

POLYTECHNIC OF TORINO  
FACULTY OF ARCHITECTURE  
Degree in Architecture  
*Honors theses*

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**Cartographie and project**

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Starting from a well-defined programme, the aim of our thesis is to consciously make choices able to generate a relationship between the project and the environment where the project is going to be placed.

This should be an ordinary attitude passage when one works in Architecture, but procedures are not completely set. On the contrary, they are mostly left to the sensibility of those who eventually carry out projects and to their personal capacity of explaining difficult realities.

Obviously, when we want to represent the town and the territory from a different point of view, we realise that it is an already explored field and that there are a lot of developments which we might call conventional. This means that they perfectly fit and are precisely related to our way of observing and representing. Representations could have different characteristics but they always shows some incompleteness: a particular way of representing the town or the territory and, at the same time, a way through which we can go ahead and make some representations of the project.

Our thesis is a project on the new seat of the University of Turin included in the town-plan. It is located in the ITALGAS area - Regina Margherita Avenue in Vanchiglia district. The urban texture of this side of the city is of the nineteenth century and originates from the "Piano d'Ingrandimento della città (1850-1852)" by the Architect Alessandro Antonelli.

The cartographic analysis has been developed in a programme that aimed to follow the requirements of such an important University seat placed in a consolidated urban texture. This allowed us to focus on four themes able to lead the project pathway.

As we have already mentioned, the "nineteenth century additions" are a fundamental theme to understand the origin and the possible transformations connected with the urban texture in the project area.

A University structure of a metropolitan area made us think of a second important theme: traffic.

The concentration of buildings of high professional specificity transform the area in a place where a lot of public interests converge and consequently where traffic gets worse.

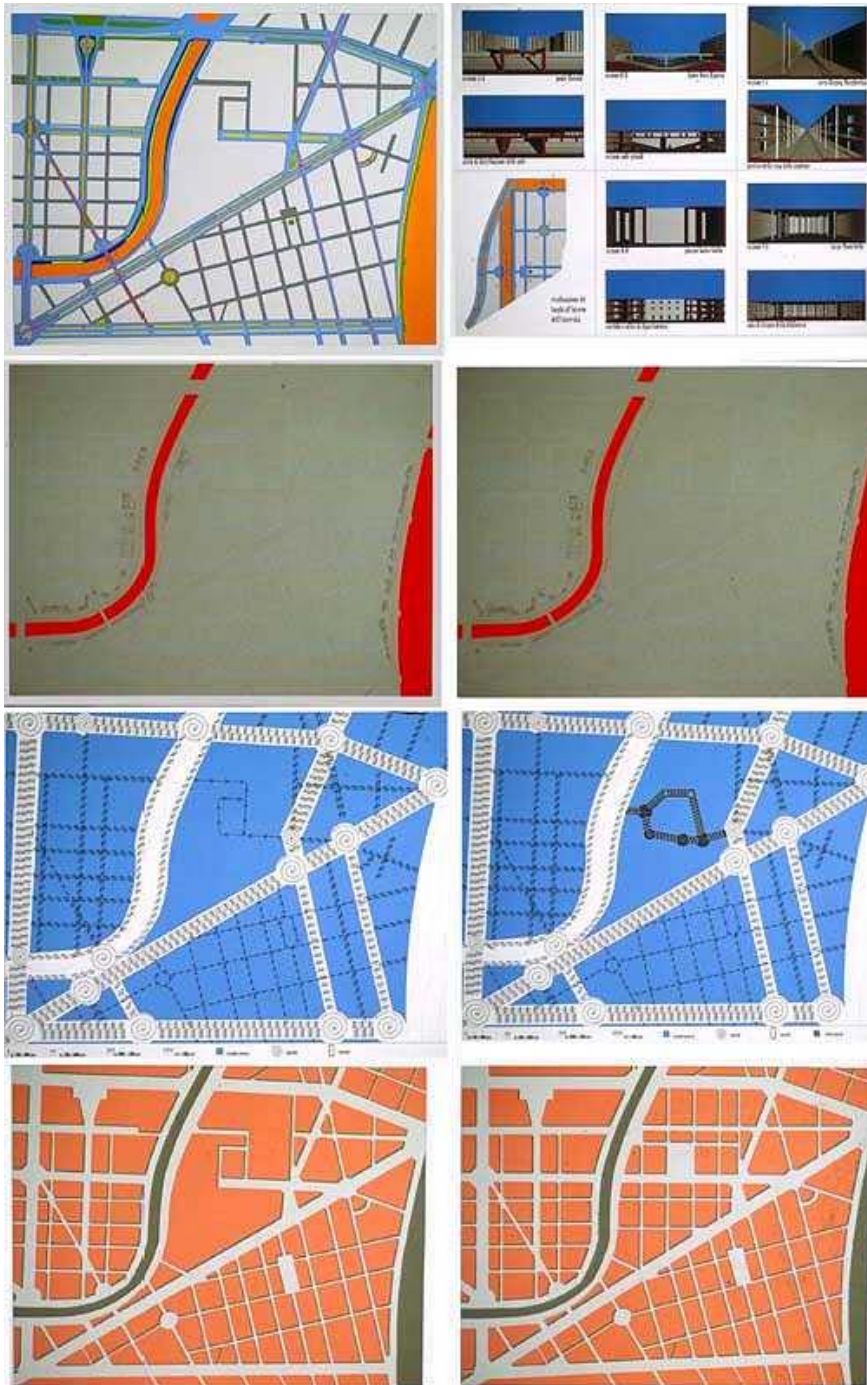
The other theme concerns *infrastructures* and all the relevant problems connected with the main roads lying along the city in opposition with the secondary streets.

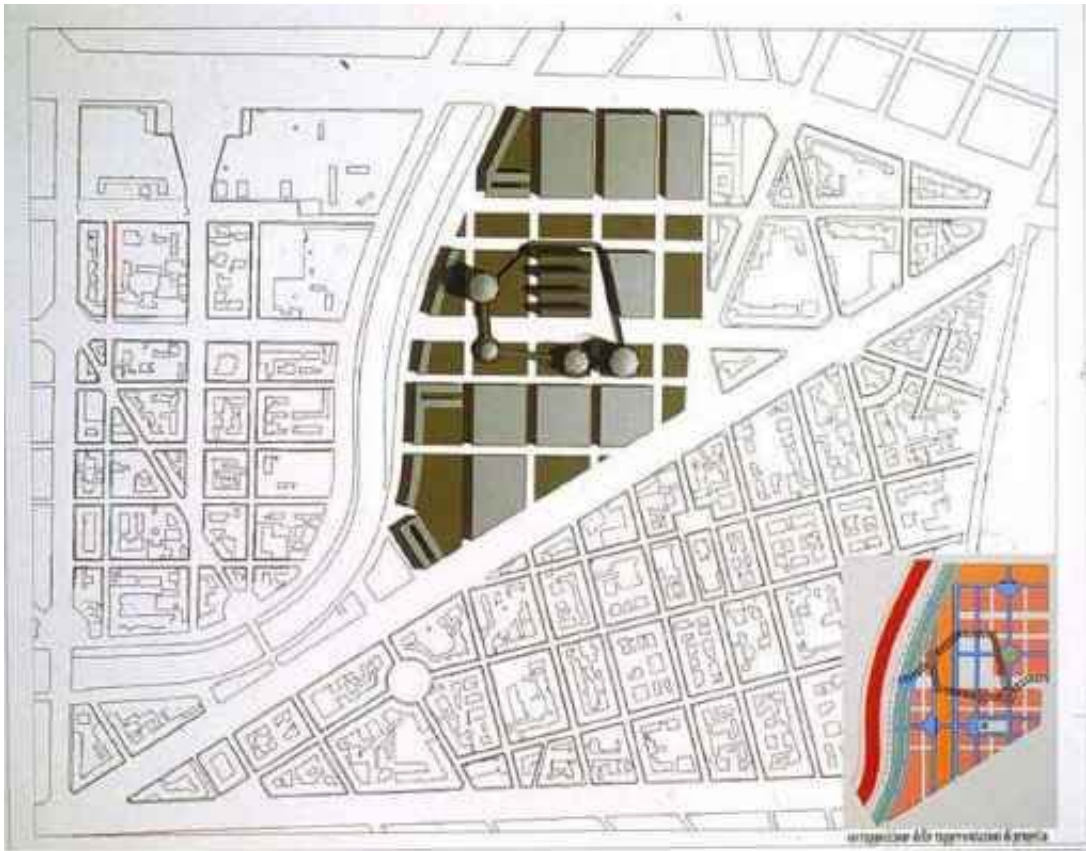
Throughout the section of these sites one can see the correspondence between sites in the city and sites in the University buildings.

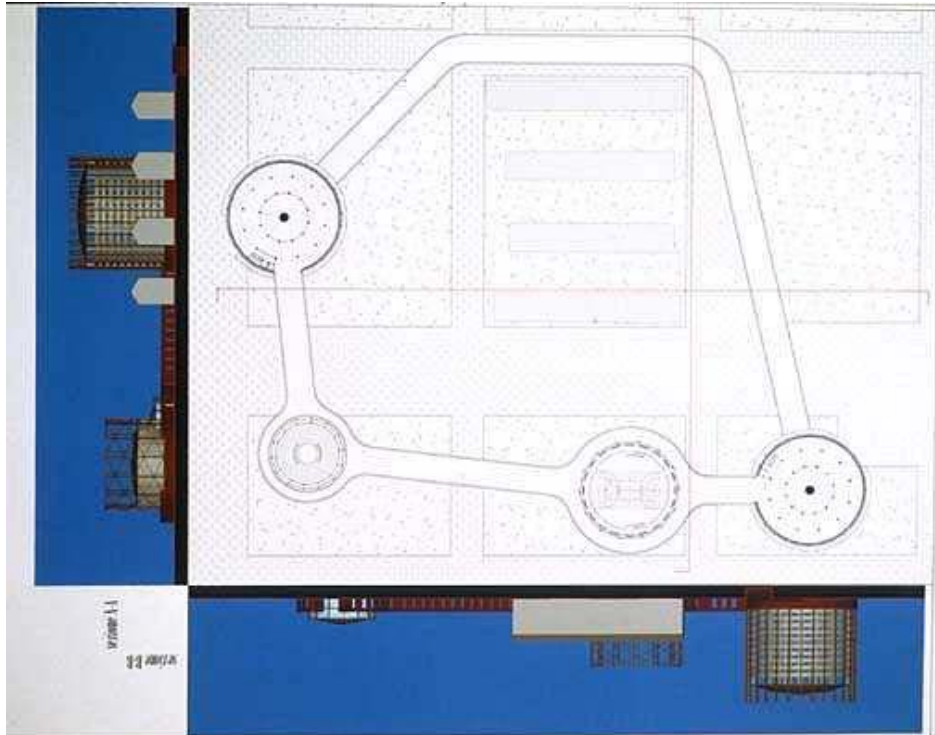
Due to two rivers that characterise the site, the research has encompassed a *typological analysis* of buildings of the surrounding area. These, in fact, have been

affected by the river because it breaks down a rule given by an historically consolidated network.

Cartographic representations of these four themes led us to four different representations of this project that widely followed coherently the Program requirements.







vista dal foyer



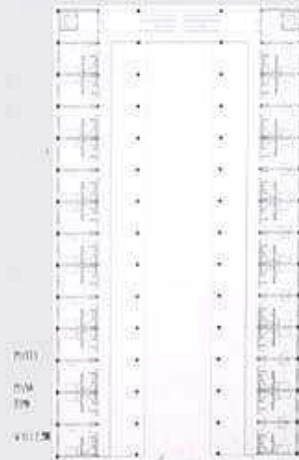
vista dal foyer



vista dall'atrio

Il progetto si articola in un unico spazio conserzionale, un unico  
 spazio della città della nuova capitale e la nuova rappresentanza di  
 un nuovo tipo di architettura che si differenzia dal resto, ma non in  
 termini di stile, eppure di materiali e di forme, in modo da creare un  
 ambiente urbano che si inserisce nel tessuto urbano esistente.  
 La struttura è un unico spazio conserzionale e gli spazi si inseriscono  
 progressivamente in questo spazio.

prospettiva verso foyer



P1111  
 P1114  
 P1116

## PROJECT REPORT

The project develops from the cartographic analysis that should help us solve different problems within the programme. Each problem has been given an adequate representation.

After having collected the four project representations arising from their respective maps we tried a superimposition in order to make themes coexist.

The historical map defines the project designing the blocks that have been built and showing public sites. It also generates a recognisable and framed map on the field that allows us to reproduce the historical district of Vanchiglia both in shape and dimension.

Traffic jam flows apparently are not connected with other Architectonical problems, but allow us to make our project more valid with an intervention in the University central area. The project provides a kind of "Monument to mobility," endowing pathways and creating, inside the pre-existent gasometers, some sites to stand in that have been developed vertically.

*They will be gates, limits and first images that visitors will notice.*

The long continuous wall with stair spaces shows the monumentality along the river in the typological shape map. Superimposing itself to the built blocks, it becomes a building structure that loses its shape on the wall generating some cuttings off of the vertical elements characterizing the students' dormitories. Each arcade is the site where social life takes place. Whatever happens in the students' dormitories, it will reflect on these places.

The street autonomy map shows some sections of sites that are within the University and re-proposes the distributive character of the Vanchiglia infrastructure street network with suitable scale jumps.

A combination develops between the places in the city interacting with and "becoming" places in the University.

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