

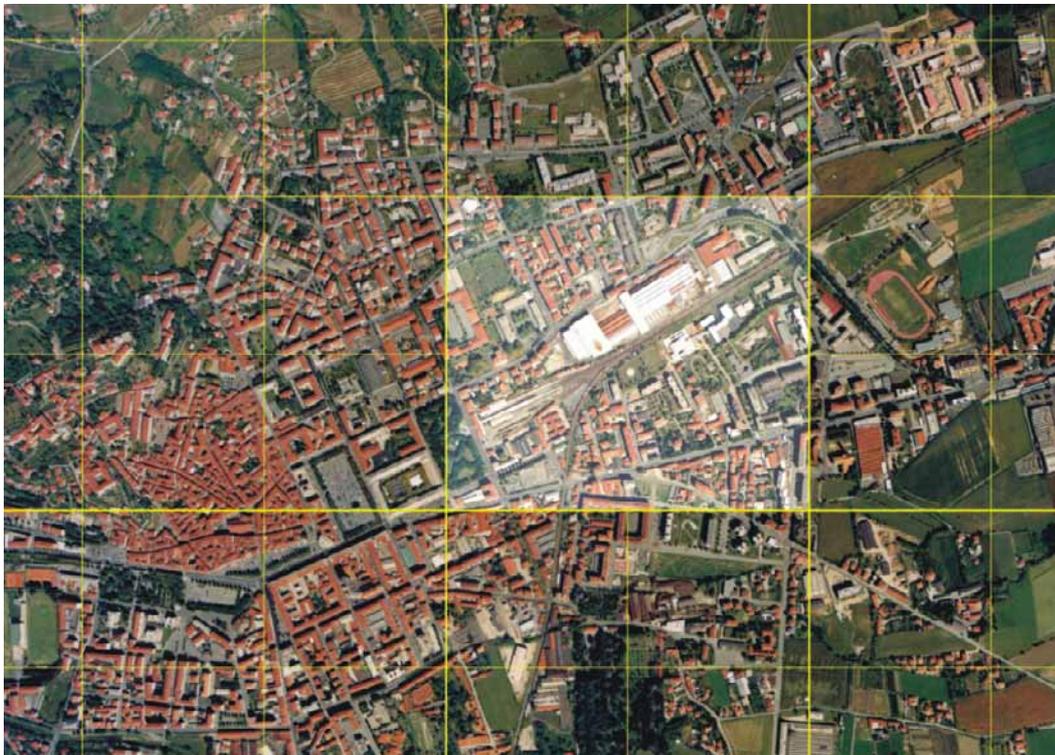
POLYTECHNIC OF TORINO
FACULTY OF ARCHITECTURE 1
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Honors theses

An urban project for the railroad area of Pinerolo

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For long time all the urban tradition of the modern architecture has put its attention on the occupation of new ground; today in a lot of town, finished the period of their bulky expansion, it is tends to move the attention on those areas inside of the material already built, confronting so, the theme about the building of the town in the town.



This work of thesis intervenes on the town of Pinerolo, and individualizes in its railroad area a place where the town had “need of a project”, wanted to resolve through the architecture, a relation often conflictual that areas like this, in the past representative places and vectors of the urban development, live today with the remainder of the town.

Starting from an historical-city planning analysis of the town in the XIX century, that saw the arrival of the railroad to Pinerolo, we had analyzed then the area in object, its pre-existences and its problems about the transportation and the use of the present resources.

Regarding the problem of the transportation can be cited: the inadequate location of the actual railroad station respect to the line for Torre Pellice, the presence of the rails as element of separation and of interference with the vehicular roads (level crossing of Corso Torino), the scarcity of spaces for the exchange, for the parking and the shortage of pedestrian areas and routes.

The analysis about the use of the present resources emphasizes instead a general state of abandonment whether of nineteenth-century buildings legacies in the past to the railroad operation or whether of some military and industrial buildings dated XX century.

From a concrete approach about the accomplishment of some indications included in the Master Development Plan is itself confronted the problem of the urban organization, doing not occupy only of the accomplishment of buildings, but also of the “reorganization” of this part of town, of the determination of connections, of the organization of the mobility, of the evocation of meanings, making work everything like a whole.

Through the tools of the urban project (roads, squares, pedestrian route, landscaped greenery) has wanted puts solution to the problems verified, giving to the area a new identity and centrality.



The transformation of the present railroad station in “passing station” hypogean located in proximity of the curving of the line for Torre Pellice and the burying of a short stretch of itself established the bases for a swifter and competitive railroad service, eliminating either the railroad line of Corso Torino or freeing from the binary a large part of environment.



Itself proposed a project that simply improving the railroad roads, holds account of the necessity of parkings and spaces for the intermodality, through the creation of a junction of exchange to back of the new railroad station in a position of to breed in the area a high degree of development that allow a most tenable use of the public and private means of transports, easily accessible either from the point of the pedestrian route, or rising on the old railroad lines allow the pedestrian to move itself easil from the historical center to the study center across the railroad area.

A redesigned place, can offer to the city the use of its historical buildings, new public open spaces, suitable to stimulate the socialization and, to the meantime, to broaden the concept of identity of the place, strengthened also through the construction of new builds, particularly of a building tower, inescapable visual reference inside of the city view.

The last part of the work is pushed then beyond the railroad area in order to analyze also the close industrial area and to offer a picture that, less bound by the predictions of the Master Development Plan, looks for explorer the possible use of this area in case foreshadowed themselves the conditions in order to move away the industrial buildings.

Dismissed the industrial sheds could foreshadow itself the possibility to enrich the area of public spaces and routes that would have been developed between the historical-industrial buildings preserved and the new buildings destined to tertiary and residence, until to arrive to a new university pole like completion of the close study center.

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