

**Turin metropolitan railway system. Space and city updating in Trofarello**

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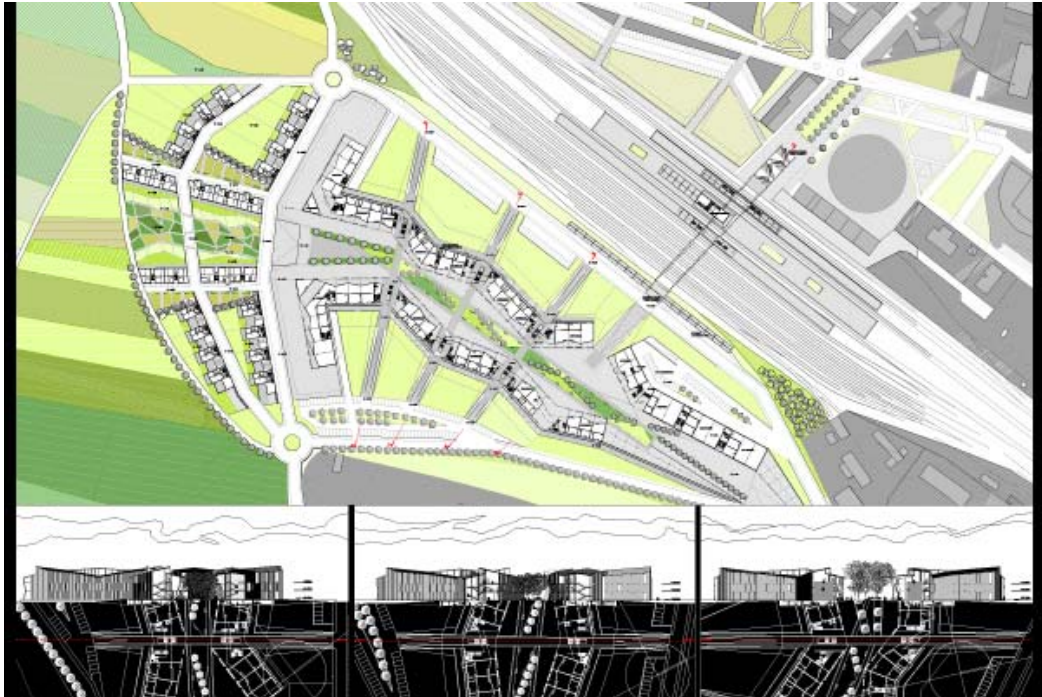
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Turin is a city-industry-workshop, a boundary-city in a ball of trades, where new crucial activities as the underground and the railway link building are going to be completed. Behind these activities a complex mechanism allowed the rail public transport twisting to a better level with respect to the local one.

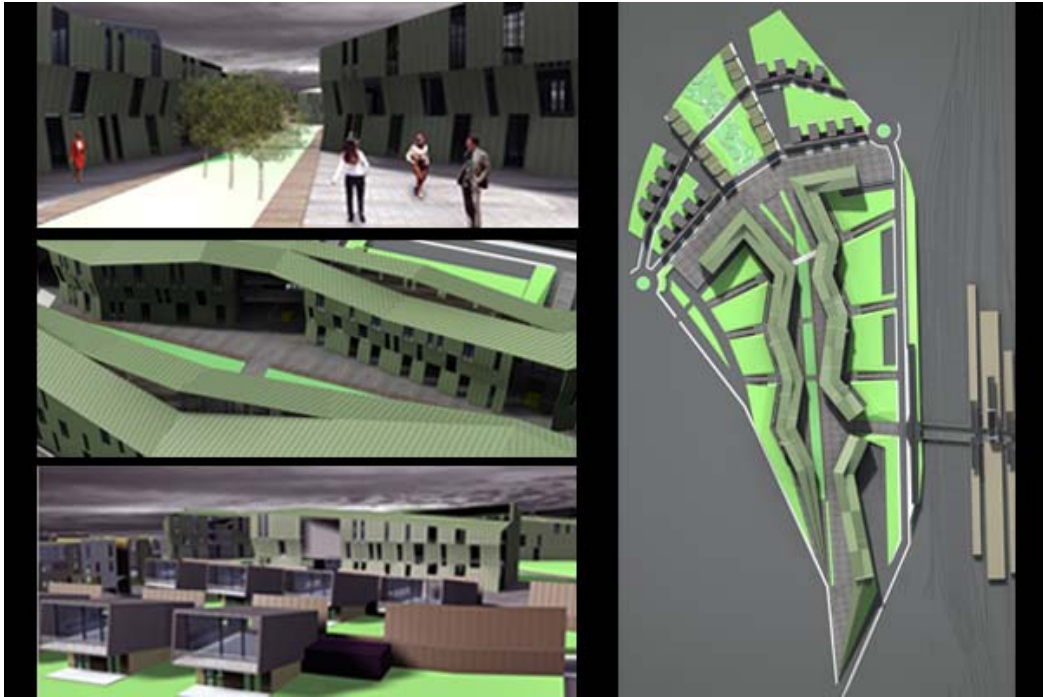
The rail way link will cut out and rejoin the city with a series of different activity. Topics as accessibility and speed are decisive in such a period where the road congestion reaches very high levels. The only solution is to interconnect all the communication lines. For this reason the MOVlcentro project originates architectural concept on the revival of some rail stations crucial for the system. Frequently its chancy causes the building of mere parking and platform roofs, described as the new solution for the wilder and more complex urban problems. The need to design this architectural experiment, with the priority of pulling it out from the list of urban device, was pressing.



In this field the project of elaborate these excluded fields has been developed. The attempt is to re-establish a city in a territory historically full of activities and building confusion: Trofarello. The old goods-passenger railway station role of *dues-ex-machina* has been used in a place situated among the industrial area, the big rail stations between Turin and the Liguria and Chieri area, the wild green areas squashed by the new buildings and the Turin bypass infrastructures. The project that develops from the railway station is composed by orderly residences, green and commercial areas which have their proper role and at the same time want to relaunch the idea of public parks and gardens as a part of the urban integration.



In this project MOVlcentro is the whole thing. The idea of connection among public and private handlings, pedestrian precinct, railway routes and car concentration defines the outline of the choices in the plan and in the front views, becomes a whirl sweeping away the importance of approaching of human beings separated and far up to now. All is used as a glue among the different urban spaces. The project promotes the traffic becomes mostly on trains. The big parking are situated at the boundary, between green areas and streets. From here big pedestrian crossing go toward to the area that make the usage and the liveability of the railway environment more easy and improved. The services inside the two long branched snakes want to support the usage idea with all the necessary ways for supporting and helping people to shift. Ticket offices, sanitation, bars and also tyre repairers and garages try to make part of this common space.



The internal liveability comes from the presence of a complex of offices, an hotel, a sporting centre and from the building of a new residential settlement. From a simple place where goods and passengers passes a real human organism materializes, a new residential lung that leans on the ancient commercial way developing a living version more modern. This revitalized green urban pause continues to be a railway yard and at the same time improve the importance of new social and architectural problems of a modern city. A green square linked to the territory according to its agricultural signs and its broken railway, a place where people travel, buy and stay aware of being in a special architectural and landscape field and not in a indifferent and possible in the future crystal city.

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