

POLITECNICO DI TORINO  
FIRST SCHOOL OF ARCHITECTURE  
Master of Science in Architecture Construction City  
***Honors theses***

**Turin M1 M2: new sustainable public places in the valuable city. Re Umberto – Matteotti system**

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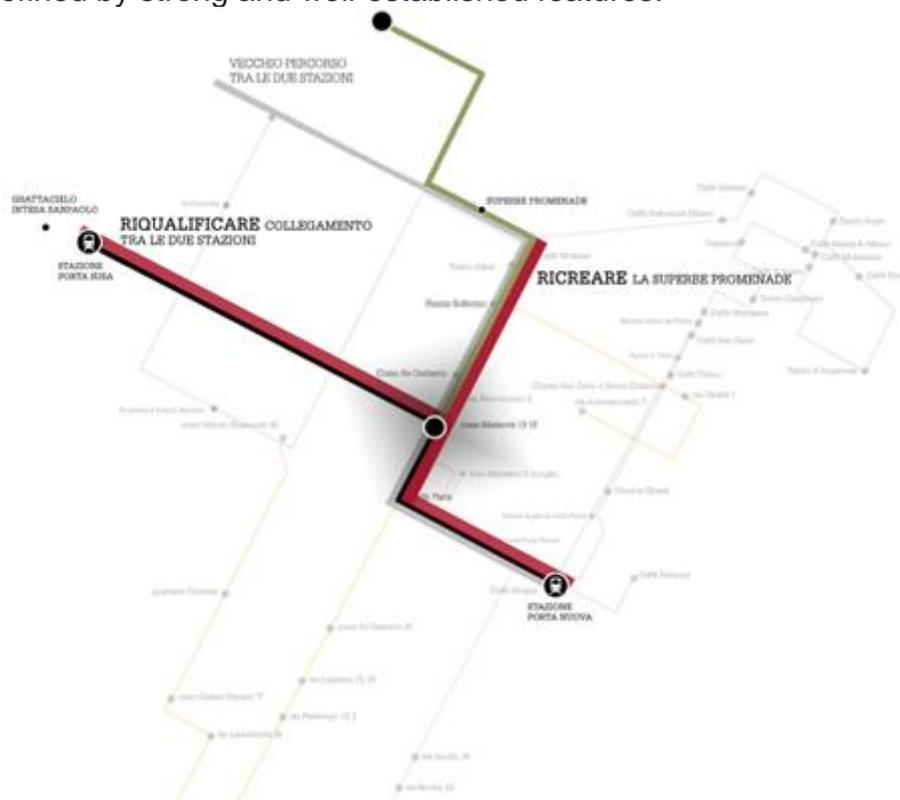
The thesis has been developed in relation to the possibilities that a new subway station can open in the surrounding urban contest, not only in terms of new flows but especially of the quality of the space.

This idea stems from the proposal advanced by the City of Turin to build the second subway line, which will cross the already existing first line at the corner between corso Vittorio Emanuele II and corso Re Umberto,

Our focus has not been as much on the track itself as on the impacts that the addition of the infrastructure is going to have on the city and on its role in the creation of new public places, which are going to be generated by the reduction/removal of vehicular traffic in the area.

Moreover, we have analyzed all the consequences that an increased flow of people is going to engender on the spot where the station is going to be located and all the issues and the potentialities related to the sustainable urban design.

These factors become even more critical and complex when working in a historical context defined by strong and well-established features.



The analysis carried out while drafting the thesis, from the initial study to the final project, revolves around the theme of the infrastructure, which has recently become very topical.

Also the theme of the station has been considered, as a new public focus of the city which has to be strengthened not only in its operational features for the crossing system, but especially in regard to the opportunity of stimulating processes and spaces that allow connections and encounters.

The thesis has been divided into two main chapters, the first one related to the analysis and the study and the second one to planning; both of them follow the defining sequence of the project in articulating the themes:

- \_ the infrastructure
- \_ the public space
- \_ urban sustainability

The contents are structured as concatenated elements: the infrastructure as a prospective public place, the public place as a space designed according to the different mobility flows, the different flows as generators of new polarities in which intersection is possible, the new polarities represented by the stations-interchanges, the stations which are seen not only in the urban context but also in the underground, and finally the station-public space as a new place designed from the perspective of urban sustainability.

As mentioned above, if the path of the infrastructure can become an important element in the redesign of the landscape and the relationship with the man, the station acquires pivotal importance as the place where the different fluxes meet. In particular, focusing on the place where the interchange between the two lines occurs, how to capitalize on the benefits brought about by an increase in the flow of users and how to deal with the problems generated by different mobility flows on site (pedestrians, cars, public transport, bike) has been considered.

Therefore, the design of the open space as a place of connection between the surface of the city and underground station becomes the fundamental issue.

The connection to the underground world presents itself as difficult because of all the negative connotations it has in the common imagery: insecurity, darkness.

It is though a place of crossing that we are seeking to exploit by portraying it as a public space, where the presence of users, and its use at different times of the day become the fundamental elements of control and safety.

The project has also allowed for the sustainability of the intervention, which is an essential factor to consider and develop as sustainability is not only referred to the building but also to the public space: the microclimate control, the micro generation, the management of the rainwater system, the vegetation and the use of recycled materials.

Our intent was to return the city a space, the system Re Umberto-Matteotti, in anticipation of the new interchange, favoring existing forms so as not to alter the urban image.



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