDING YARDS IN THE WORLD
THE ALLIANCE OF ARTISTS, PERFORMERS AND ARCHITECTS KINETISH NOORD WON THE COMPETITION
STEALTH UNLIMITED IDENTIFIED GAPS ACROSS THE SITE, PROVIDED NEW PLANNING TOOLS AND A DATA BASE LINKING USERS TO POTENTIAL SITES
END OF THE LEASING CONTRACT
PROTEST OF THE ARTISTIC COMMUNITY OF NDSM AND AMSTERDAM AGAINST REAL ESTATE BOOM AND GENTRIFICATION OF THE CREATIVE INDUSTRIES FROM THE CITY CENTER
BECAUSE OF THE PROTESTS OF TEMPORARY USERS THE DURATION OF THE LEASE CONTRACTS WERE EXTENDED FROM 10 TO 25 YEARS
THE CONFLICTS BETWEEN THE DIRECTOR OF BUILDING MANAGEMENT GROUP KINETISH NOORD AND THE USERS FOUNDATION ARISED BECAUSE OF THE LACK OF FUNDS AND USER RIGHTS
THE CITY OF AMSTERDAM REVEALED THE VISION FOR THE AREA TO BE REDEVELOPED WITH RESIDENTIAL NEIGHBORHOOD ACCORDING TO THE REAL ESTATE MARKET DEMAND
THE SDAN (MUNICIPALITY OF AMSTERDAM) LANCHED THE OPEN COMPETITION FOR IDEAS FOR THE AREA IN THE FIELD OF CREATIVE INDUSTRIES
THE SDAN ORGANIZED AND FINANCED BPA, THE FUND TO PROMOTE AND ASSIST THE CREATIVE INDUSTRIES
THE SDAN (MUNICIPALITY OF AMSTERDAM) DECIDED TO SUPPORT THE DEVELOPMENT OF NDSM AREA BY MEANS OF INVESTMENT AND POLICY MITIGATION
STEALTH.UNLIMITED WAS COMMISSIONED BY SDAN TO DEVELOP A STRATEGY FOR APPLICATION OF TEMPORARY USE IN THE AREA AS PART OF A LONG-TERM VISION FOR REGENERATION
THE NEW BUILDING MANAGER WAS APPOINTED BY THE CITY COUNCIL
SDAN (Municipality of Amsterdam Noord) Land owner
City Council
Artistic community (Temporary users)
°Breeding places° Fund
Association «Kinetich Noord»
Media
STEALTH.unlimited
KEY ACTORS
KEY DECISION-MAKERS
ACTORS

Fig.38

CASE STUDY:
ROYAL DOCKS AND CANNING TOWN

LOCATION:
East London, Great Britain

PROTAGONISTS:
Competition Meanwhile London, launched in 2010 by Major of London, London Development Agency (LDA)

PROPERTY: *Shared public ownership:*
Homes and Communities Agency (HCA), London Development Agency (LDA) and London Thames Gateway Development Corporation (LTGDC)

PROJECT AREAS:
1. Canning Town centre - 5060 m²
2. Pontoon Dock, Royal Victoria Dock - 8000 m²
3. Royal Albert Dock - 9000 m², changed after competition for Canning Town spot - 5500 m²

STRATEGICAL SITE AREA:
48 000 000 m²

USE: Public space with commercial spaces and cultural and artistic activities

ECONOMIC STRATEGY:
Free to use for assigned period

USE START: 2011

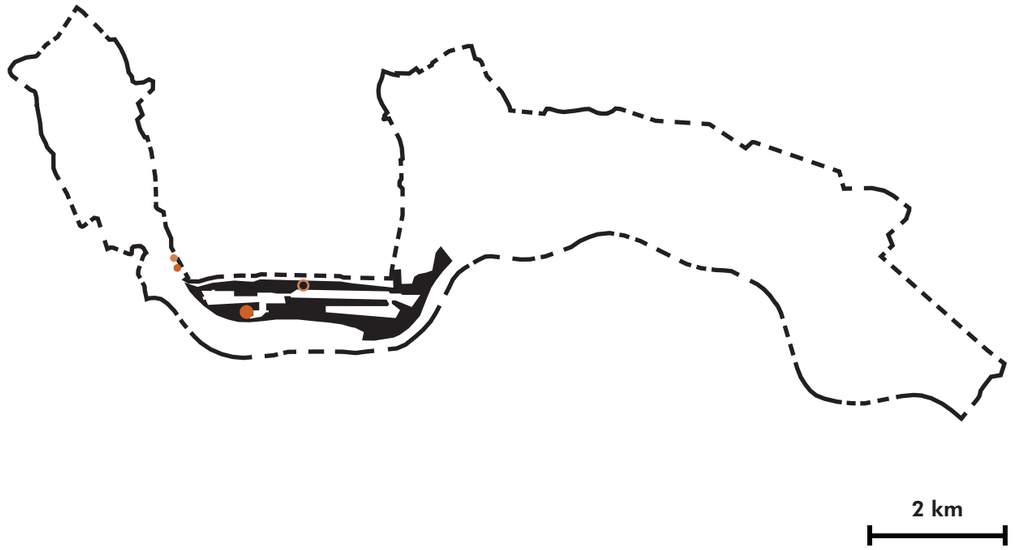
LEAD-IN TIME:
1. 12 months
2. Not realized
3. Unknown

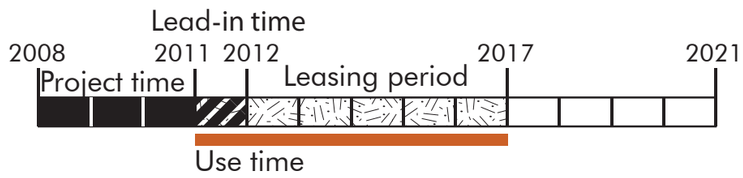
DURATION:
1. 2011 - 2017
2. Not realized
3. March 2011 - 6 August 2012

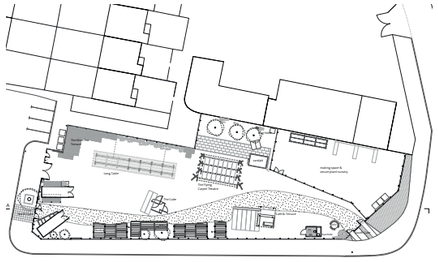
TOTAL INVESTMENTS:
1. £6000 by grants, capital, volunteer funding
2. Not realized
3. £150,000

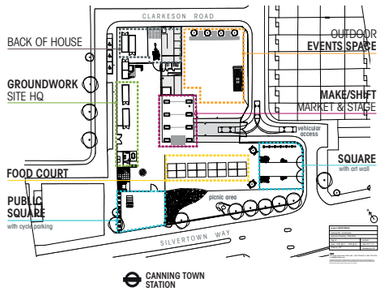
PROMOTION: The Olympic Games 2012

The Royal docks is a land in the east part of London, which had been the largest enclosed dock area in Europe until its dismission in 1960s. After its closure there had been numerous attempts (73 masterplans (Bishop, Williams:203) to develop a general plan for the area, none of them were im-plemented, even if several significant investments were made with construction of the International Convention Centre, City Airport, and the University together with some residential complexes. In 2008 the owner of the land, the London Development Agency (LDA) decided to develop the area, using a loose strategic design framework, rather than a rigid conventional master planning. The Green Enterprise District (GED), developed by the agency Design for London together with the LDA, Mayor of London and Mayor of the site borough, Newham, became such a strategy. Its imperatives were to create an overall direction for the climate change, to search for ideas, less dependent on the financial services and to promote the investment of the area through the rebranding of its image. For the Royal Docks it was decided to make it a site for research, technology, and manufacturing in the field of "green economy", with investment of the City of London together with the European Investment Bank. (Bishop, Williams:209) The wide advertising of the area through the media, conferences and exhibitions attracted new investors, including Sie-mens, constructed a new London research and en-vironmental exhibition center there. Moreover, the alliance of the London Mayor and the Newham Mayor led to the creation of the Royal Docks Vision document, where both sides established their goals and conditions for the land development. Within the agreement the City of London provided a new cable car line, connecting the developed sites together and improving mobility of the area.









The last element of the strategy was an in-corporation of the temporary use into the process. In 2010 the magazine Property Week together with the LDA and the Borough of Newham, organized an open competition Meanwhile London as a part of larger initiative Site Life, launched by the magazine earlier to promote temporary uses for the neglected urban areas of London, abandoned by the property recession. For the contest three sites were chosen in the Royal Docks and the cen-ter of Canning Town, located nearby. The choice of the lands was defined strategically within the framework of preparation for the Olympics 2012 to create new points of entertainment in the neigh-borhood along with a pedestrian Olympic route. The size of all the sites was between 0,5 and 0,9 ha. The starting use duration was one year since the summer 2011, with the possibility for its exten-sion.

The ambition of the competition was “to revive the vitality, entrepreneurship and wealth-creation of the Royal Docks’ trading past” (Mallett ,2010:45) and to bring its potential “to the atten-tion of the local community and the marketplace” (Mallett, 2010 :45).

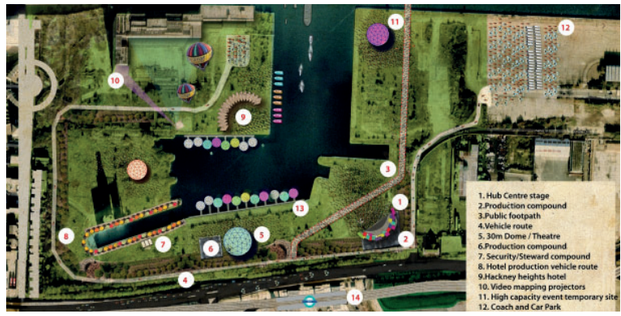
The results of the competition were an-nounced by Boris Johnson in Cannes on 8th of March 2011 within MIPIM, the world’s leading real estate event. For three sites four winners were cho-sen.

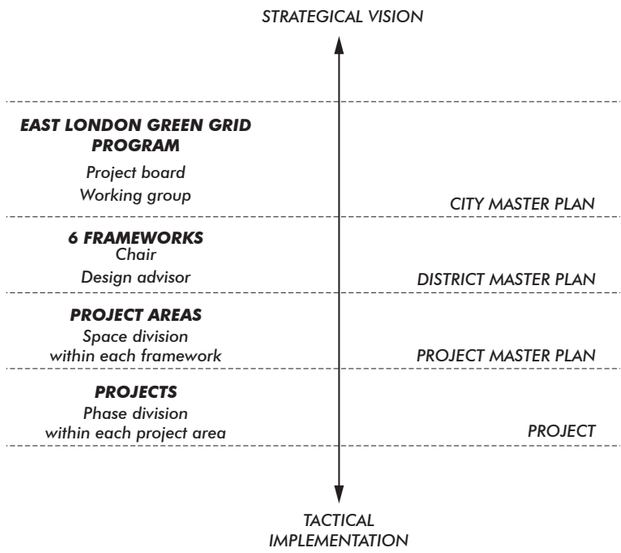
For the Canning Town site of 0,5 size the project Caravanserai by Ash Sakula Architects was proposed, creating a new enclosed public square, inspired by the roadside places in Persia and Tur-key, where trav-elers could stop and recover from their journeys. The place was aimed to host a rich program of garden-ing, performances, workshops, and skills exchanges, as well as food kiosks and cafes. The total cost of the construction was about 14420 GBP, mostly for the materials (13000 GBP), since the construction was executed by volunteers. Initially intended to be operating only one year, the project lasted until 2017.

For Pontoon Dock two winning proposals were chosen: the “21st Century Pleasure Gardens” a wa-terside festival site with the construction of ur-ban theaters and stages, and The Royal Docks Baths by the Studio Egret West, a portable super-structure with a café, bar, two heated pools and spa. According to the Architect’s journal on 20th August 2012 (Pitch-er, 2012), the Pleasure Gardens were on its way to be opened, while the project of the Royal Docks Baths was on hold. Nowadays the site of Pontoon Docks is under a prosperous real estate residential de-velopment.

The third site of Royal Business Park was won by the Fluid Architects with a team of other collabora-tors with the project Industri(US), which was aimed to reuse found materials and goods int the upcycling production line. After the competi-tion was finished, the site for the intervention was changed and the pro-ject was executed in the Can-ning town, close to the Caravanserai project. It operated until 6th of August 2012 as a place of The Festival of Upcycling. Regard-less the short life of the project (because of some financial and ad-ministrative issues), the project en-couraged the Fluid Architects to continue develop-ing the concept of upcycling in the future practice.

The Royal Docks represents an important exam-ple of combination of strategical long-term devel-opment of the territory with tactical interven-tions with clear temporary framework, intended by the city administration. The difference of this case from the NDSM and the Cable Factory is in the fact, that the sites of Royal Docks were not squat-ted or pre-viously occupied by temporary users. The initiative came from the city administration as a part of of-ficial strategical framework. And even though the projects had short life and ended up with different outcome, they transformed neglected lands into the active urban places, which potential became seen by citizens, public authorities, and future investors.





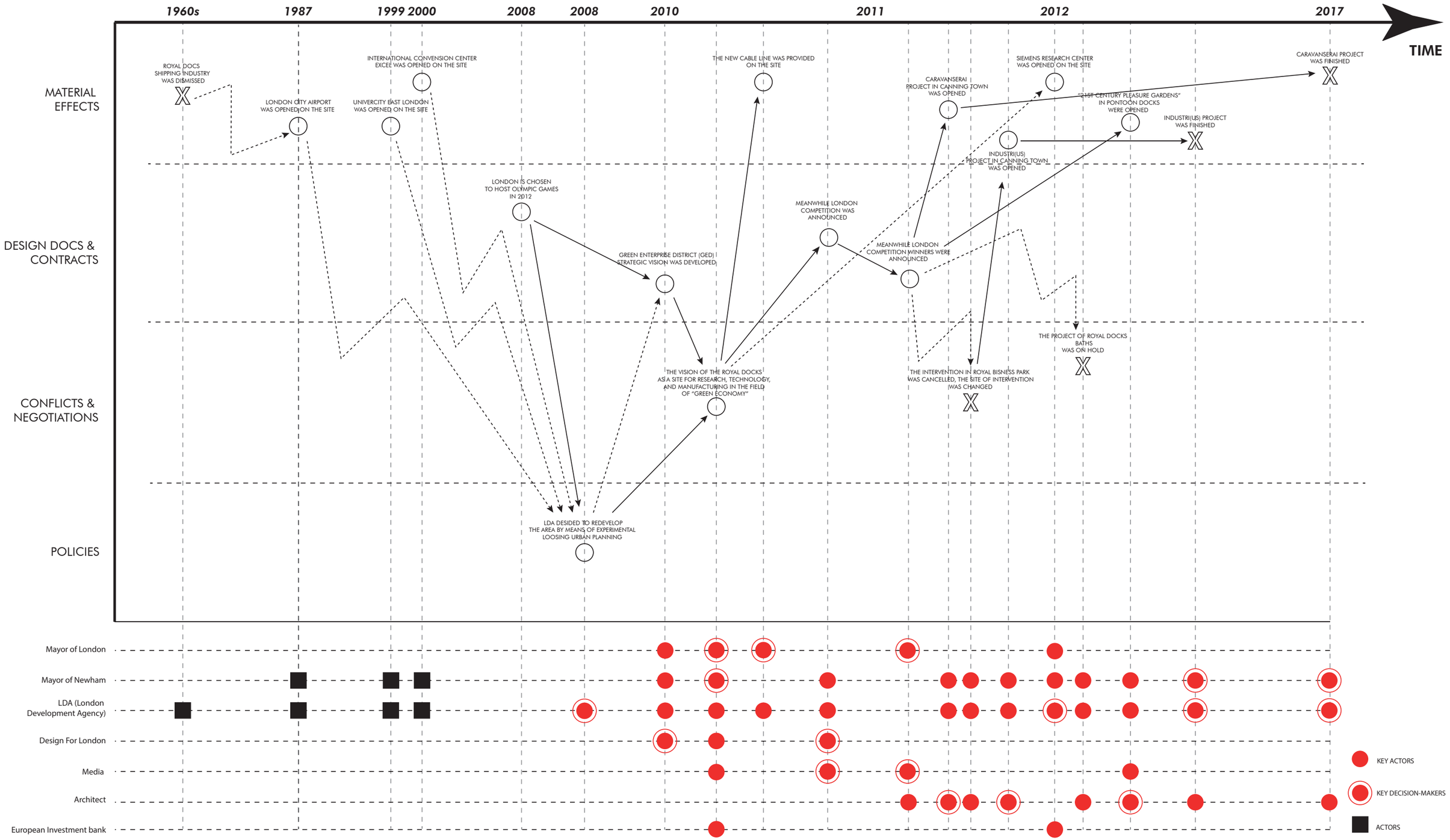
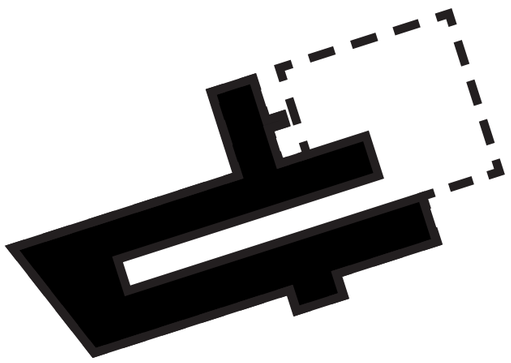

1960s
1987
1999 2000
2008
2008
2010
2011
2012
2017
TIME
MATERIAL EFFECTS
DESIGN DOCS & CONTRACTS
CONFLICTS & NEGOTIATIONS
POLICIES
ROYAL DOCS SHIPPING INDUSTRY WAS DISMISSED
LONDON CITY AIRPORT WAS OPENED ON THE SITE
INTERNATIONAL CONVENSION CENTER EXCEL WAS OPENED ON THE SITE
UNIVERCITY EAST LONDON WAS OPENED ON THE SITE
LONDON IS CHOSEN TO HOST OLYMPIC GAMES IN 2012
GREEN ENTERPRISE DISTRICT (GED) I STRATEGIC VISION WAS DEVELOPED
THE NEW CABLE LINE WAS PROVIDED ON THE SITE
MEANWHILE LONDON COMPETITION WAS ANNOUNCED
MEANWHILE LONDON COMPETITION WINNERS WERE ANNOUNCED
CARAVANSERAI PROJECT IN CANNING TOWN WAS OPENED
SIEMENS RESEARCH CENTER WAS OPENED ON THE SITE
"21ST CENTURY PLEASURE GARDENS" IN PONTOON DOCKS WERE OPENED
INDUSTRI(US) PROJECT WAS FINISHED
INDUSTRI(US) PROJECT IN CANNING TOWN WAS OPENED
CARAVANSERAI PROJECT WAS FINISHED
THE PROJECT OF ROYAL DOCKS BATHS WAS ON HOLD
THE INTERVENTION IN ROYAL BISNESS PARK WAS CANCELLED, THE SITE OF INTERVENTION WAS CHANGED
THE VISION OF THE ROYAL DOCKS AS A SITE FOR RESEARCH, TECHNOLOGY, AND MANUFACTURING IN THE FIELD OF "GREEN ECONOMY"
LDA DESIDED TO REDEVELOP THE AREA BY MEANS OF EXPERIMENTAL LOOSING URBAN PLANNING
Mayor of London
Mayor of Newham
LDA (London Development Agency)
Design For London
Media
Architect
European Investment bank
KEY ACTORS
KEY DECISION-MAKERS
ACTORS

Fig.39

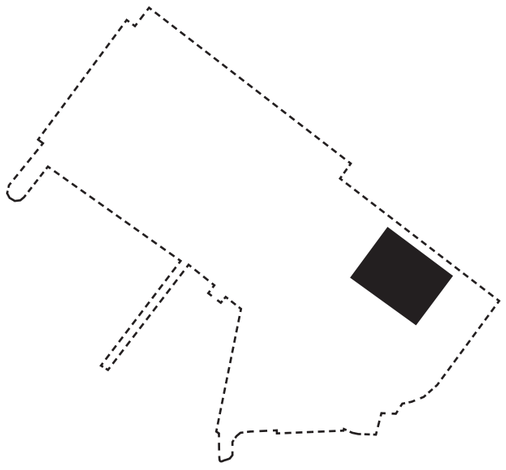
PROJECT AREA

1/4x



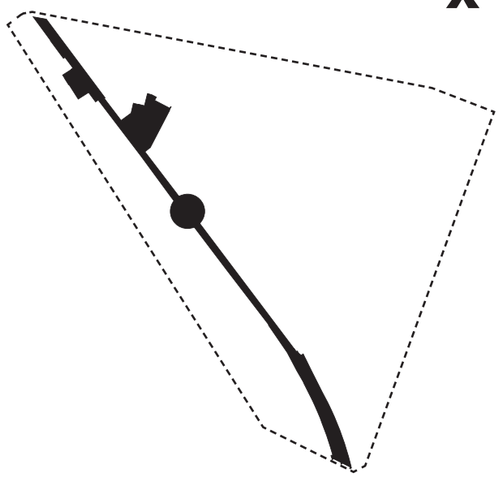
50 m

x



200 m

x



200 m

20x

4000 m

LOCATION: *Salmisaari, Helsinki, Finland*

PROTAGONISTS:
initially Nokia Oy (land owner), later Pro Kaapeli (an association of the property tenants)

PROPERTY: *Private, Nokia Oy*

PROJECT AREA: *2 000 m²*

SITE AREA: *53 000 m²*

USE: More than 250 users in creative fields, including 3 museums, 13 galleries, dance theaters, art schools, rent spaces for temporary events

LEAD-IN TIME: Unknown

DURATION: Initial short-term rent since 1983, since 1991 - long-term rent

TOTAL INVESTMENTS: unknown

PROMOTION: Recognition
by the city government as a cultural heritage, the establishment of the real estate company Kiinteistö Oy Kaapelitalo by the City council

LOCATION:
Northern IJ embankment, Amsterdam, Netherlands

PROTAGONISTS: *City of Amsterdam, Kinetisch Noord (initiative group of creatives and artists)*

PROPERTY: *City of Amsterdam*

PROJECT AREA (Loods hall): *20 000 m²*

SITE AREA: *270 000 m²*

USE: More than 200 users, diverse programme with a cultural and artistic core

LEAD-IN TIME: 12 months

DURATION: Ongoing since 1999

TOTAL INVESTMENTS: €25 million:
by City of Amsterdam, loans and users

PROMOTION: A passenger ferry across the Ij river to improve accessibility of the area and to attract citizens of Amsterdam

LOCATION: *Turin, Italy*

PROTAGONISTS: *Municipality of Turin, PoliTo, graduates*

PROPERTY: *Public and private*

PROJECT AREA: *16 265 m²*

STRATEGICAL SITE AREA: *252 420 m²*

USE: Spaces for start-ups in creative fields, residential lofts and commercial units.

LEAD-IN TIME: 12 months

DURATION: To be defined

TOTAL INVESTMENTS: To be defined

PROMOTION: Open competition, launched by Municipality of Turin, supported by universities and media

LOCATION: *East London, Great Britain*

PROTAGONISTS:
Major of London, London Development Agency (LDA)

PROPERTY: *Shared public ownership*

PROJECT AREA: *5060 m²*

STRATEGICAL SITE AREA:
Royal Docks 48 000 000 m²
East London

USE: Public space with commercial spaces and cultural and artistic activities

LEAD-IN TIME: 12 months

DURATION: 2011 - 2017

TOTAL INVESTMENTS:
£6000 by grants, capital, volunteer funding

PROMOTION: *Competition Meanwhile London in 2010,* The Olympic Games 2012

"The urban-planning equivalent of tactics is temporary use"
(Haydn, Temel, 2006:16)

Even though reviewed references and case studies explore temporary and tactical urban pro-cesses of different nature and cause, most of them ague that without wider vision, connecting all of practices together they unlikely cause a long-term change in the city. Analyzed case studies demon-strate different political and economical contexts, but also different sizes of project intervention, but all of them were involved in the wider urban strat-egy, supporting cultural production, developed by the city authority. Temporary urban practices should not stand against the formal city planning, rather be-ing incorporated in the development politics. Temporary use can become a tool, alternative to the conventional urban planning. **But what is the difference between temporary use and normal use?**

01 *"Temporary" as an intention*

Temporary use introduces a temporal dimension to the project. It intends to set time limits for inter-vention, which can be extend after its expiration, if the experiment results to be successful.

"...temporal limitation permits many things that would still be inconceivable if considered for the long-term" (Haydn, Temel, 2006:55)

The main difference with conventional program, assigned to the space, is that the temporary use accepts the possibility of the program to change with time. In fact, in the modern world with the ac-celerated urban economical processes, every use is temporary, even if it is not known at the begin-ning, how long it will last. With temporary use its duration is defined, allowing the trial-error ap-proach, and gaining control over the always changing urban condition.

"The possibility of questioning programmes – that is, to open up new, different and better ones – characterizes the democratic city"
(Haydn, Temel, 2006:71)

02 *Temporary use questions the capitalist order of life, based on the market value of urban space.*

In contrary with conventional program, established according to the capitalist understanding of worth, temporary use operates with different assets, based on social impact more than economic benefits.

The sequence of different but connected processes realizes an action...The action is the ex-perimental part, the attempt or test run, establish-ing programmes... Spaces for action stand outside the capitalistic logic of exploitation..."
(Haydn, Temel, 2006:70)

03 *Temporary use accepts incompleteness and unknown.*

While the rigid assigned programs for the buildings and urban spaces tends to establish an archi-tectural aesthetics of order in the space, tending to permanence, temporary use recognize the tempo-rary essence of the contemporary world, fluid, dy-namic and incomplete.

"Acknowledgement of fragmentation and imcompleteness as inevitable conditions of post-modern life."
(Chase et al., 1999:13)

Moreover, temporary use works with existing resources it has, without expectations and illusions of the future investments to the project develop-ment.

"The lack of resources is no longer an excuse not to act. The idea that action should only be tak-en after all the answers and the resources have been found is a sire recipe for paralysis...
It is supremely arrogant to believe that planning can be done only after every variable has been controlled. "

Jaime Lerner, architect, former mayor of Curitiba, Brasil (Garcia, Lydon:1)

04

TEMPORARY USE: TURIN PROJECTION

Turin profile

Drivers and conditions of temporary use

Risks and responses

Legal framework of Turin

UNIVERSITY CITY

4 UNIVERSITIES IN CREATIVE FIELDS

POLITECNICO DI TORINO

IAAD

IED Torino

ACADEMIA ALBERTINA

CITY FOR START-UPS

1ST PUBLIC INCUBATOR IN THE WORLD

***THE INCUBATOR OF THE POLYTECHNIC OF TURIN I3P** IS **THE BEST PUBLIC BUSINESS INCUBATOR IN THE WORLD** AS RECOGNIZED BY THE WORLD RANKINGS OF BUSINESS INCUBATORS AND ACCELERATORS 2019-2020.*
(FROM THE PORTAL WWW.I3P.IT)

INNOVATIVE CITY

2ND EUROPEAN INNOVATIVE CITY IN 2016

*FOLLOWING AMSTERDAM, **TURIN IS THE SECOND EUROPEAN INNOVATIVE CITY**, ACCORDING TO THE EUROPEAN COMMISSION, WHICH HAS RECENTLY ASSIGNED THE AWARDS OF 2016 EDITION OF ICAPITAL: THE ANNUAL EUROPEAN COMPETITION AIMED TO AWARD THE THREE MOST INNOVATIVE CITIES IN EUROPE.*
(FROM THE PORTAL WWW.RESEARCHITALY.IT)

AREA: **130,17**SQ KM

POPULATION: **847.033**

DENSITY: **6.500**/SQ KM

INDUSTRIAL CITY

Being a former industrial city, Turin accumulated a lot of vacant spaces, which size and specificy does not provide easy process of requalification. They are a significant resource of the city.

CO-CITY PRECEDENT

The experimental program, led from 2017 to 2020 in Turin, set a precedent of the possibility to use the vacant property in the city for the community benefit. Later the experimental procedure was introduced into urban legislation.

SMART MOBILITY CITY

Turin is an innovative city in many aspects. It actively develops and invests into the infrustructure of smart urban mobility.

UNIVERSITY CITY

Turin is a university city. There is constant movement of students and young professionals in the city. It means as well, that every year there are newly graduated professionals, searching for the job opportunity in creative fields.

ABSENCE OF THE PUBLIC INVESTMENTS

The city does not invest to the urban public space.

TURIN PROFILE

DRIVERS AND CONDITIONS OF TEMPORARY USE

INDUSTRIAL CITY ⟷ *VACANCY AS A RESOURCE*

CO-CITY PRECEDENT ⟷ *SOCIAL ACTIVISM*

SMART MOBILITY CITY ⟷ *LIQUID MODERNITY*

SMART TECHNOLOGY AND DIGITAL SOCIALISM

UNIVERSITY CITY ⟷ *CREATIVE CLUSTERS*

ABSENCE OF PUBLIC SECTOR INVESTMENTS ⟷ *UNCERTAINTY*

Turin profile
Drivers and conditions of temporary use
Risks and responses
Legal framework of Turin

RISKS AND RESPONSES OF TEMPORARY USE

SAFETY AND MANAGEMENT

The risk of temporary use to be unsafe or hard to mantain comes from the established perception of "temporary"as unstable and illegal. With the existence of unique urban strategy, the management and safety issues can be regulated and secured.

URBAN LEGISLATION

Urban legislation is often slower and more rigid regarding to the fluidity and dymanics of modern urban life. Many case studies prove that it is possible initiate the temporary use by means of short-term regulation documents, and promote more flexible city making regulations.

DESIGN QUALITY POLICY

Since temporary use is relatively novel tool in the urban planning system, it requires time and space to test the design quality norms, which can correspond to the specifics of temporary interventions.

LONG-TERM PERSPECTIVE

Masterplan in the urban planning system represents the long-term perspective of future development. Temporary use does not defeat the long-term urban ambitions, but rather helps them to accumulate additional resources to be realized and activated.

LEVEL OF INTEREST

Temporary use is dependent on the social force of the context. And the level of social activism alters with the feasibility of the intervention and the belief of the people to influence the decision-making. More inclusive city making process generates the social interest.

GENTRIFICATION

The phenomena of gentrification is based on the priority of the market value of the urban space over the use value. Temporary use promotes the use value as a priority, the possibility of users to mantain the affordable prices (with the support of the city authorities)

01 Regulation n.391
Per il governo dei beni comuni urbani nella Città

02 Legge regionale n. 16 del 04 ottobre 2018
(Vigente dal 29/05/2020)
Misure per il riuso, la riqualificazione dell'edificato e la rigenerazione urbana

Sono ammesse modifiche della destinazione d'uso degli edifici interessati nei limiti delle destinazioni d'uso compatibili o complementari previste dai PRG vigenti.
*(Art. 4, p. 10, **Legge 04 ottobre 2018, n.16**)*

03 Legge regionale 29 maggio 2020, n. 13
Interventi di sostegno finanziario e di semplificazione per contrastare l'emergenza da Covid-19

URBAN REGULATIONS IN THE FIELD OF TEMPORARY USE

Besides the regulation of PRG, the analysis of the city legislation was conducted to define the policies and procedures, in which projects of urban regeneration operate. The absence of investments from public sector (The Municipality of Turin) puts the responsibility for generating new public spaces only on the social and private sectors. By means of private development, it resulted in few amounts of publicly accessible privately-owned places, as the outdoor space of Lavazza headquarters in Via Bologna, or as an outdoor extension of the commercial places in the city center. In the social field, numerous social projects have been realized in the past 3 years in the city, led by active citizens and non-profit organizations. Such practices became more widespread in the City life after the **Co-City** program.

The **Co-City** is an innovative project, initiated by the City of Turin to promote the shared management of urban commons of Turin in collaboration with University of Turin, the network of City District community centers and other supporting associations. It was launched in March 2017 with financial support of European **Urban Innovative Actions (UIA)** program, as one of 18 winners of the first UIA Call among 378 participated European cities. The Co-City was the experimentation, based on the Regulation, related to the shared care and management and regeneration of urban commons, approved by the Municipality of Turin in 2016. The project focused on the redevelopment of real estate and public spaces in conditions of degradation or underutilization through the stipulation of collaboration pacts between the City and citizens, as an instrument for promoting active citizenship and for dealing with poverty and degradation in the most fragile urban areas. *(http://www.comune.torino.it/benicomuni/co-city)*

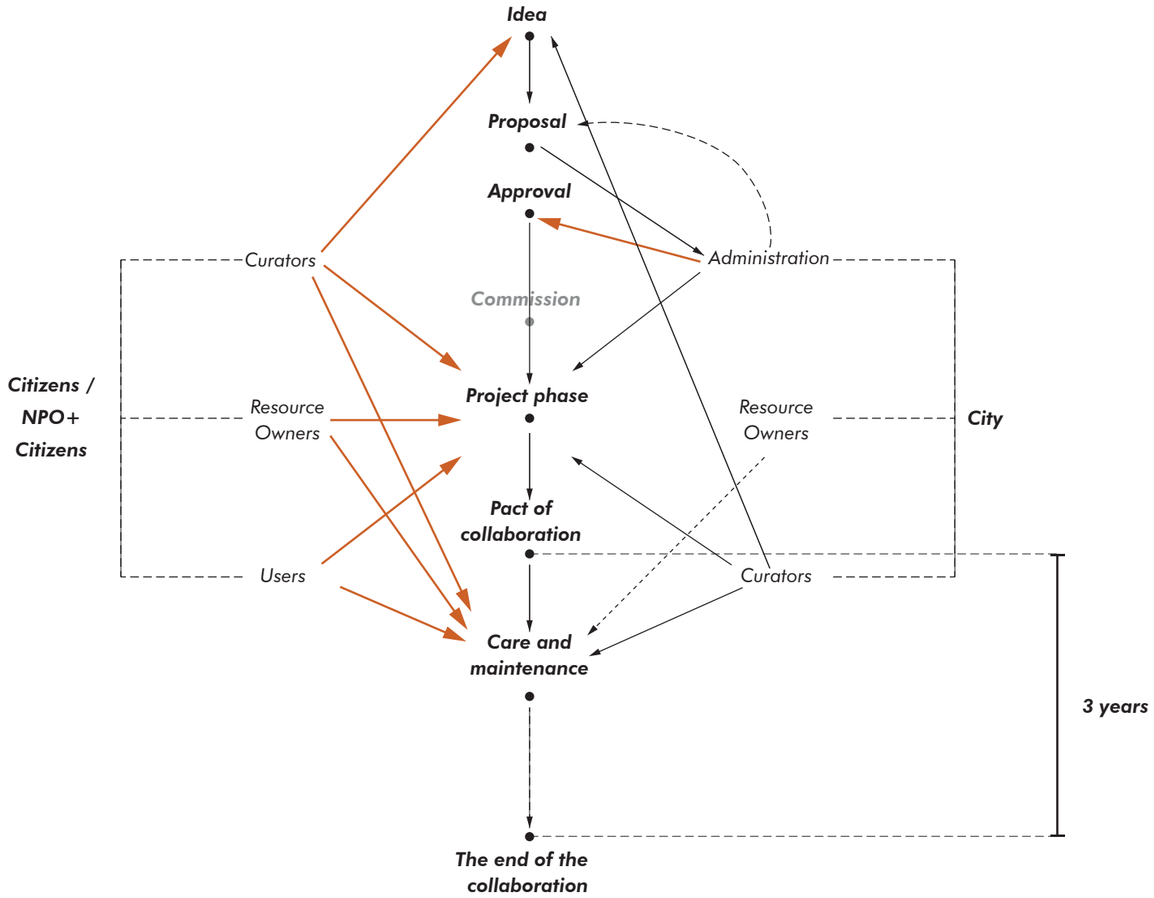
As a result of 3 years process, Co-City activated the procedure of co-design of urban regeneration, co-production of services and community enterprise. It contributed to the development of new urban welfare, based on social innovation, and increased the value of different associations and civil subjects, already existing in the different parts of the city by strengthening their connectivity. The success of the project process resulted in the revision of t**he Urban Commons Regulation N. 391,** which came into force in 2020. Since then, several urban projects, initiated by active citizens or non-profit organizations, where realized in the city through the pacts of collaboration, including projects of public spaces, such as Precollinear park by Torinostratosferica (NPO). The procedure of project realization according to the Urban Common regulation is schematically explained by the **figure 25.**

Nevertheless, without understating the value of Co-City innovative program, urban regeneration cannot succeed only by means of social practices. The urban planning tool needs to be defined to requalify those numerous urban areas Turin possesses. Temporary use can be such a tool, if being introduced into the urban planning system. To analyze this possibility in the Turin condition, two legislative documents were found. The first one is the regional legislation of 2018, concerning the reuse and requalification of buildings and the urban regeneration. The value of this regulation in this investigation is that it allows to change the use of the building, established by PRG.

*Sono ammesse modifiche della destinazione d'uso degli edifici interessati nei limiti delle destinazioni d'uso compatibili o complementari previste dai PRG vigenti. (Art. 4, p. 10, **Legge 04 ottobre 2018, n.16**)*

Even though the conditions and the temporality of the procedure to change the property use destination remain to be defined, it is an important step towards the possibility of introducing the temporary use into urban development process.

The second legislation, pointed out in this chapter, is related to the measurements of the economic recovery after the COVID-19 emergency. It is an interesting case, since the rigid rules, regulating the use of public spaces (sidewalks, green areas, parks, and squares) were restructured for the defined duration of 6 months to allow to use them for the needs of small businesses, located nearby. As a result, pandemic restrictions of social distancing helped to reframe the existing outdoor urban spaces in minds of citizens and to initiate placemaking practice to convert the streets and squares into vivid places for people.



05
PROJECT INTERVENTION

Design principles

Overall strategy

Stitch 01

Stitch 02

Stitch 03

Levels of transfomation

Final vision

NEW PUBLIC SPACE

"… there are diverse means through which individuals and groups can engage actively in the contestation and remaking of public space, and the city by extension."

(Franck, Stevens, 2007:15)

TEMPORARY USE AS A TOOL

"Initiating and supporting temporary uses is part of a new, alternative practice of urban planning that creates potential space by means of experimental demand"

(Haydn, Temel, 2006:73)

CATALYST FOR URBAN REGENERATION

"Collectively, they (tactical projects) demonstrate time and again that short-term action can create long-term change."

(Garcia, Lydon, 2015:6)

STRATEGY & TACTICS COMBINATION

"De Certeau drew the distinction between two modes of operation: strategies, based on place, and tactics, based on time."

(Chase et al., 1999:12)

PARTICIPATORY PROCESS

"The city is, above all, a social product"

(Chase et al., 1999:12)

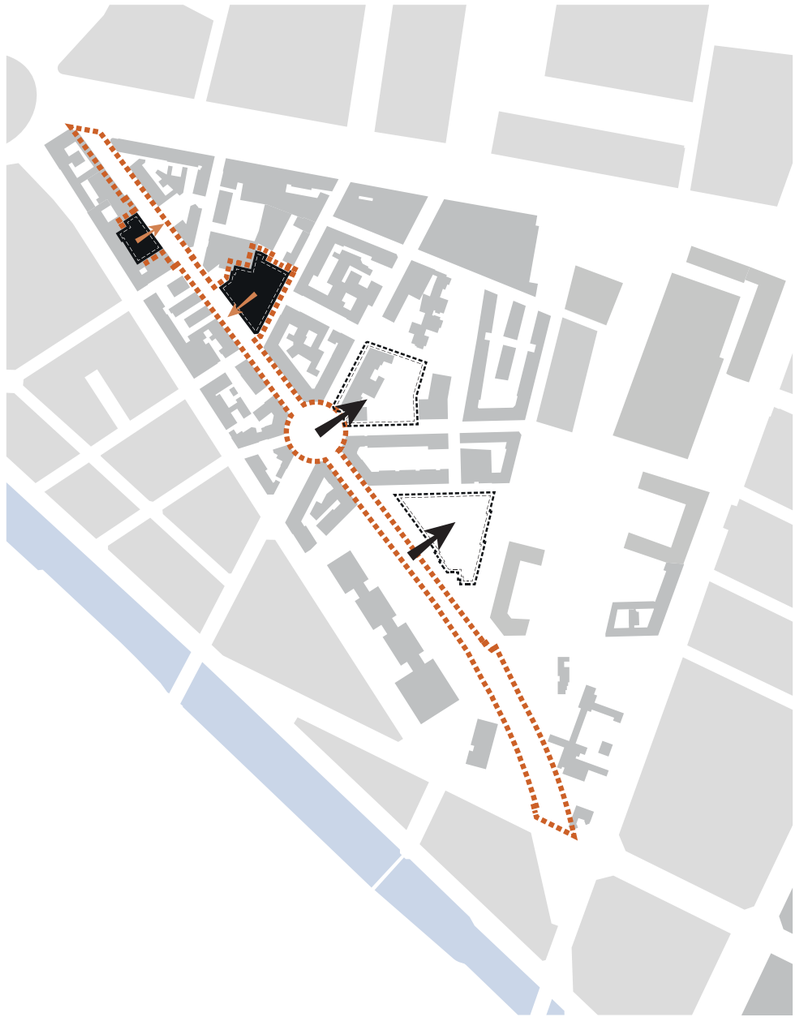
SITE IDENTITY

"Through the diversity of actions and actorsit invites, loose space nurtures particularity in the urban public realm, sustaining local practices and allowing theidentity of place and culture to flourish."

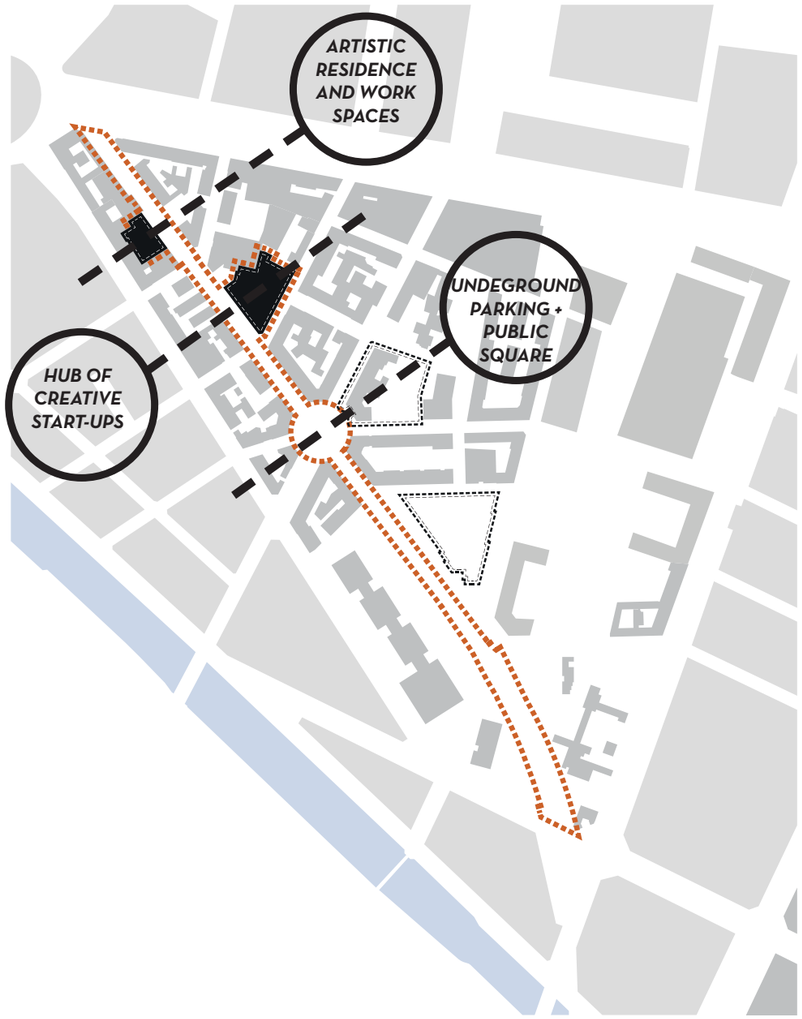
(Franck, Stevens, 2007:21)

VACANCY AS A RESOURCE

DEFINING PROJECT SCOPE



STRATEGIC STITCHES



PARTICIPATORY DESIGN PROCESS

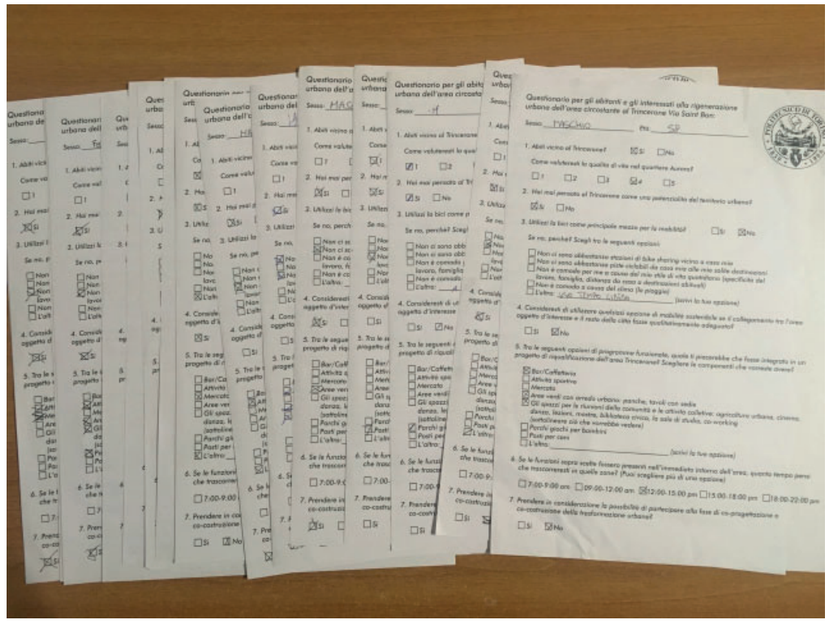
In order to promote more inclusive design process, a participatory approach was introduced to the decision-making process, in form of the site survey, taking place in September 2020. The citizens of Turin, living and working in the area, were asked to evaluate the quality of life in the area and the activities and uses missing.Besides the goal to identify the missing parts of the project program, the ambition was to listen what people think about the place and neighbourhood life .

The interesting notice was, that many residents did not know the area of Trincerone, it was eliminated from their mind, since it is not accessible for use.

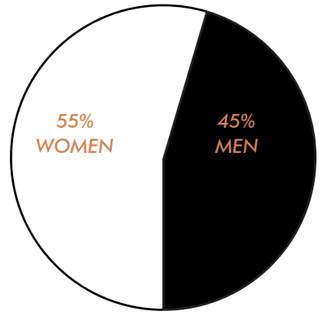
Another important aspect of the area, observed from the survey, was the fact there is a community , people who like the area and want to participate in its improvement.

"It is not so bad to live here as it can be perceived from outside"

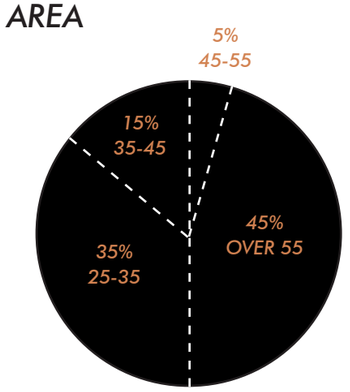
Outcomes of the survey was analyzed and included in the definition of the overall project program.



20 SURVEYS OF CITIZENS, WORKING AND LIVING IN THE AREA



GENDER



AGE

01
AVERAGE EVALUATION OF THE QUALITY OF LIFE IN THE AREA

2,75 OF 5

02
PREFFERED ACTIVITIES FOR THE NEW PUBLIC SPACE

BAR / CAFFETTERIA	1
SPORT ACTIVITY	7
MARKETPLACE	3
COMMUNITY SPACES	9
PLAYGROUNDS FOR KIDS	5
PLACES FOR DOGS	3
PARKING LOTS	2

03
AVAILABILITY TO BE INVOLVED IN THE CO-DESIGN PROCESS

11 OF 20

04
AVAILABILITY TO USE THE SUSTAINABLE MOBILITY IN CASE OF ITS IMPROVEMENT IN THE AREA

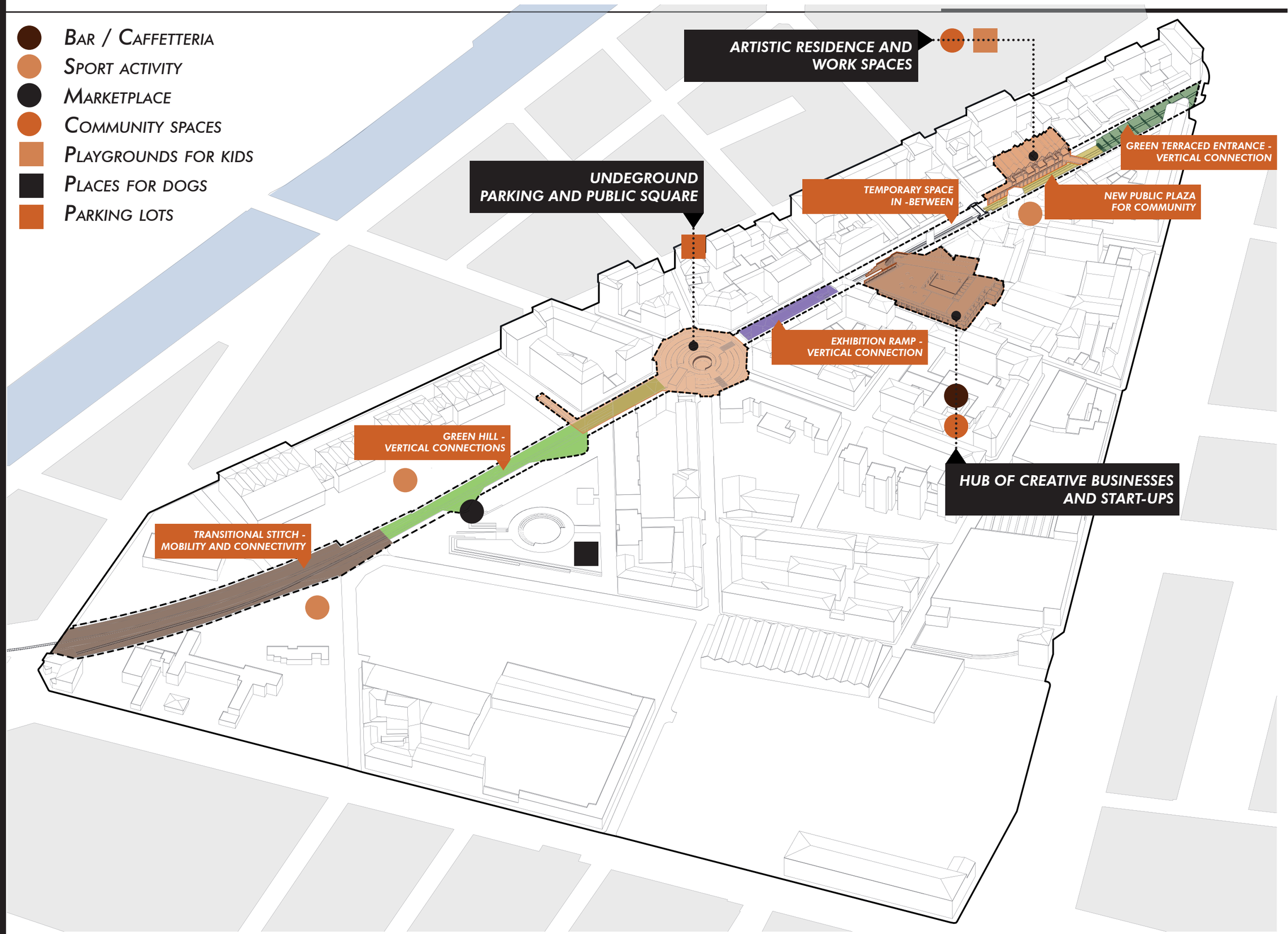
13 OF 20

"...the area is not so bad as it can be perceived from outside...there is a community here..."

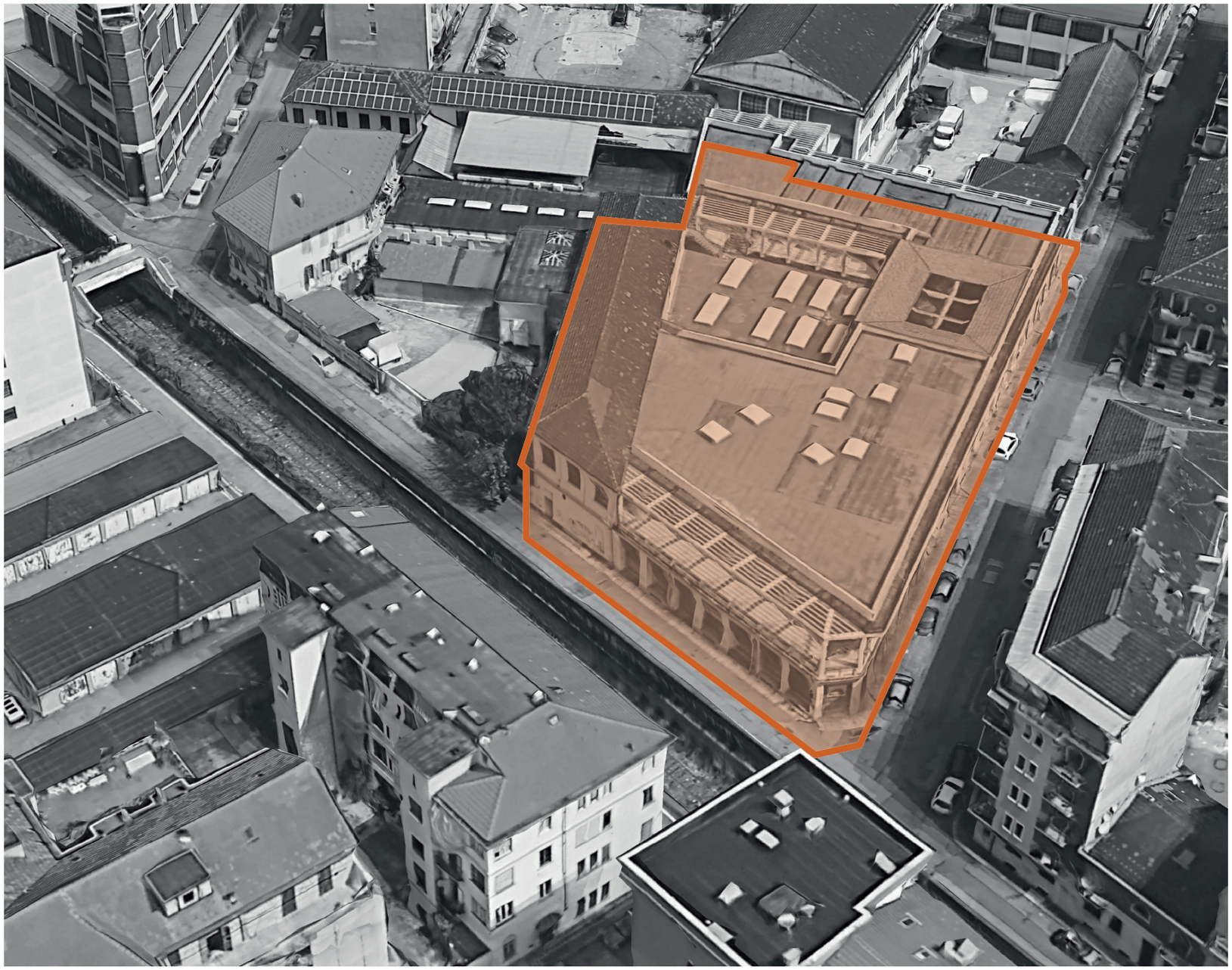
From the interviews with residents

OVERALL STRATEGY

- Bar / Caffetteria
- Sport activity
- Marketplace
- Community spaces
- Playgrounds for kids
- Places for dogs
- Parking lots



STITCH 1



PROPERTY: *Private*

PROJECT AREA: *4277 sqm*

USE:
Cultural hub for start-ups and small businesses in creative fields

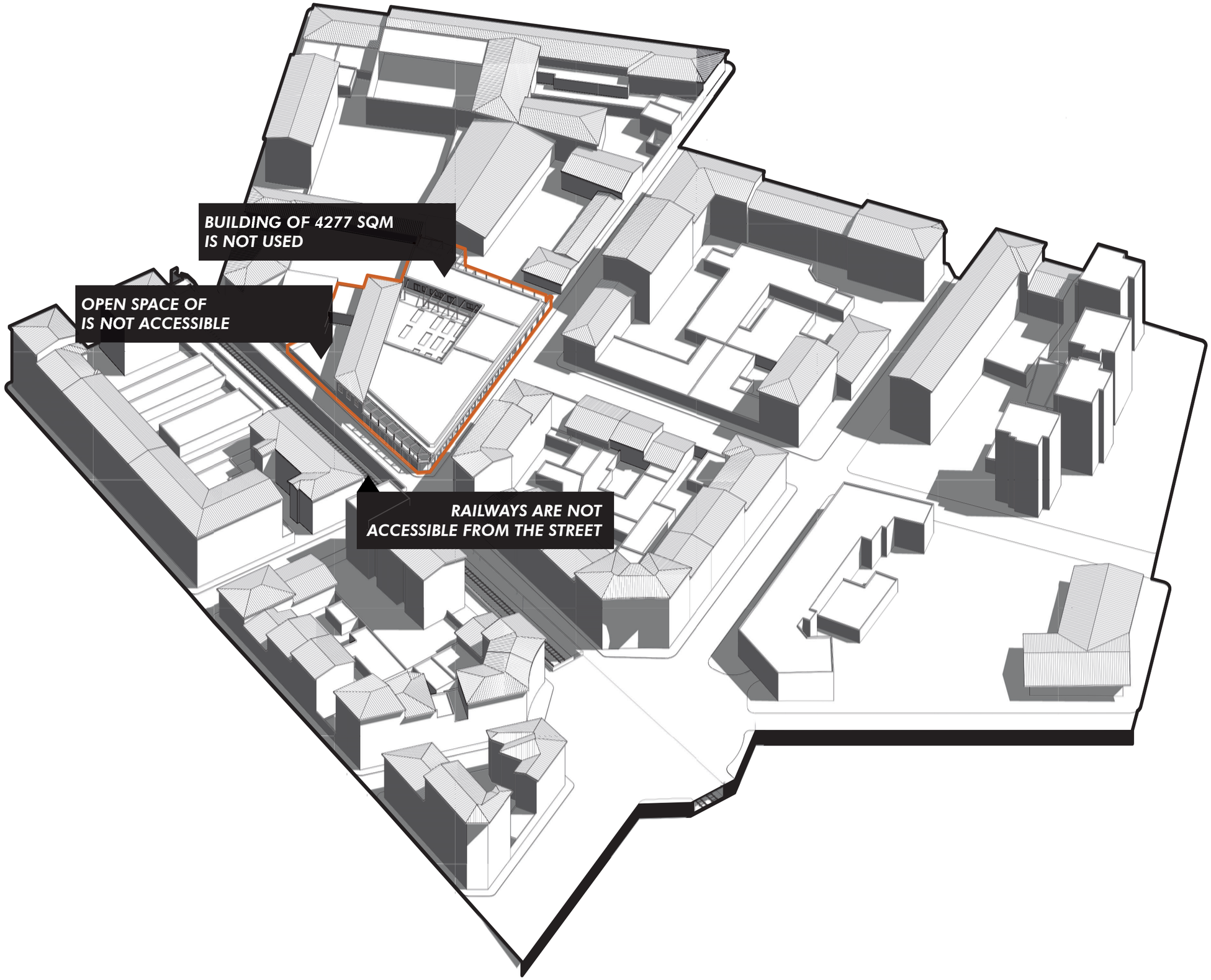
ECONOMIC STRATEGY:
Temporary use with free rate for the 1st year

USE START: 2023

LEAD-IN TIME: 12 months

DURATION:
Initial duration 3 years with posibility to extend the use

PROMOTION:
Open competition, launched by the municipality with the support of the universities and media



"...temporal limitation permits many things that would still be inconceivable if considered for the long-term"
(Haydn, Temel, 2006)

NEW POINT FOR ATTRACTION:
CULTURAL HUB FOR CREATIVE BUSINESSES AND START-UPS

ACTIVATION OF THE BUILDING THROUGH THE TEMPORARY USE

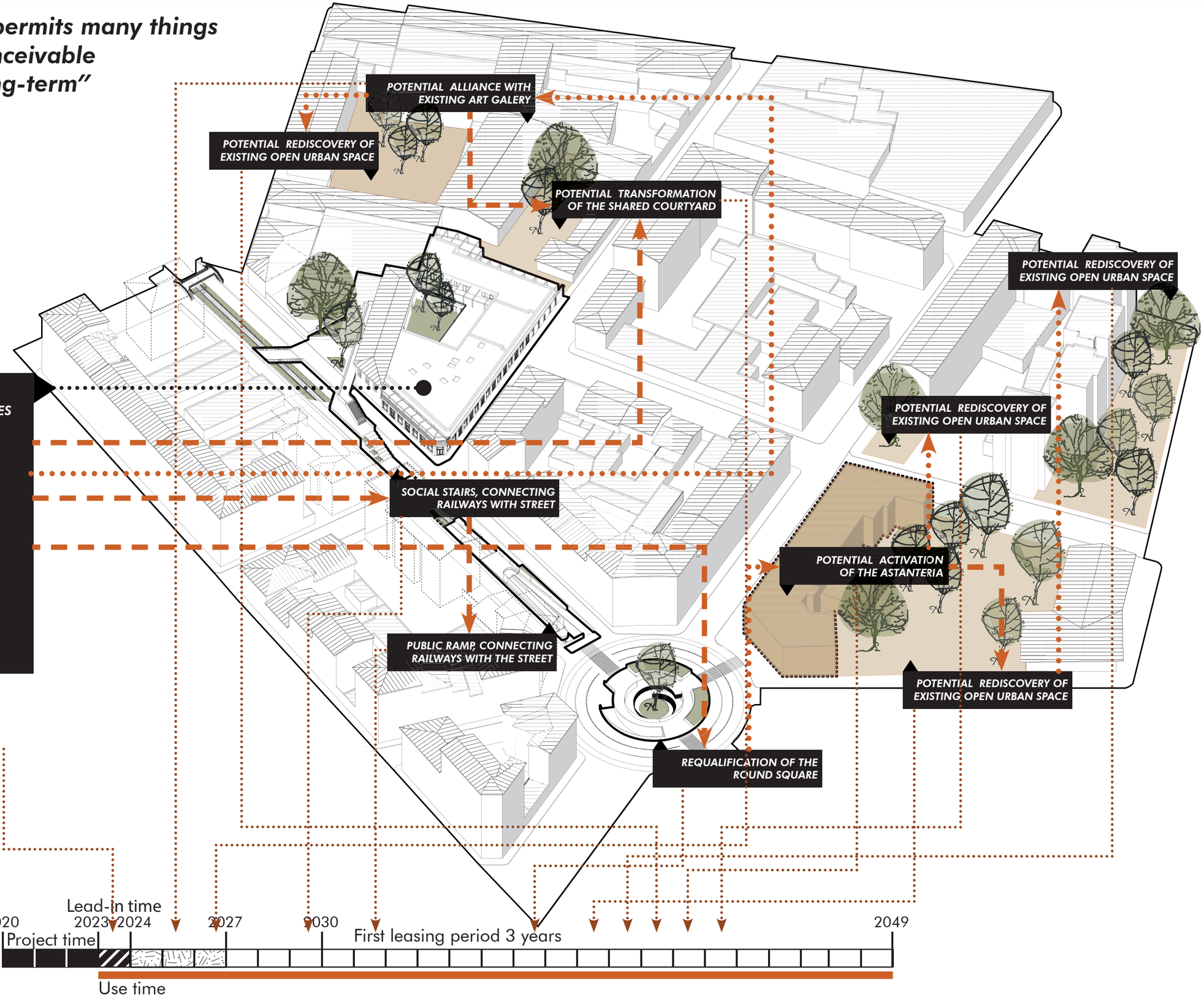
TOTAL AREA: 4277 SQM

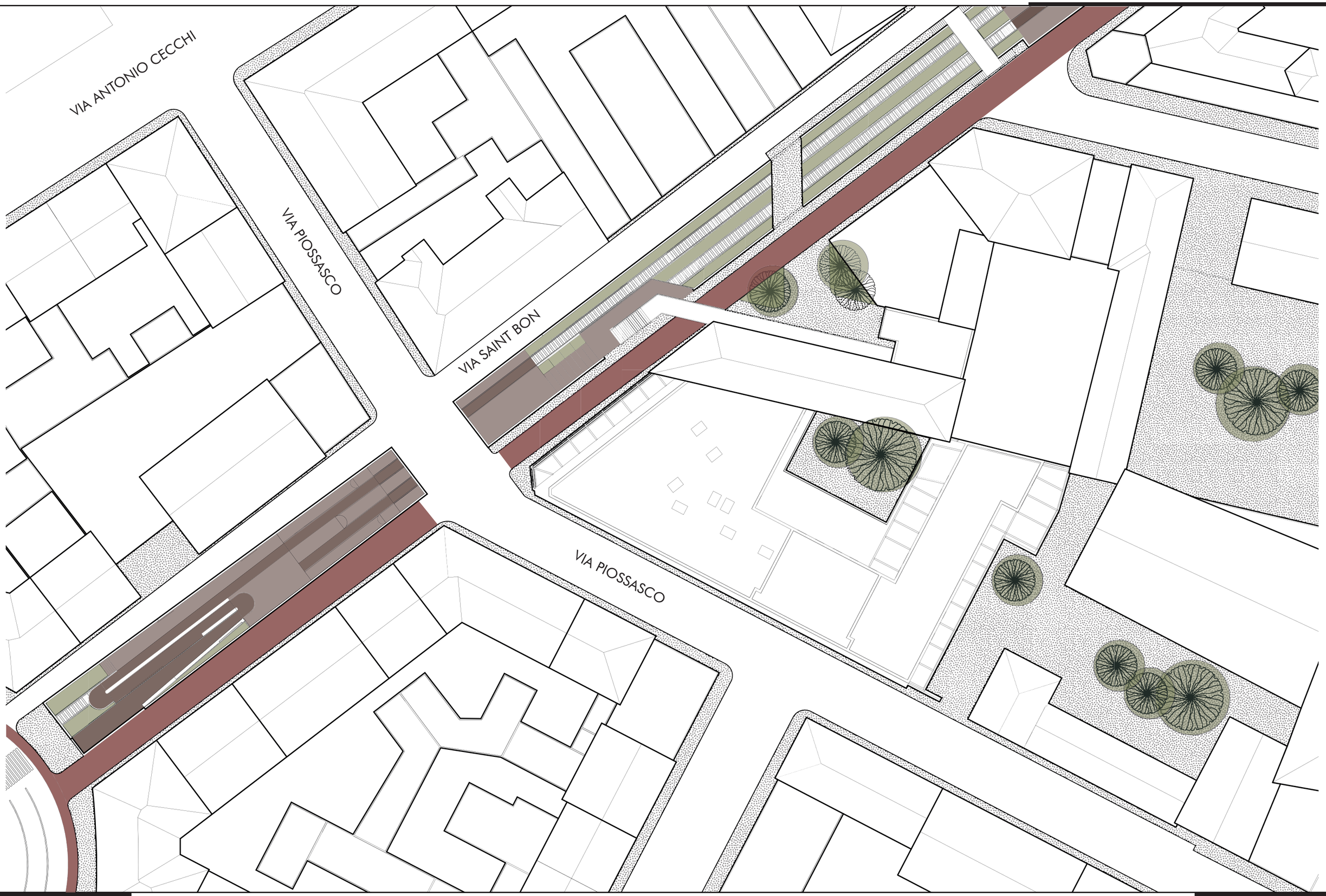
RENTAL WORKSPACE AREA: 1557 SQM:

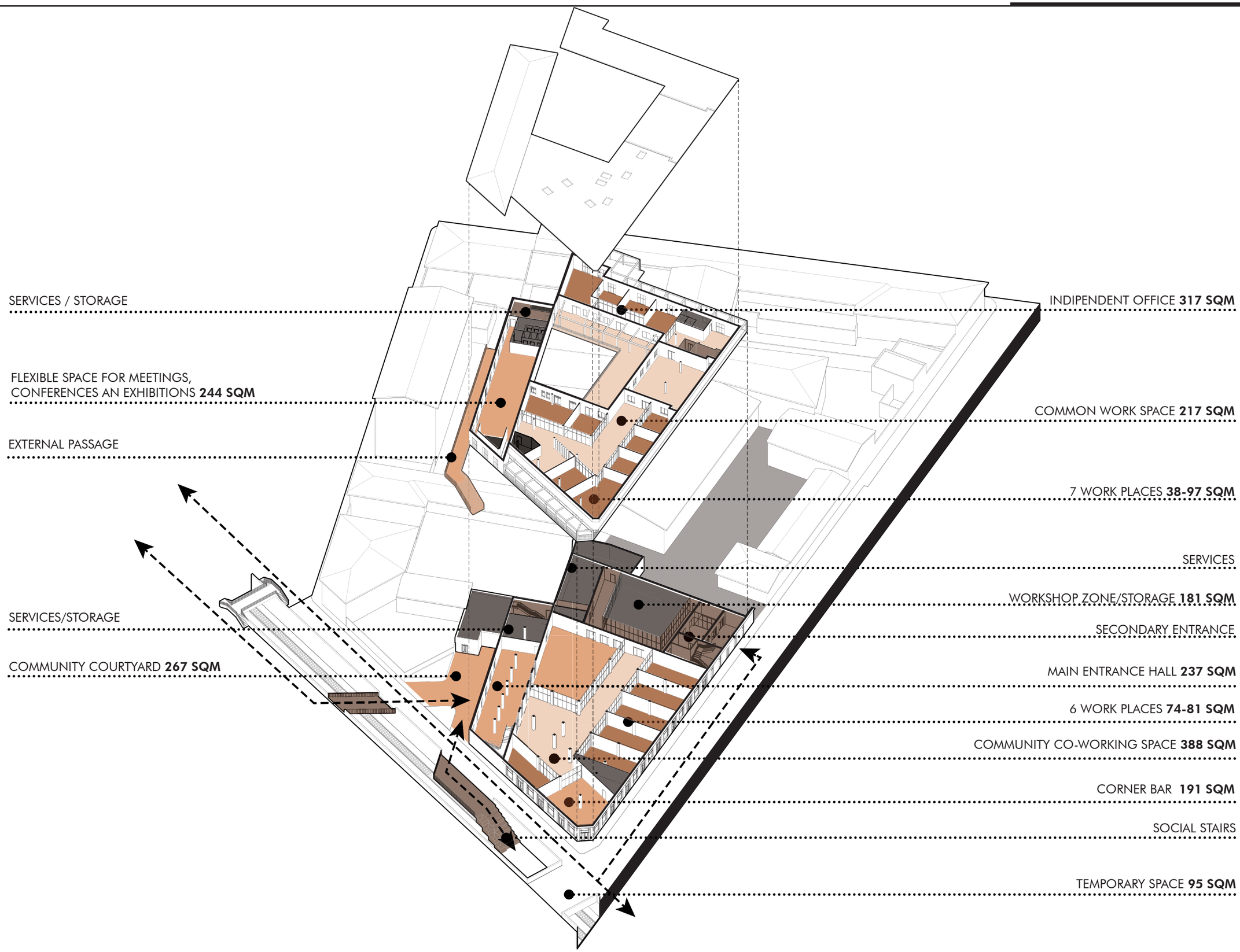
14 OFFICES OF 38-317 SQM

OPEN WORKSPACE OF 388 SQM

EXTERIOR SPACES: 200 SQM



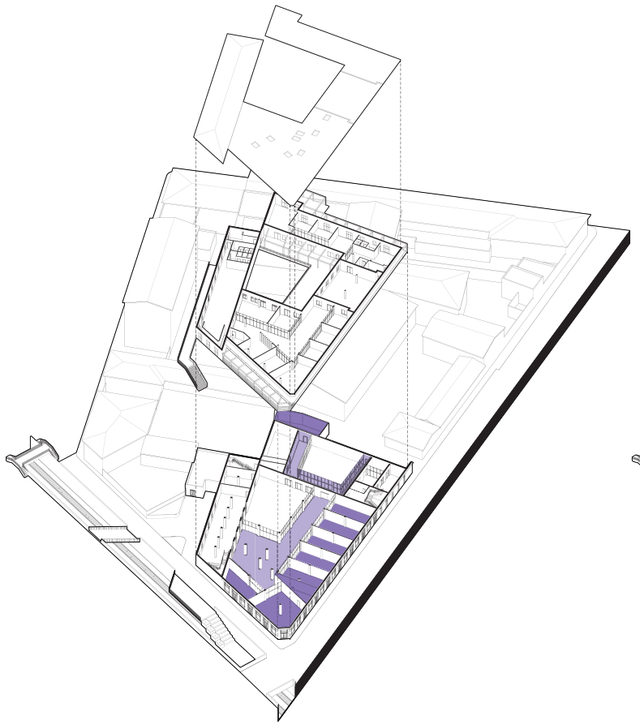

VIA ANTONIO CECCHI
VIA PIOSSASCO
VIA SAINT BON
VIA PIOSSASCO


SERVICES / STORAGE
FLEXIBLE SPACE FOR MEETINGS, CONFERENCES AN EXHIBITIONS **244 SQM**
EXTERNAL PASSAGE
SERVICES/STORAGE
COMMUNITY COURTYARD **267 SQM**
INDIPENDENT OFFICE **317 SQM**
COMMON WORK SPACE **217 SQM**
7 WORK PLACES **38-97 SQM**
SERVICES
WORKSHOP ZONE/STORAGE **181 SQM**
SECONDARY ENTRANCE
MAIN ENTRANCE HALL **237 SQM**
6 WORK PLACES **74-81 SQM**
COMMUNITY CO-WORKING SPACE **388 SQM**
CORNER BAR **191 SQM**
SOCIAL STAIRS
TEMPORARY SPACE **95 SQM**

GROUND FLOOR PLAN

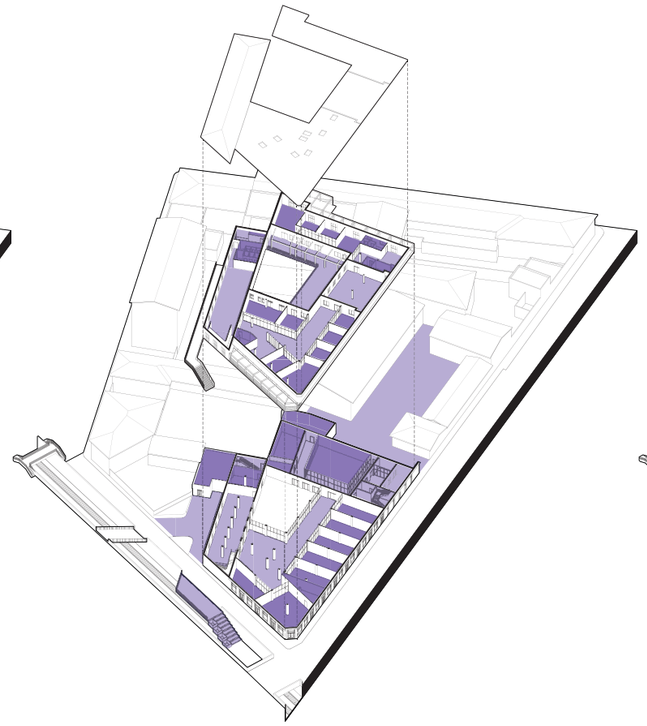
FIRST FLOOR PLAN

PHASE 01



PHASE 02

PHASE 03



PHASE 04

2020 2023 2024 2025 2026 2027 2030

TIME

ATERIAL EFFECTS

DESIGN DOCS & CONTRACTS

CONFLICTS NEGOTIATIONS

POLICIES

STRATEGY TO INTRODUCE TEMPORARY USE IN THE CITY MAKING PROCESS

NEGOTIATION WITH THE PROPERTY OWNER TO USE IT FOR THE TEMPORARY USE STRATEGY

LAND OWNER DOES NOT WANT TO GIVE THE PROPERTY FOR TEMPORARY USE

AGREEMENT BETWEEN THE CITY AND LAND OWNER TO USE THE PROPERTY FOR TEMPORARY USE

POSSIBLE CHANGE IN THE URBAN REGULATION - (LIKE A PENALTY FOR NON-USED PROPERTY IN THE CITY CENTER)

OPEN COMPETITION FOR TEMPORARY USE IN CREATIVE FIELDS

LEASING CONTRACT WITH THE PROJECT CURATOR AND THE CITY

THE WINNERS OF THE COMPETITION

PROJECT OF BUILDING ADAPTATION

THE BUILDING IS ACTIVATED - 1ST PHASE

PROMOTION OF THE PROJECT DEVELOPMENT

NEW TEMPORARY USERS ARE FOUNDED

THE PROJECT INTERVENTION - 2ND PHASE

DISCUSSION OF THE PROCESS STATE

THE TEMPORARY USE OF THE BUILDING IS FINISHED

PROLONGATION OF THE LEASING CONTRACT

DISCUSSION ABOUT ACTIVATING THE RAILWAY AREA

PACT OF COLLABORATION WITH GTT TO OPEN RAILWAYS FOR COMMUNITY USE (REG.391)

NO INTEREST TO USE OUTDOOR AREA

NO INVESTMENTS

GTT DOES NOT GIVE A PERMISSION

PROMOTION OF THE PROJECT DEVELOPMENT

THE AREA OF RAILWAYS IS ACCESSIBLE AND MANAGED BY THB PROJECT CURATOR - PHASE 3

POSSIBLE CHANGE IN THE URBAN REGULATION - (LIKE A PENALTY FOR NON-USED PROPERTY IN THE CITY CENTER)

DISCUSSION OF THE PROCESS STATE

THE PROJECT INTERVENTION PHASE 4

THE TEMPORARY USE OF THE BUILDING IS FINISHED

Community of Aurora
Circoscrizione 7
Architect
Assessore all'Urbanistica
The Municipality of Turin
Temporary users
Owner of the building
GTT
Project curator / NPO
Universities
Media

KEY ACTORS
KEY DECISION-MAKER
ACTORS

STITCH 2

PROPERTY: *Private*

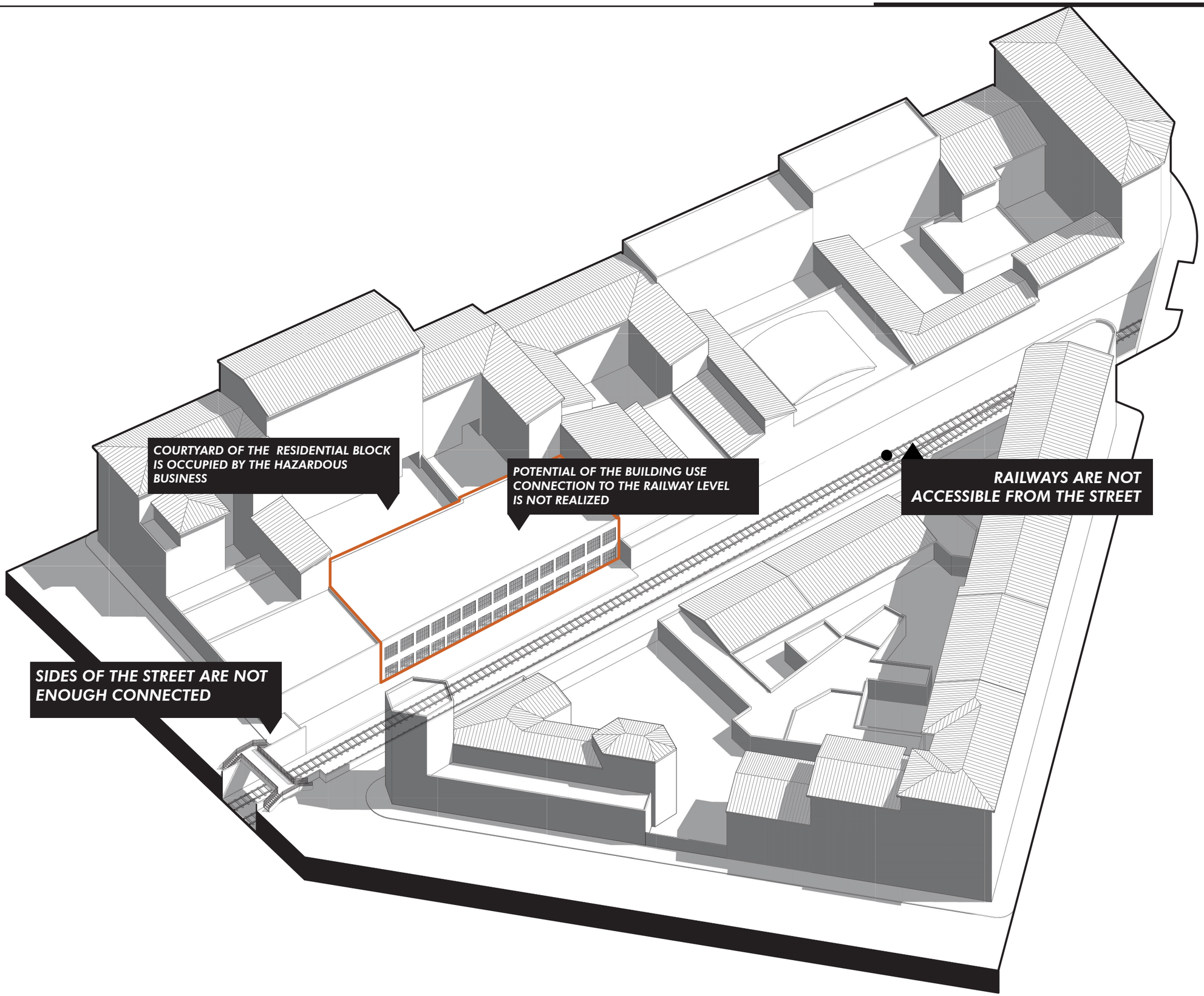
PROJECT AREA: *2076 sqm*

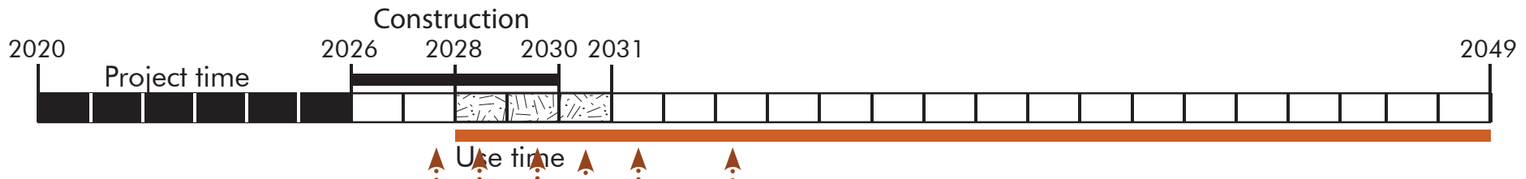
USE: Hybrid residence, with apartments, work spaces and commerce, with possiblity of different combinations between them

ECONOMIC STRATEGY: Transformation through the private investment, starting with purchaise of the building from actual owner

USE START: 2027

PROMOTION: Through the public space activation and open project discussion





NEW DEVELOPMENT:
A NEW ARTISTIC RESIDENCE
WITH COMMERCIAL AND WORK PLACES

ARCHITECTURAL INTERVENTION WITH PRIVATE INVESTMENT

TOTAL AREA: 2076 SQM

5 APARTMENTS OF 89-106 SQM

5 WORK PLACES OF 63-109 SQM (CAN BE COMBINED WITH APARTMENTS INTO 2-FLOOR LOFTS)

2 COMMERCIAL PLACES OF 182-194 SQM

COMMON SPACES: 655 SQM

RETURNING THE ORIGINAL FUNCTION TO THE COURTYAR

NEW GREEN VERTICAL CONNECTION WITH THE STREET

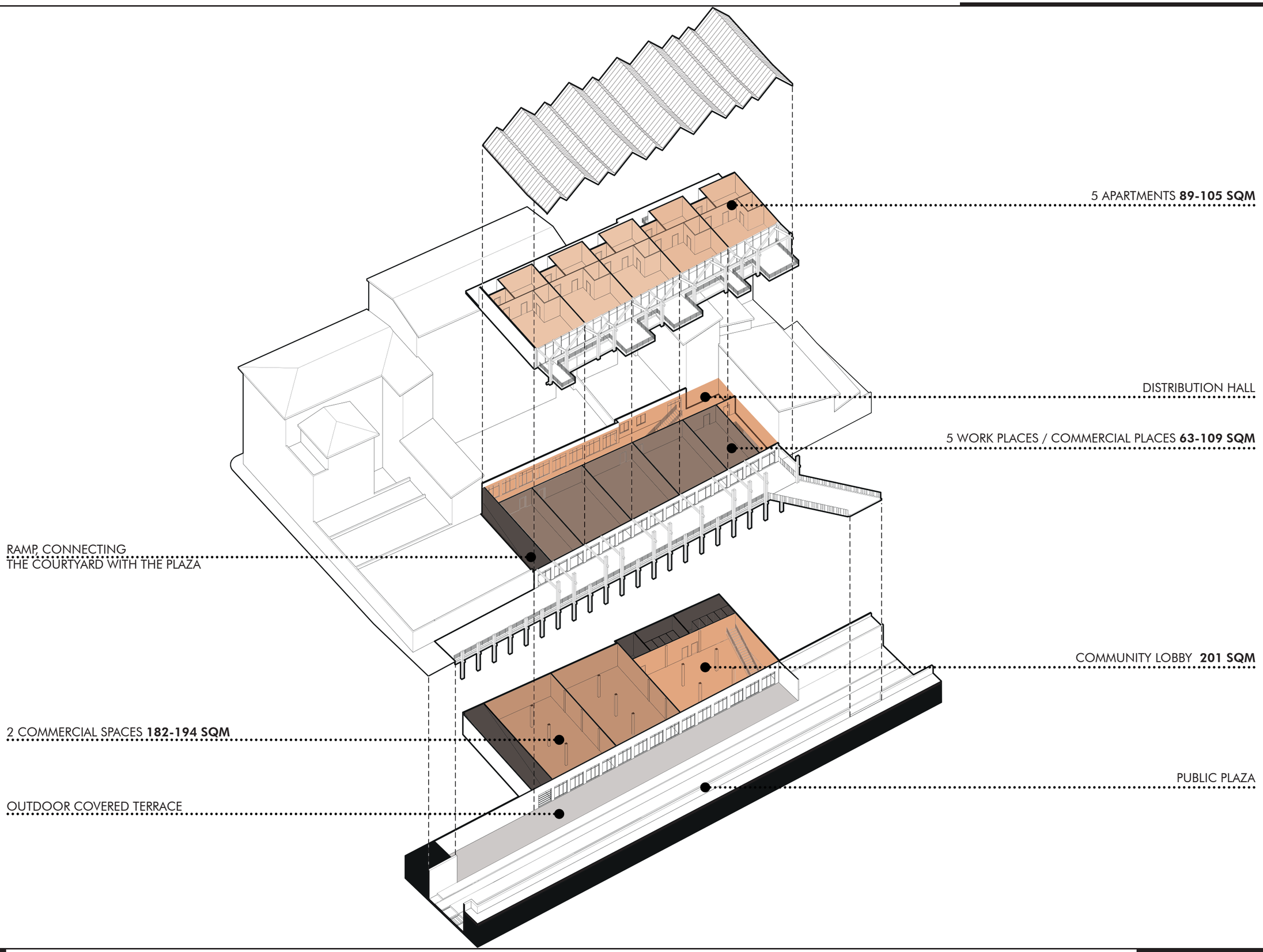
NEW HORIZONTAL CONNECTION OF STREET SIDES

POTENTIAL USE OF EXISTING ROOFTOP

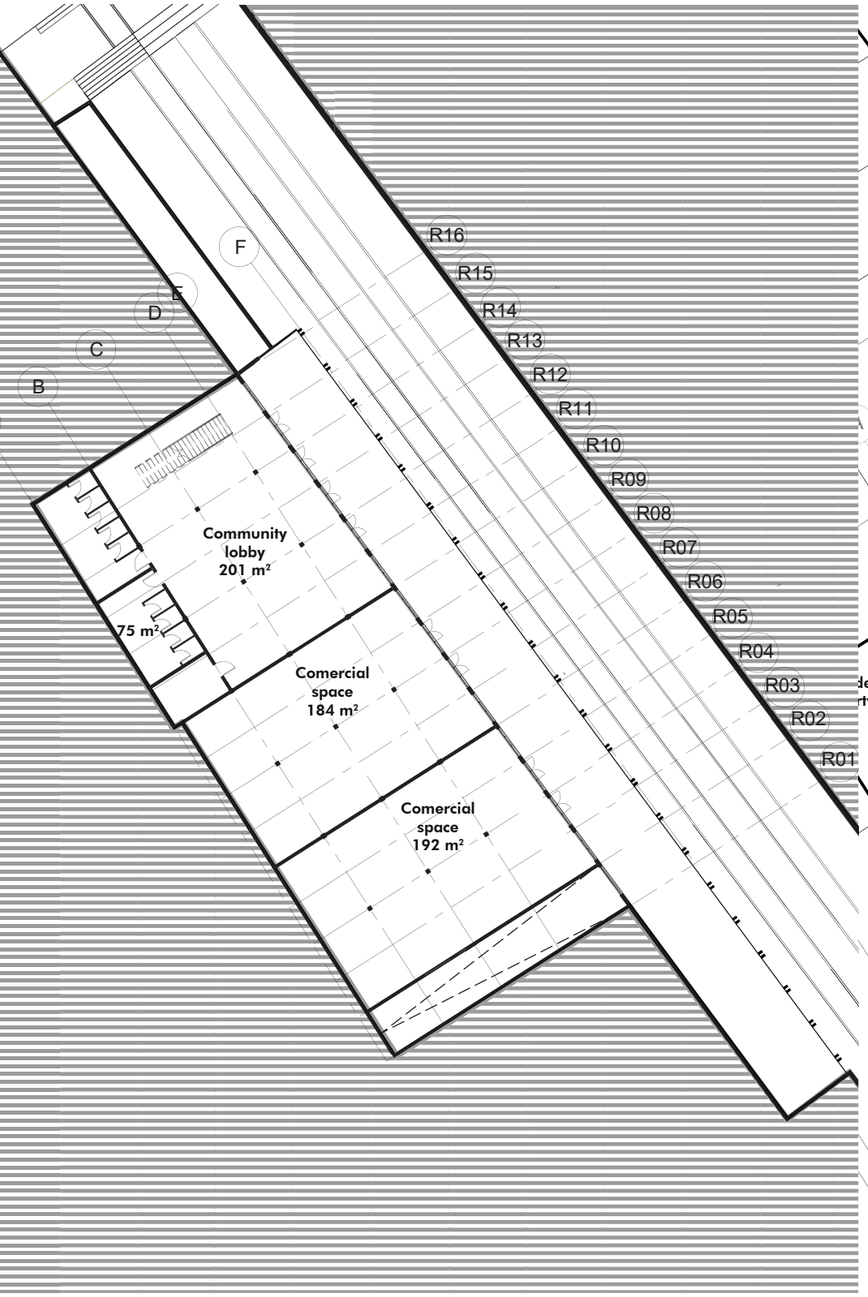
NEW PUBLIC URBAN PLAZA WITH BARS AND RESTAURANTS

POTENTIAL REDISCOVERY OF EXISTING URBAN SPACE

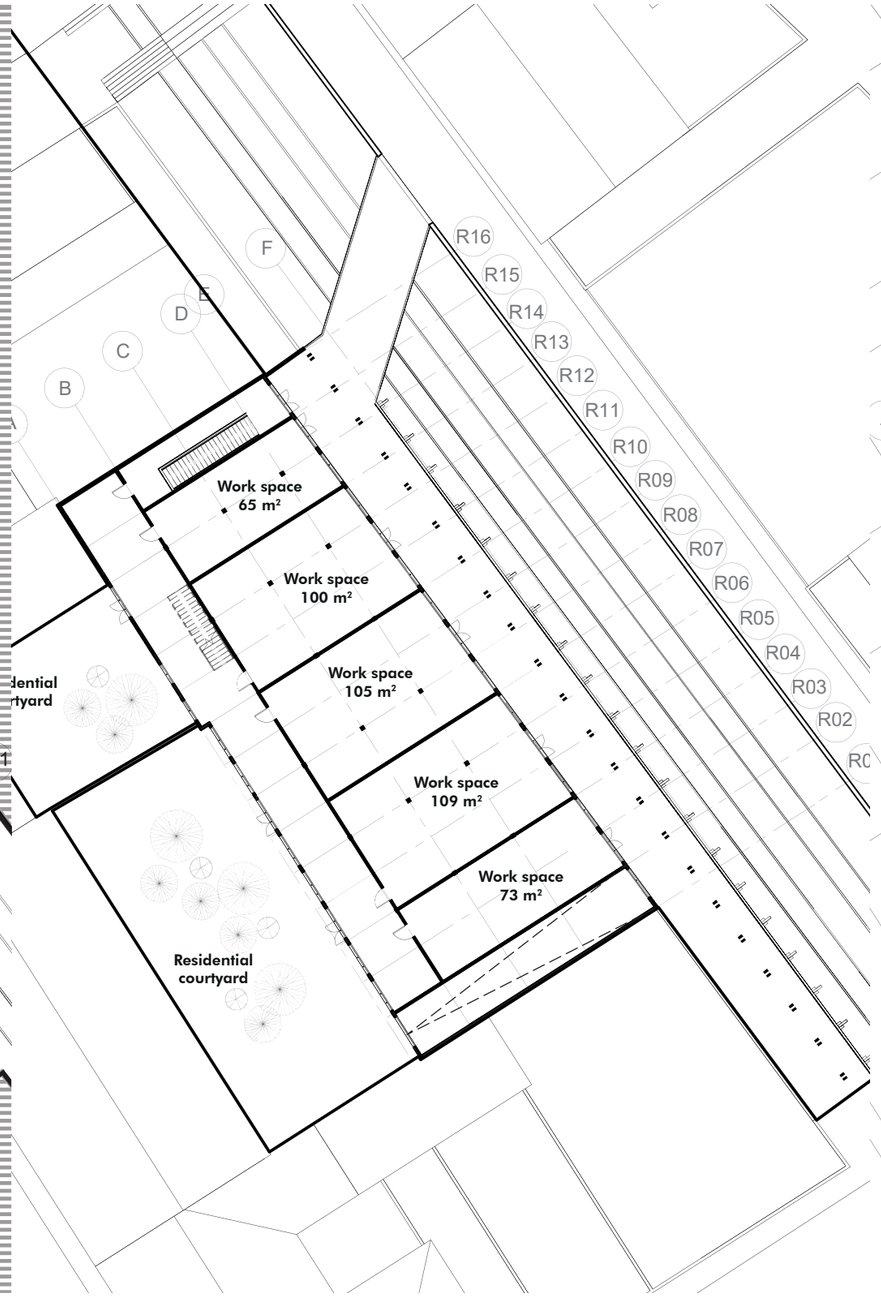
VIA ANTONIO CECCHI
VIA GIAVENO
VIA SAINT BON
VIA GIAVENO
CORSO VIGEVANO


5 APARTMENTS **89-105 SQM**
DISTRIBUTION HALL
5 WORK PLACES / COMMERCIAL PLACES **63-109 SQM**
RAMP, CONNECTING
THE COURTYARD WITH THE PLAZA
COMMUNITY LOBBY **201 SQM**
2 COMMERCIAL SPACES **182-194 SQM**
PUBLIC PLAZA
OUTDOOR COVERED TERRACE

GROUND FLOOR PLAN

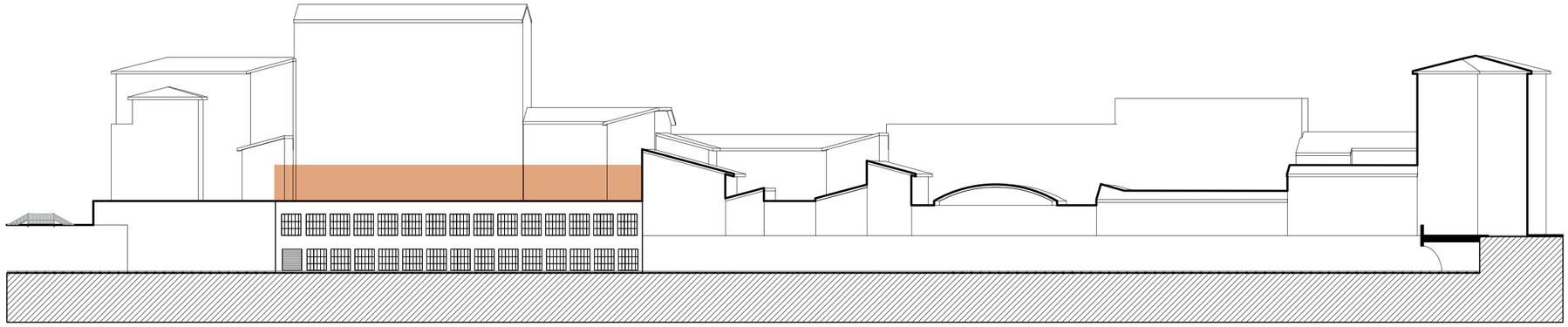


FIRST FLOOR PLAN

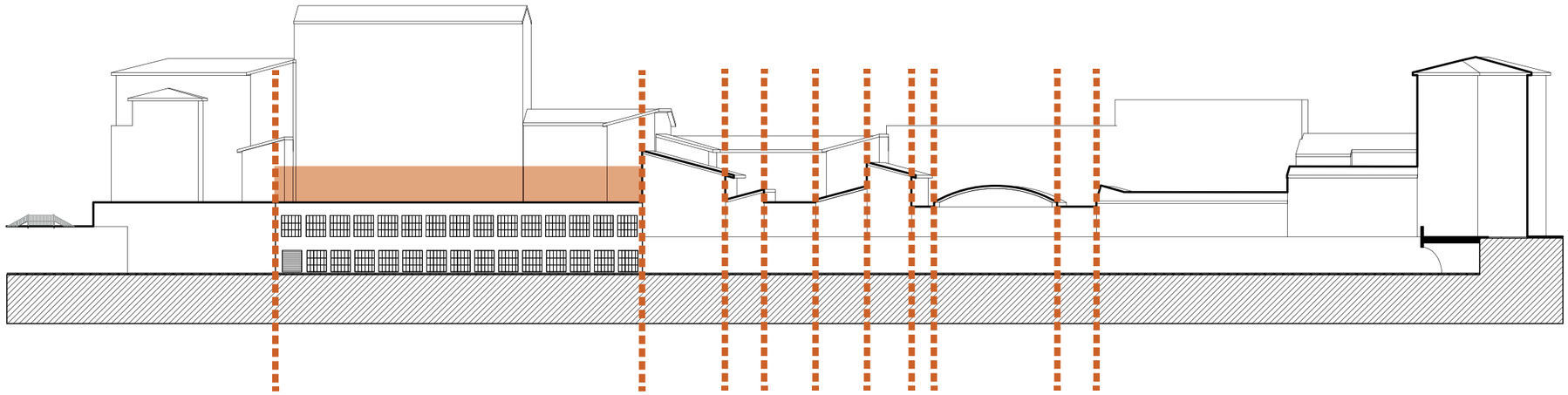


SECOND FLOOR PLAN

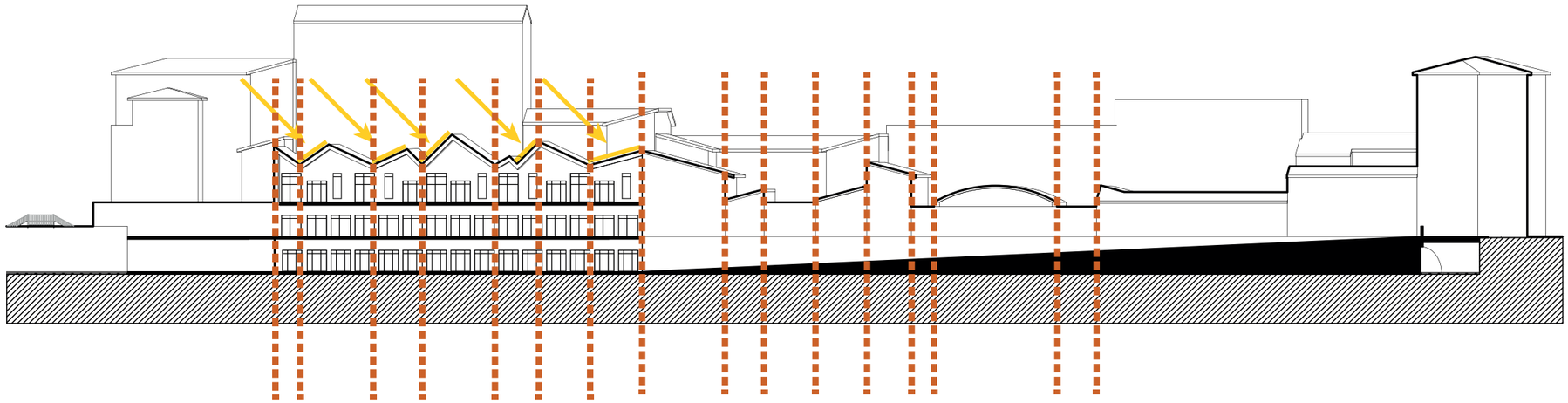
EXTRA FLOOR



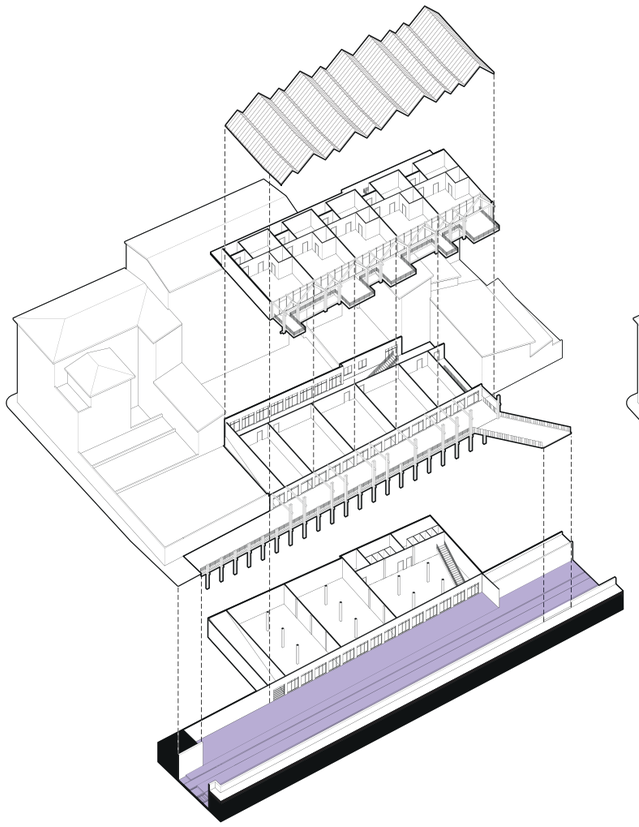
INTERWEAVING
WITH THE CONTEXT



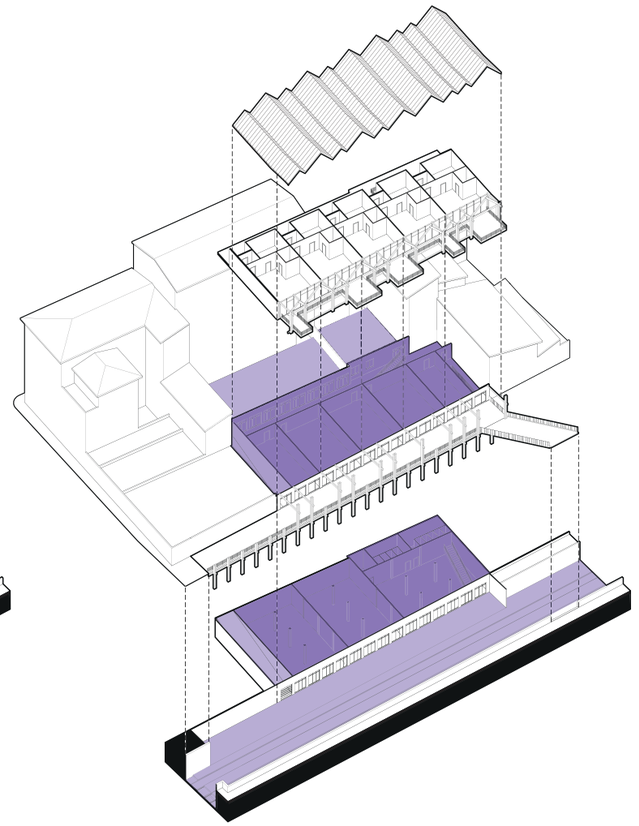
SUN POSITION



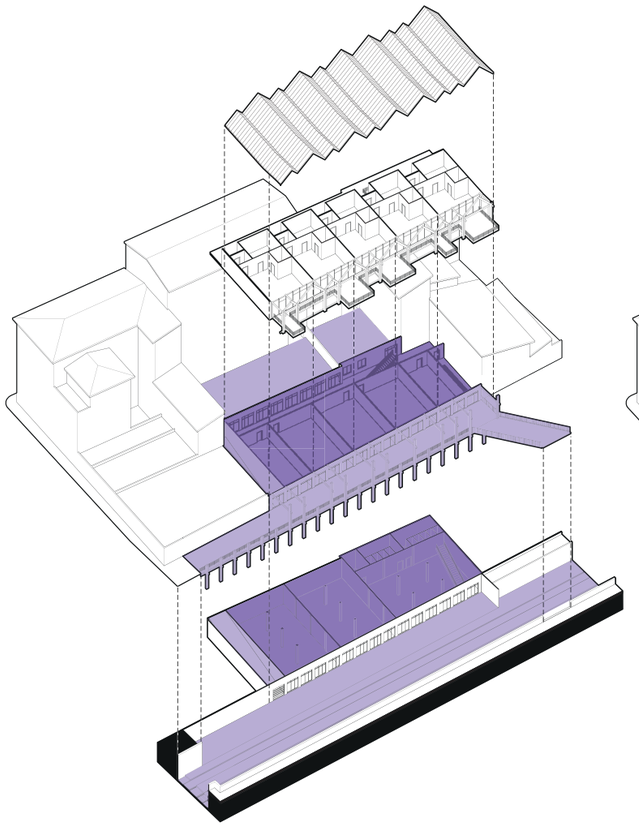
PHASE 01



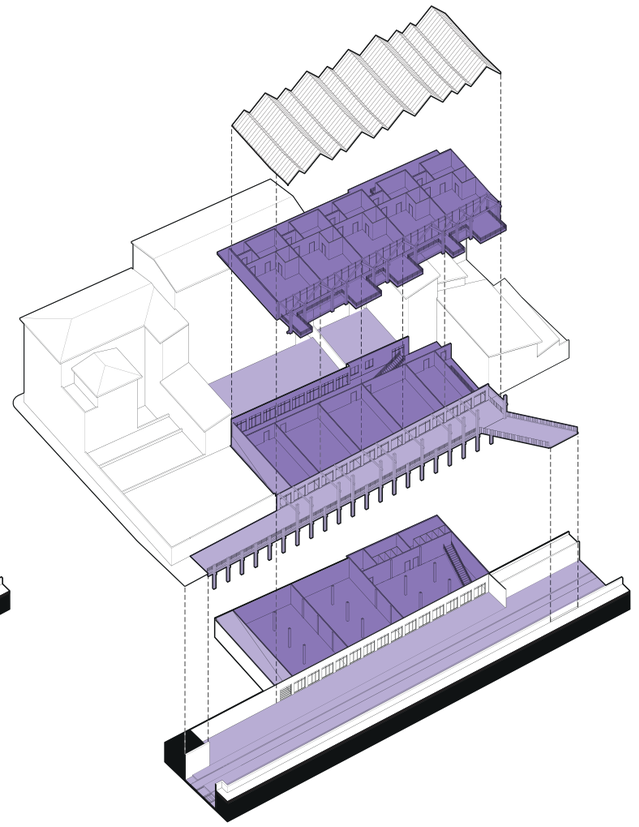
PHASE 02

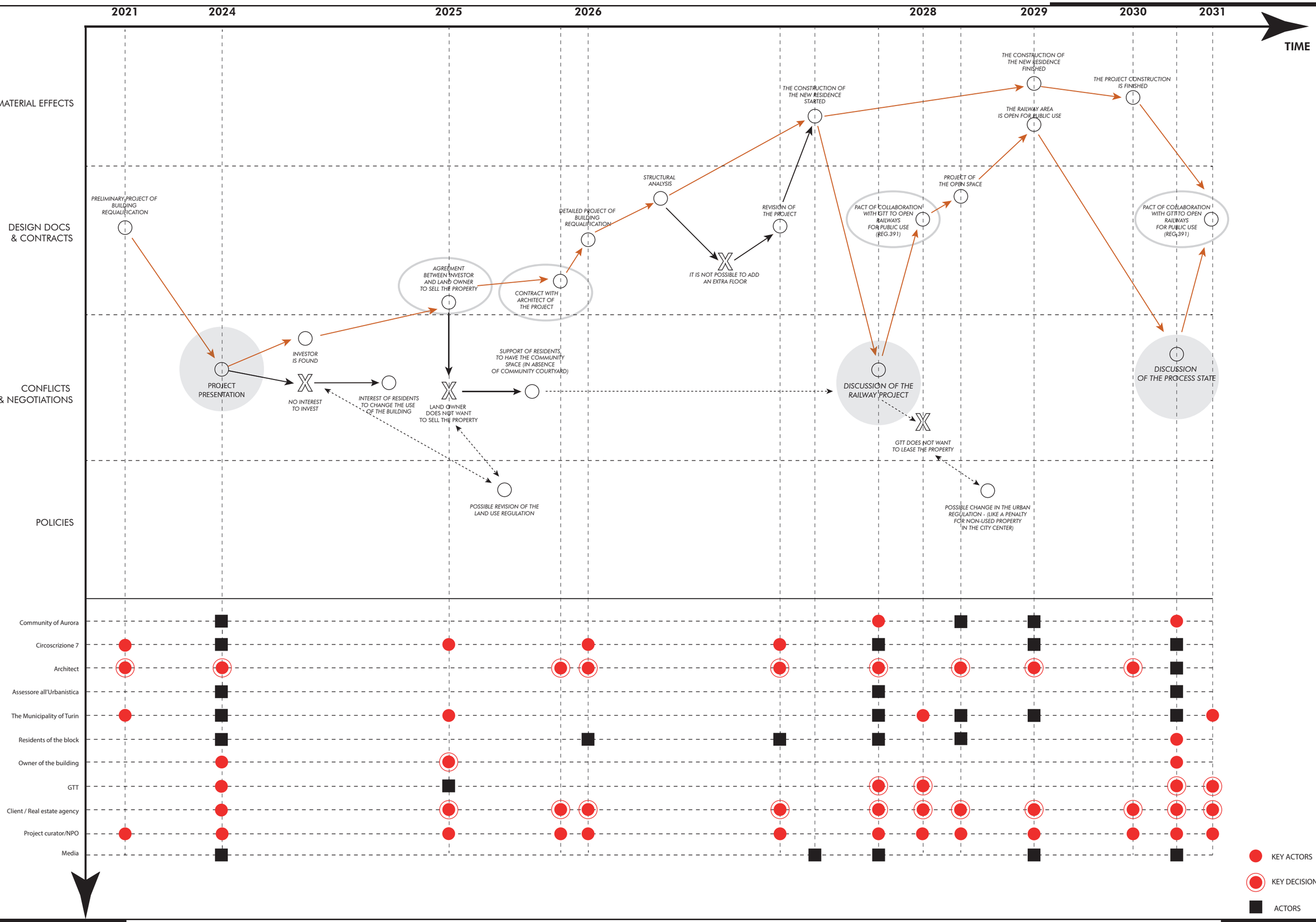


PHASE 03

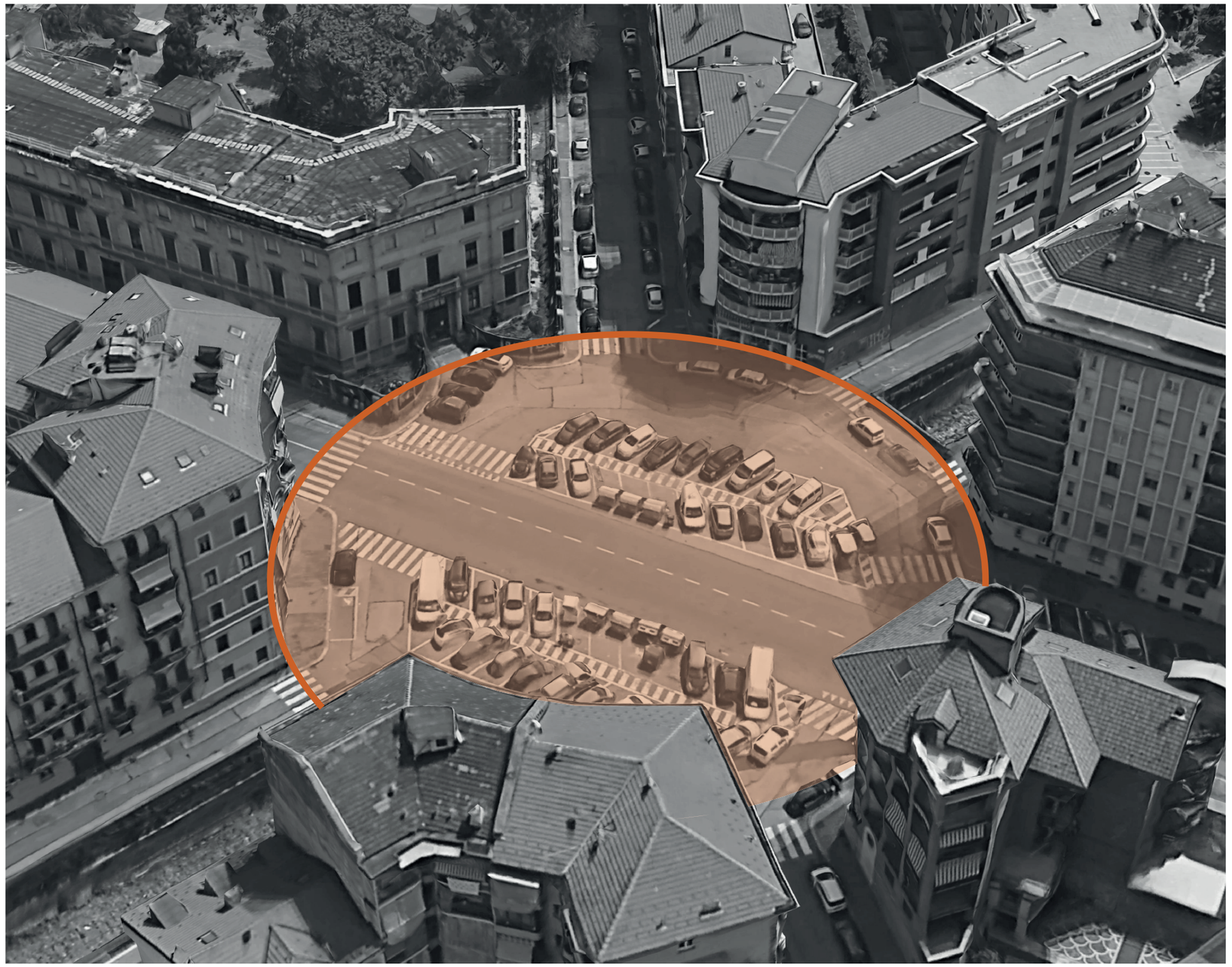


PHASE 04




2021
2024
2025
2026
2028
2029
2030
2031
TIME
MATERIAL EFFECTS
DESIGN DOCS & CONTRACTS
CONFLICTS & NEGOTIATIONS
POLICIES
PRELIMINARY PROJECT OF BUILDING REQUALIFICATION
PROJECT PRESENTATION
INVESTOR IS FOUND
NO INTEREST TO INVEST
INTEREST OF RESIDENTS TO CHANGE THE USE OF THE BUILDING
AGREEMENT BETWEEN INVESTOR AND LAND OWNER TO SELL THE PROPERTY
LAND OWNER DOES NOT WANT TO SELL THE PROPERTY
POSSIBLE REVISION OF THE LAND USE REGULATION
CONTRACT WITH ARCHITECT OF THE PROJECT
SUPPORT OF RESIDENTS TO HAVE THE COMMUNITY SPACE (IN ABSENCE OF COMMUNITY COURTYARD)
DETAILED PROJECT OF BUILDING REQUALIFICATION
STRUCTURAL ANALYSIS
IT IS NOT POSSIBLE TO ADD AN EXTRA FLOOR
REVISION OF THE PROJECT
THE CONSTRUCTION OF THE NEW RESIDENCE STARTED
PACT OF COLLABORATION WITH GTT TO OPEN RAILWAYS FOR PUBLIC USE (REG.391)
DISCUSSION OF THE RAILWAY PROJECT
GTT DOES NOT WANT TO LEASE THE PROPERTY
POSSIBLE CHANGE IN THE URBAN REGULATION - (LIKE A PENALTY FOR NON-USED PROPERTY IN THE CITY CENTER)
PROJECT OF THE OPEN SPACE
THE RAILWAY AREA IS OPEN FOR PUBLIC USE
THE CONSTRUCTION OF THE NEW RESIDENCE FINISHED
THE PROJECT CONSTRUCTION IS FINISHED
PACT OF COLLABORATION WITH GTT TO OPEN RAILWAYS FOR PUBLIC USE (REG.391)
DISCUSSION OF THE PROCESS STATE
Community of Aurora
Circoscrizione 7
Architect
Assessore all'Urbanistica
The Municipality of Turin
Residents of the block
Owner of the building
GTT
Client / Real estate agency
Project curator/NPO
Media
KEY ACTORS
KEY DECISION-MAKERS
ACTORS

STITCH 3



PROPERTY: *Public*

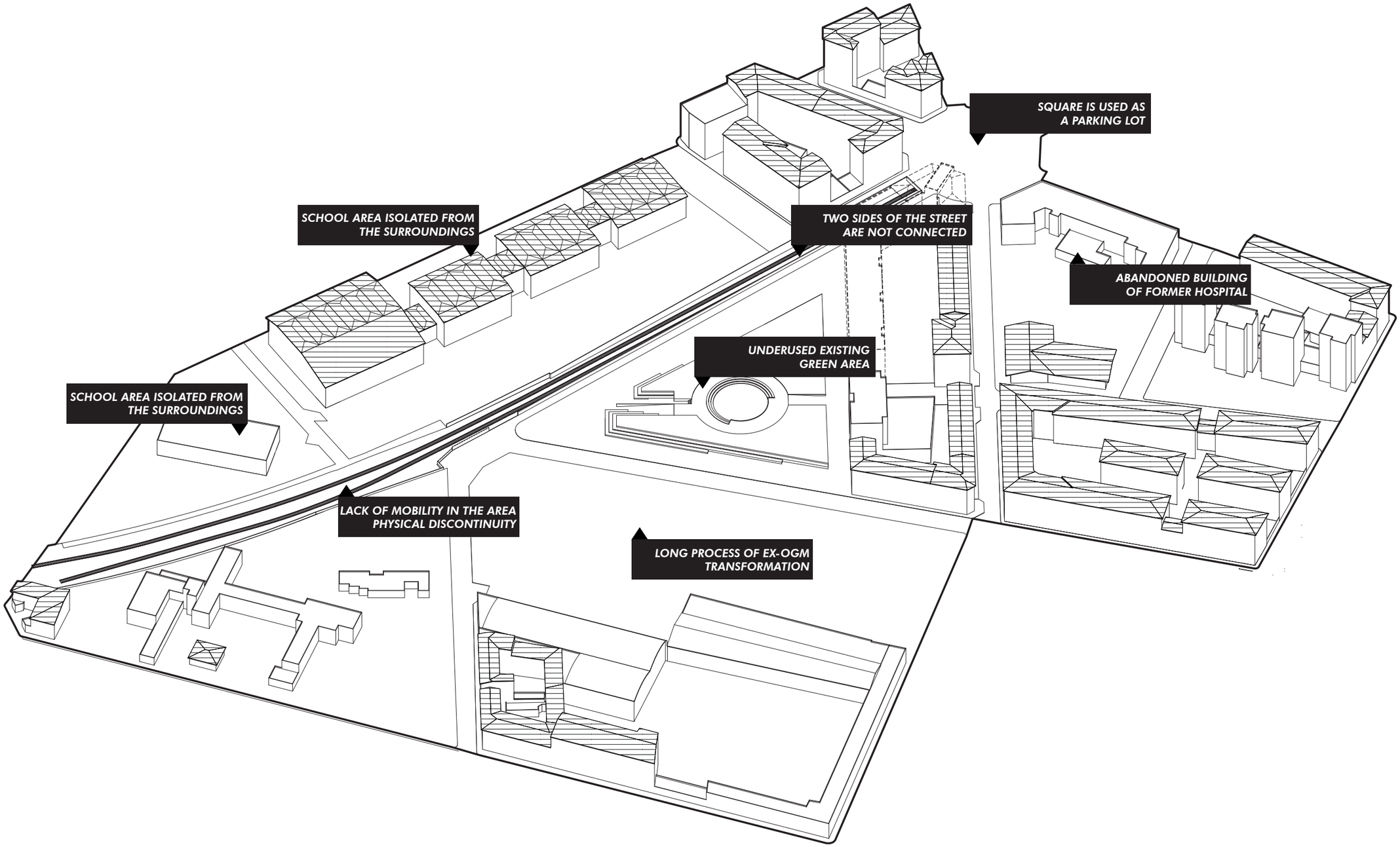
PROJECT AREA: *2604 sqm*

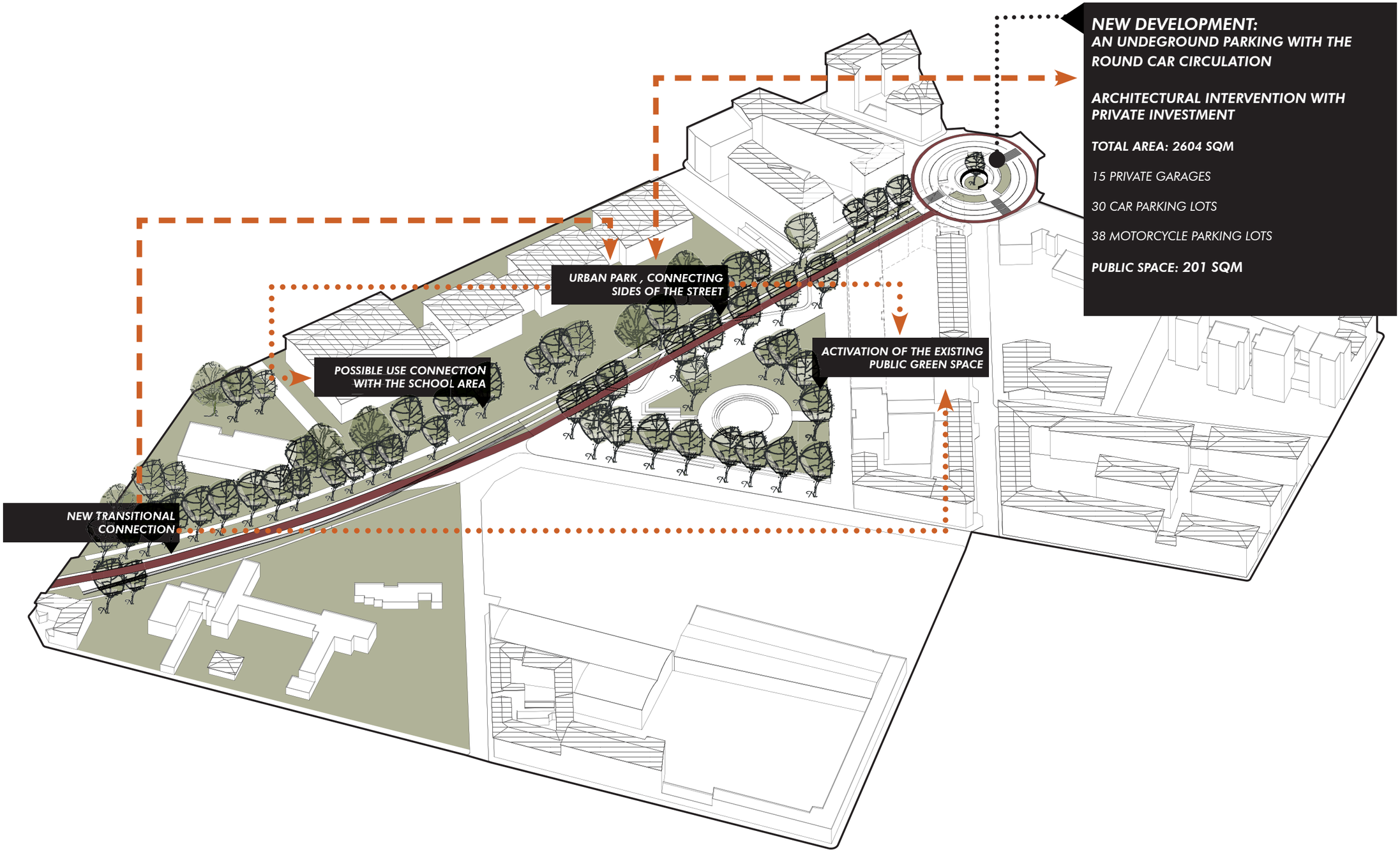
USE: New public square with undeground parking

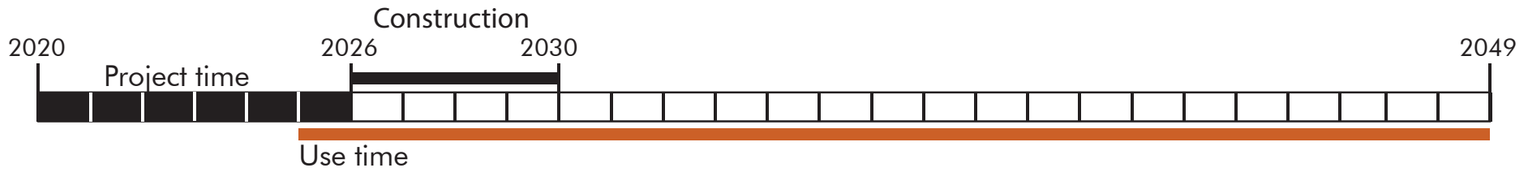
ECONOMIC STRATEGY: Private investment/ Public investment / Crowdfunding

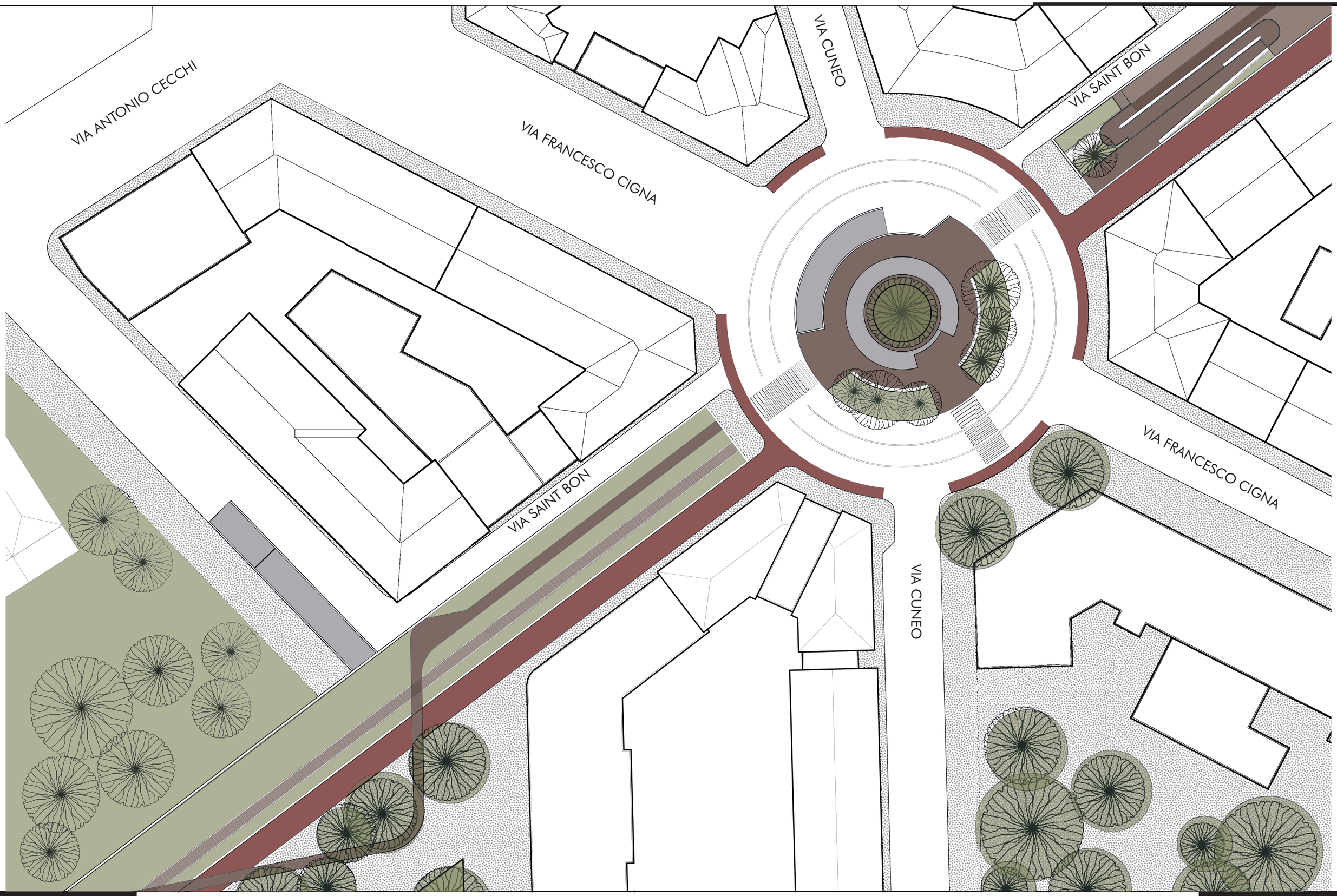
USE START: To be defined

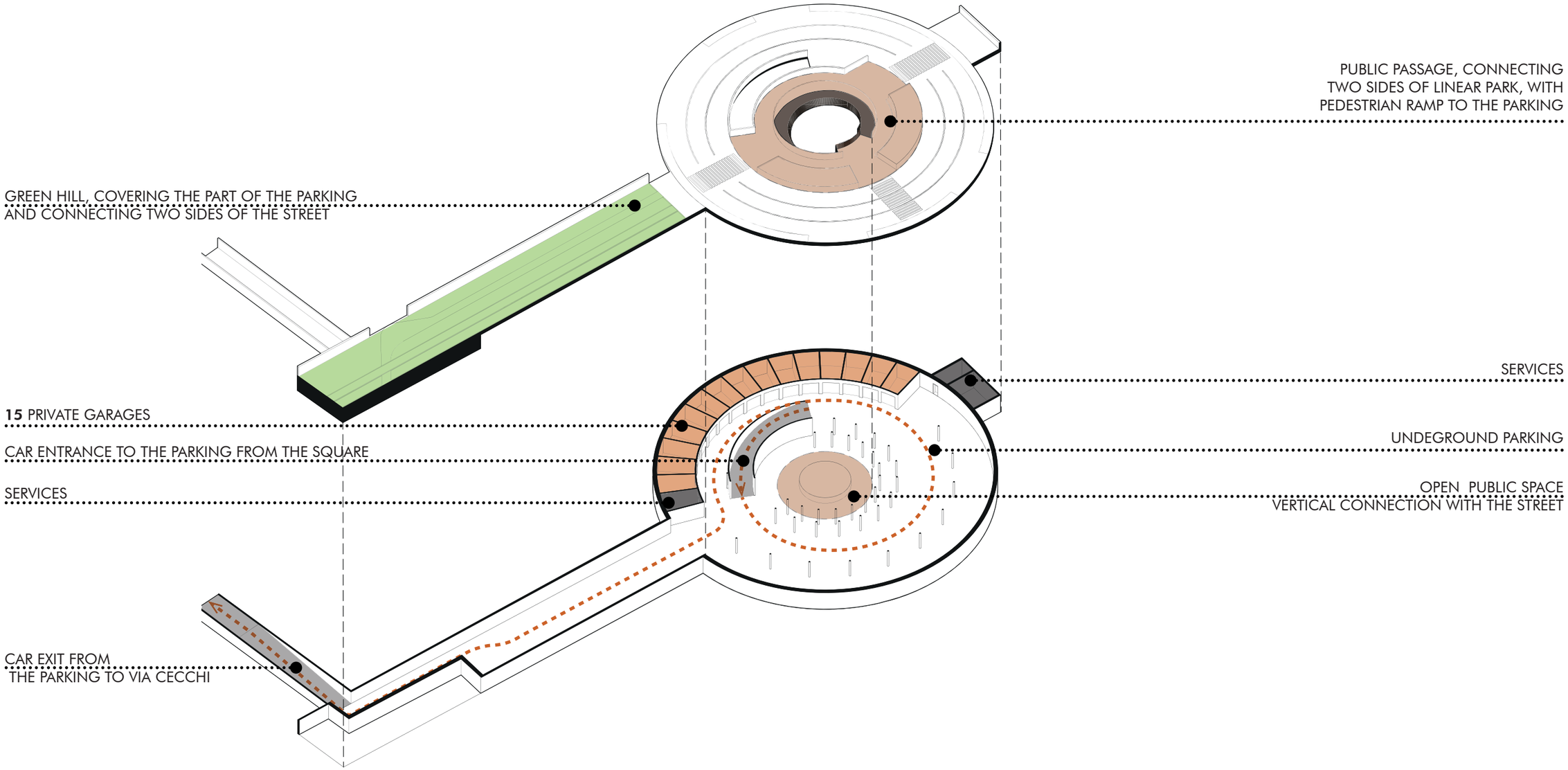
PROMOTION: Media, public discussions

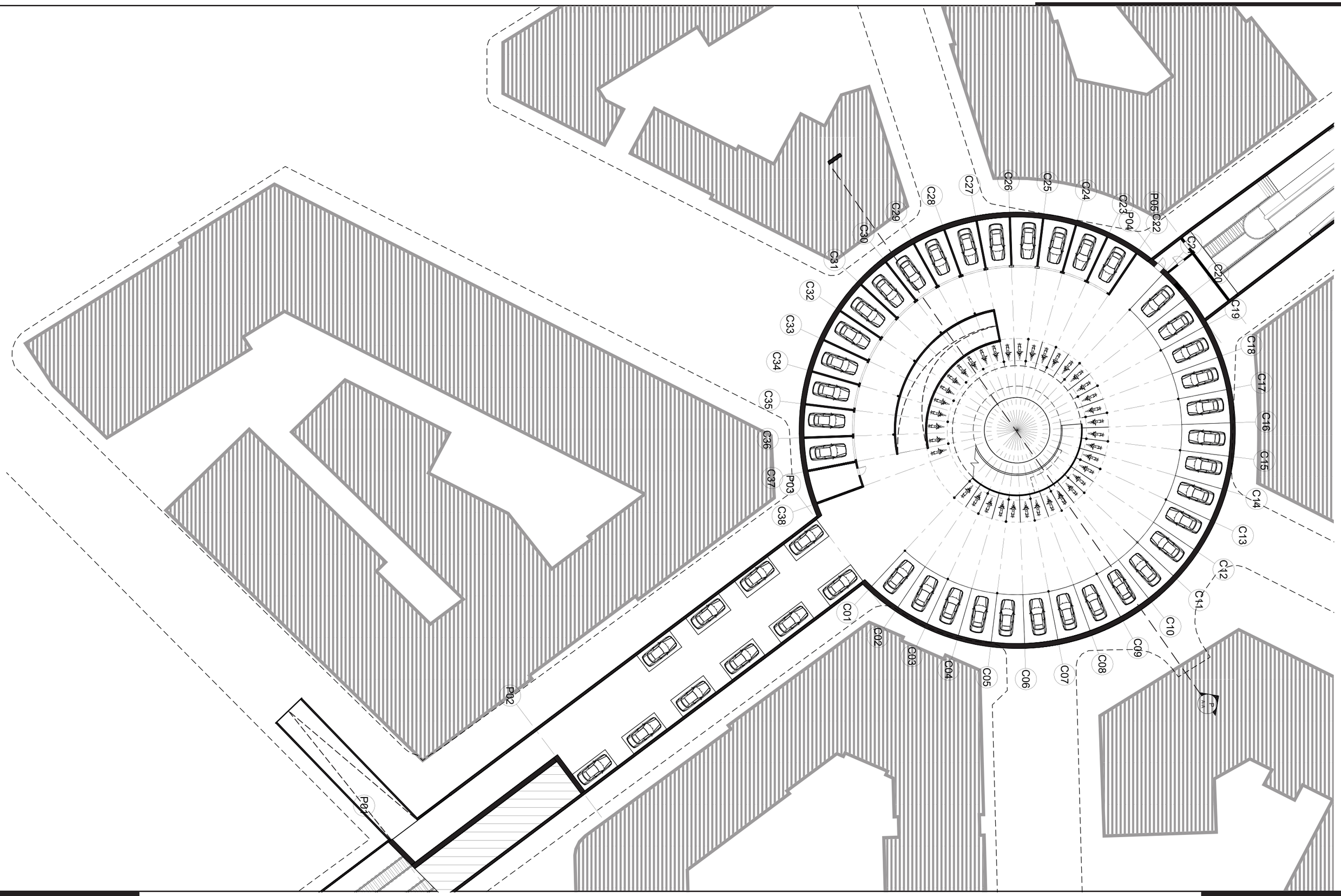



NEW DEVELOPMENT:
AN UNDEGROUND PARKING WITH THE ROUND CAR CIRCULATION
ARCHITECTURAL INTERVENTION WITH PRIVATE INVESTMENT
TOTAL AREA: 2604 SQM
15 PRIVATE GARAGES
30 CAR PARKING LOTS
38 MOTORCYCLE PARKING LOTS
PUBLIC SPACE: 201 SQM
URBAN PARK , CONNECTING SIDES OF THE STREET
POSSIBLE USE CONNECTION WITH THE SCHOOL AREA
ACTIVATION OF THE EXISTING PUBLIC GREEN SPACE
NEW TRANSITIONAL CONNECTION


Construction
2020
2026
2030
2049
Project time
Use time


VIA ANTONIO CECCHI
VIA FRANCESCO CIGNA
VIA CUNEO
VIA SAINT BON
VIA SAINT BON
VIA CUNEO
VIA FRANCESCO CIGNA


PUBLIC PASSAGE, CONNECTING
TWO SIDES OF LINEAR PARK, WITH
PEDESTRIAN RAMP TO THE PARKING
GREEN HILL, COVERING THE PART OF THE PARKING
AND CONNECTING TWO SIDES OF THE STREET
SERVICES
15 PRIVATE GARAGES
UNDEGROUND PARKING
CAR ENTRANCE TO THE PARKING FROM THE SQUARE
OPEN PUBLIC SPACE
VERTICAL CONNECTION WITH THE STREET
SERVICES
CAR EXIT FROM
THE PARKING TO VIA CECCHI


C01
C02
C03
C04
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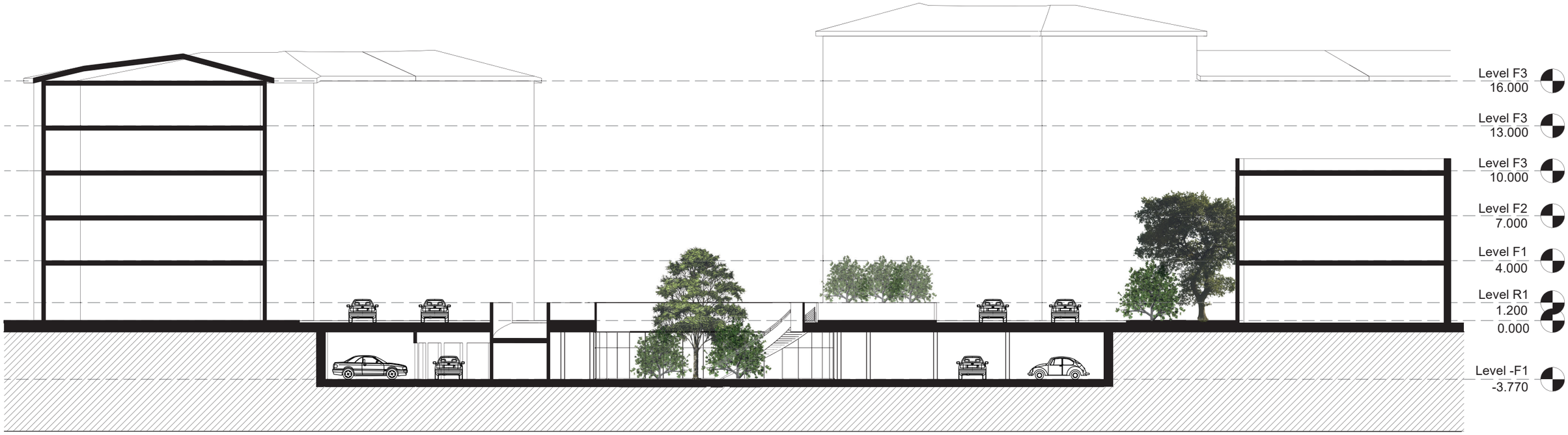
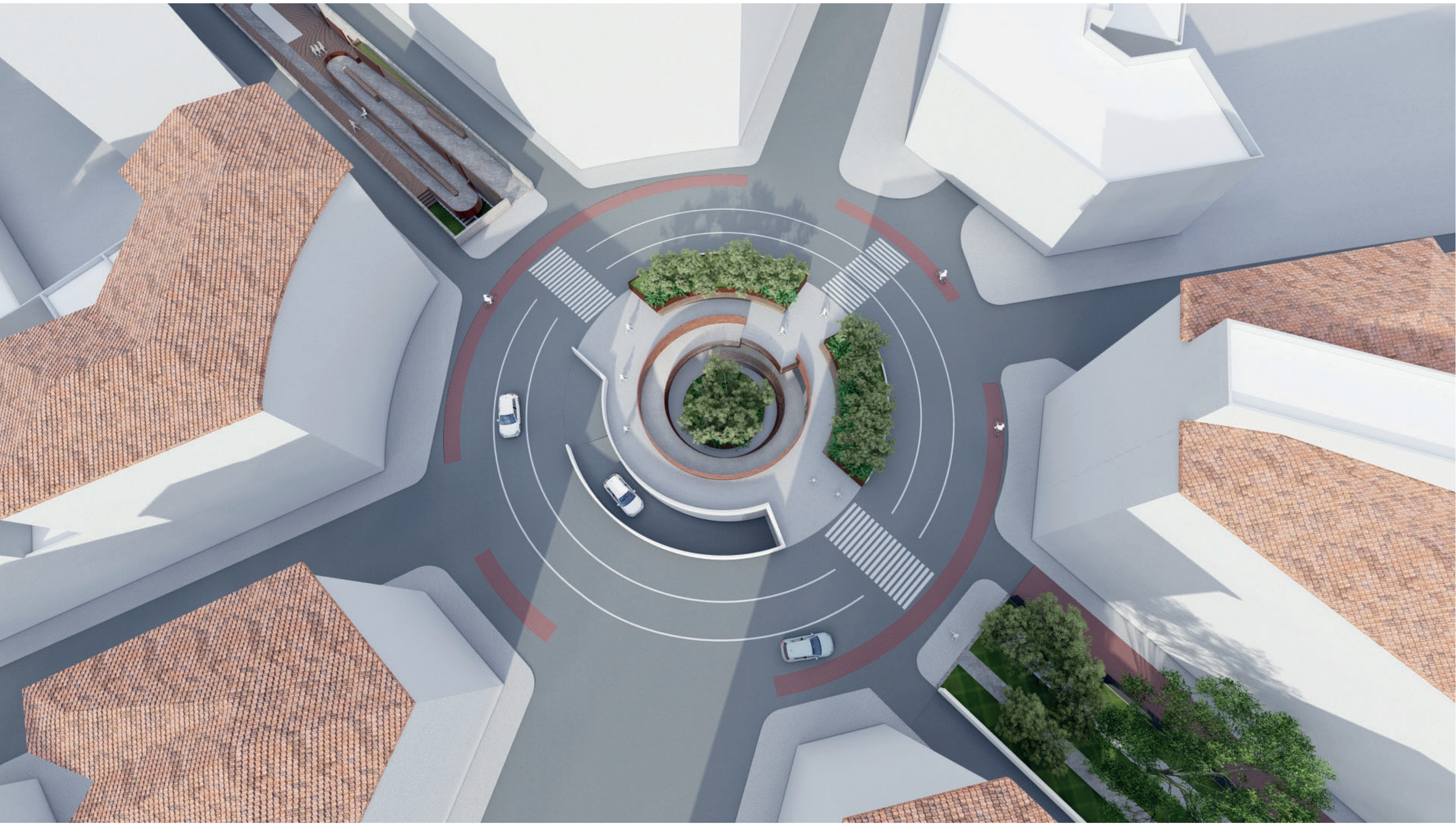
P03
C38
P02
P01


Level F3
16.000
Level F3
13.000
Level F3
10.000
Level F2
7.000
Level F1
4.000
Level R1
1.200
0.000
Level -F1
-3.770



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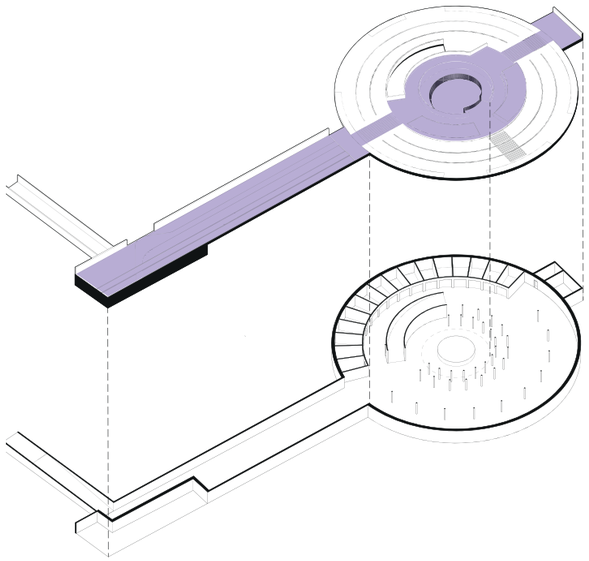

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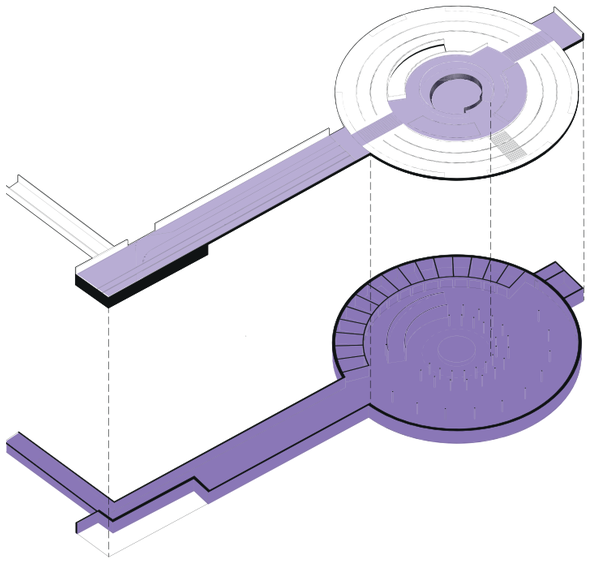

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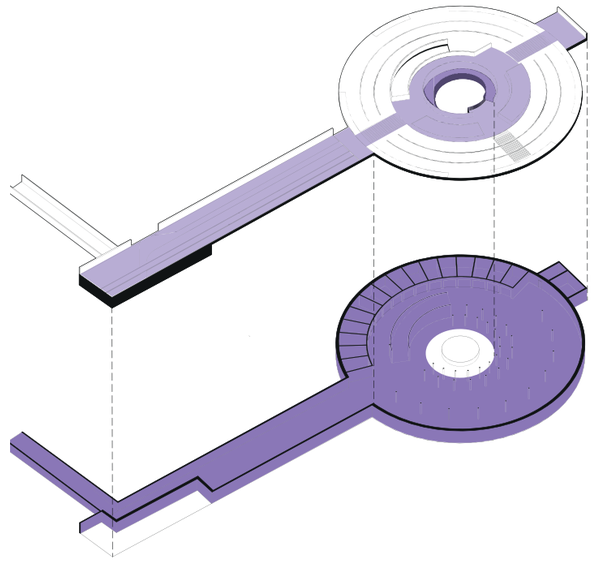


2022
2023
2024
2025
2026
2029
2030

MATERIAL EFFECTS

DESIGN DOCS & CONTRACTS

CONFLICTS & NEGOTIATIONS

POLICIES

PRELIMINARY PROJECT OF UNDERGROUND PARKING

PROJECT PRESENTATION

INVESTOR IS FOUND

NO INTEREST TO INVEST

AGREEMENT BETWEEN INVESTOR AND GTT TO MAKE AN INTERVENTION

NEGOTIATION BETWEEN PARKING INVESTOR AND THE CITY TO INVEST TO IMPROVE THE MOBILITY OF THE AREA

AGREEMENT BETWEEN THE CITY AND GTT TO OPEN A TRANSITIONAL STITCH TO CONNECT THE AREAS

TRANSITIONAL STITCH IS OPENED FOR PEDESTRIANS

GTT DOES NOT ALLOW TO USE THE RAILWAY AREA

DETAILED PROJECT OF LANDSCAPE DESIGN

DETAILED PROJECT OF UNDERGROUND PARKING

THE CITY DOES NOT APPROVE THE INTERVENTION

URBAN DESIGN INTERVENTION IS STARTED (PHASE 01)

THE CONSTRUCTION OF THE PARKING IS STARTED (PHASE 2)

THE CONSTRUCTION OF THE PARKING IS FINISHED

THE CONSTRUCTION OF GREEN HILL IS COMPLETED (PHASE 01/03)

POSSIBLE CHANGE IN THE URBAN REGULATION - (LIKE A PENALTY FOR NON-USED PROPERTY IN THE CITY CENTER)

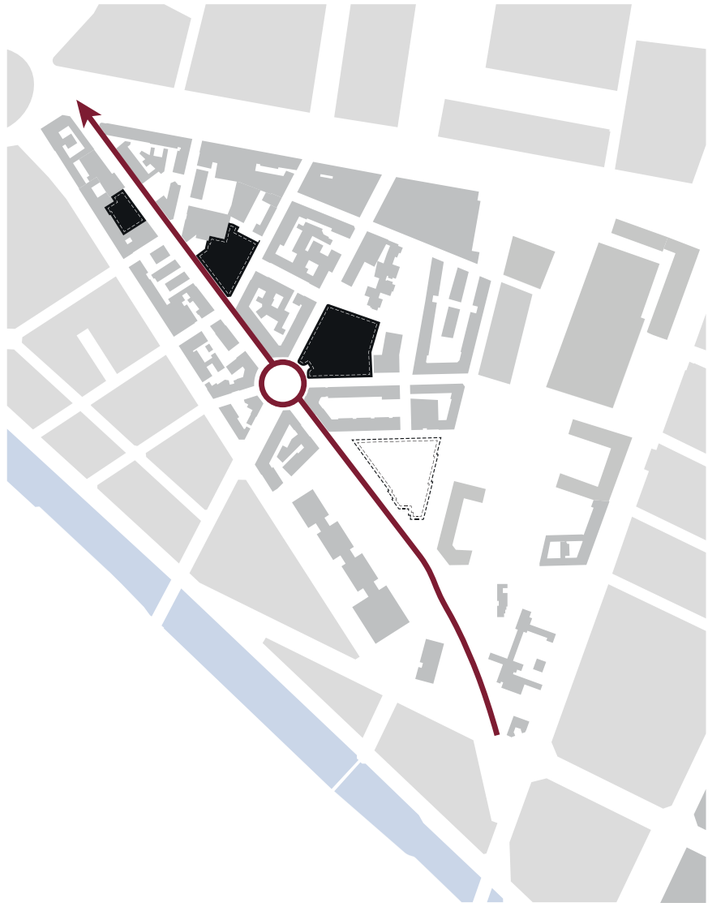
Community of Aurora
Circoscrizione 7
Architect
Urban planner
Assessore all'Urbanistica
The Municipality of Turin
Client / Investor
GTT
Project curator/NPO
Media

KEY ACTORS
KEY DECISION-MAKERS
ACTORS

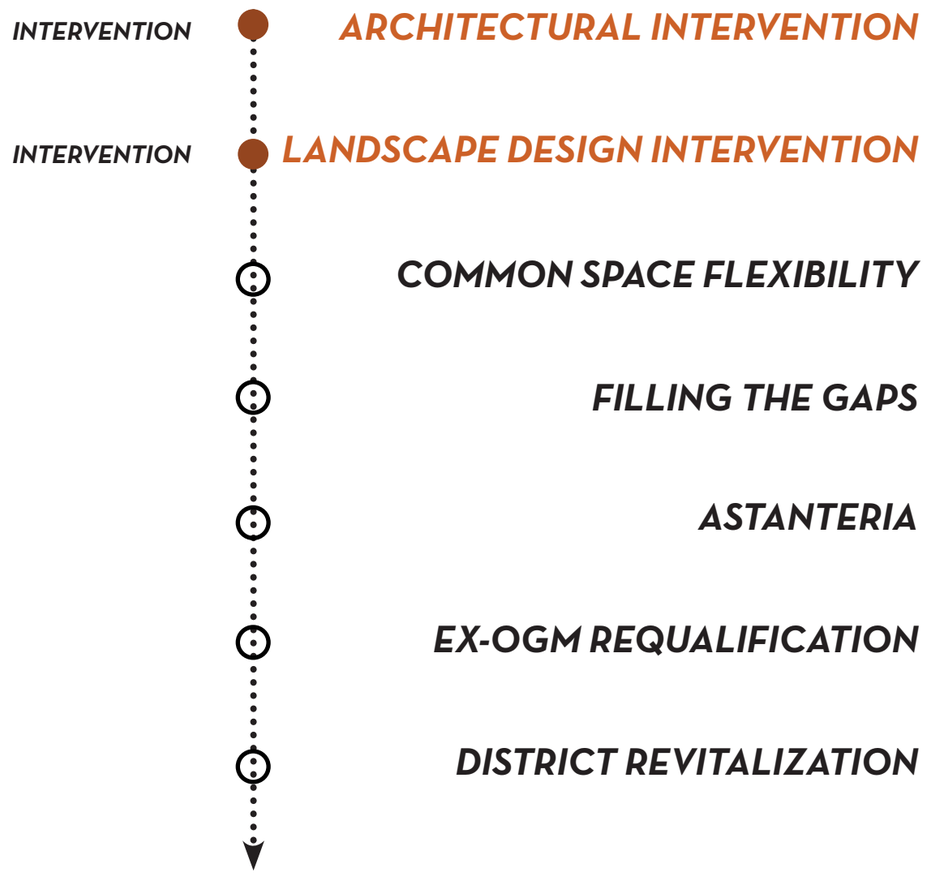
GREEN CONNECTION

SYSTEM OF PATHS

BICYCLE CONNECTION



LEVELS OF AREA TRANSFORMATION



ARCHITECTURAL INTERVENTION

LANDSCAPE DESIGN INTERVENTION

COMMON SPACE FLEXIBILITY

FILLING THE GAPS

ASTANTERIA

EX-OGM REQUALIFICATION

DISTRICT REVITALIZATION

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