



# The future of Superplaces: the opening of the Centergross to the surrounding landscape and new local and global connections

Re-constructing transformation - International Workshop: design of a metropolitan center  
Aleix Armengol Colom, Diane De Chilly, Fabio Mocci, Jean-Mari Gainche, Stefania Mulargia, tutor: David Balbás Alonso

26>30 april 2010 Bologna

## FLASH DIAGNOSTIC

POSITIVE	NEGATIVE
Interporto and Centergross have an international attractiveness, with dynamic enterprises	Centergross and Interporto are closed areas (problems of security and isolation for the Interporto)
Several functions (nursery, conference center, post office...) in the Centergross	The architecture is not attractive
Intermodality (Railway, roads, public transports)	No connection between residential area, Centergross and Interporto, they are three disconnected areas.
A master plan which permits to imagine a real new district and to have a real impact on the territory	There is only one underpass (in the station), to cross the rail lines near Funo and we arrive at a parking lot.
The nature around the perimeter (river, landscape...)	There is no place for the pedestrians in the Interporto and the Centergross.

**LEGEND**

**NEGATIVE**

- No connection between the three areas
- The railway: which divides the territory in two parts
- Barriers (physical, visual, mental)
- Too far for pedestrians

**POSITIVE**

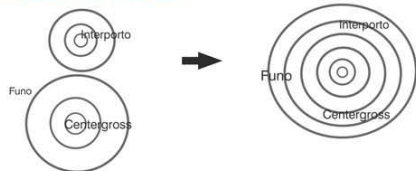
- Master plan area
- Potential area for development
- Park in Centergross
- Several functions
- New road, new connection
- International Attractivity
- Nearby for bicycles, cars and trucks

## KEY CONCEPTS

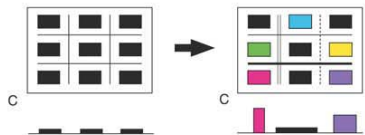
### CONNECTIVITY



### ATTRACTIVITY / SPECIFICITY



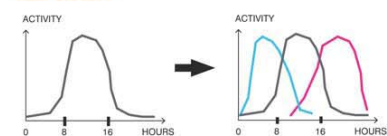
### HOMOGENY / HETEROGENY



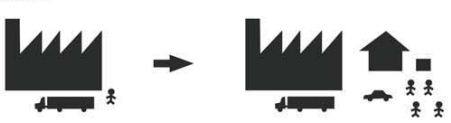
### MIX USES



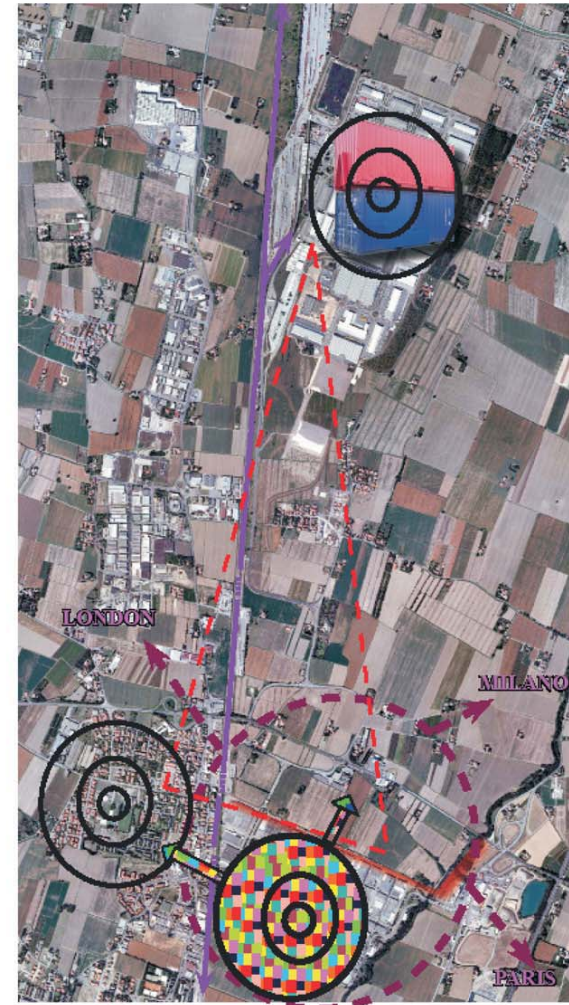
### TEMPORALITY



### URBAN



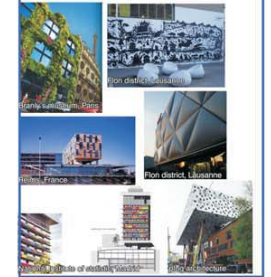
## PROJECT IN CONCEPTS



### HETEROGENY / MIX USES

The architectural vision of each area is monotonous. Moreover, each area has got only one function, one use. In order to create a real urban character, we want to mix different uses and to create an varied skyline.

On one hand, we want to use the master plan to add some different buildings (like a plug-in) with different facades and on the other hand we want to create a city with different uses (residences, services...)



### CONNECTIVITY

Nowadays, the three areas (Funo, Centergross and Interporto) are independent, there are not linked between each other. The different areas are isolated. Moreover, the railway is a barrier, limit, border between them.

We want to use the master plan to create a real connection between the different areas:

- physical with the roads and the future pedestrian ways
- immaterial with a common identity (for example, containers can have an industrial function in the Interporto, street furnishings in Funo and as residences in the masterplan area. Design can be a guide line too with creative crane lighting, expositions, a fashion cluster. The Interporto can also produce sustainable energy for the rest of the city.



### ACTIVITY / A NEW IDENTITY

Today, Funo does not have a real identity, it is just a town where people sleep and that is all. Interporto is an industrial and logistical area. However, the territory has a good potential, because Centergross is an international spot.

Therefore, we want to use the masterplan to extend and to develop this area. We want to create a fashion cluster that will shine forth throughout Italy as well as all around the world. In other words, we want to implant a fashion university like in Lyon, several design studios, shops. The different uses will bring different kinds of people: students, researchers, designers... It is the notion of «the creative class». The reality of living together will allow for the creation of different temporalities (night and day like La Marais district in Paris or the Flon district in Lausanne). To conclude, we want to create an international attractiveness that will also be profitable to the local people.



Workshop Polo Funo

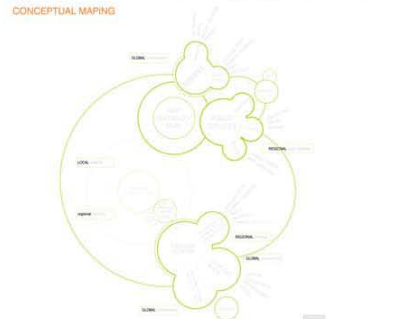
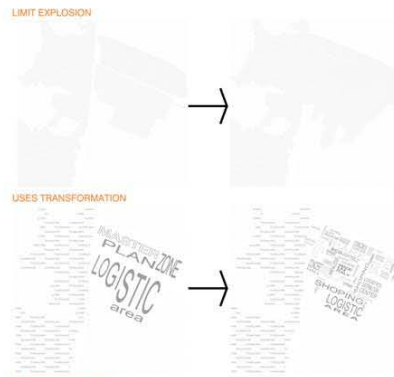
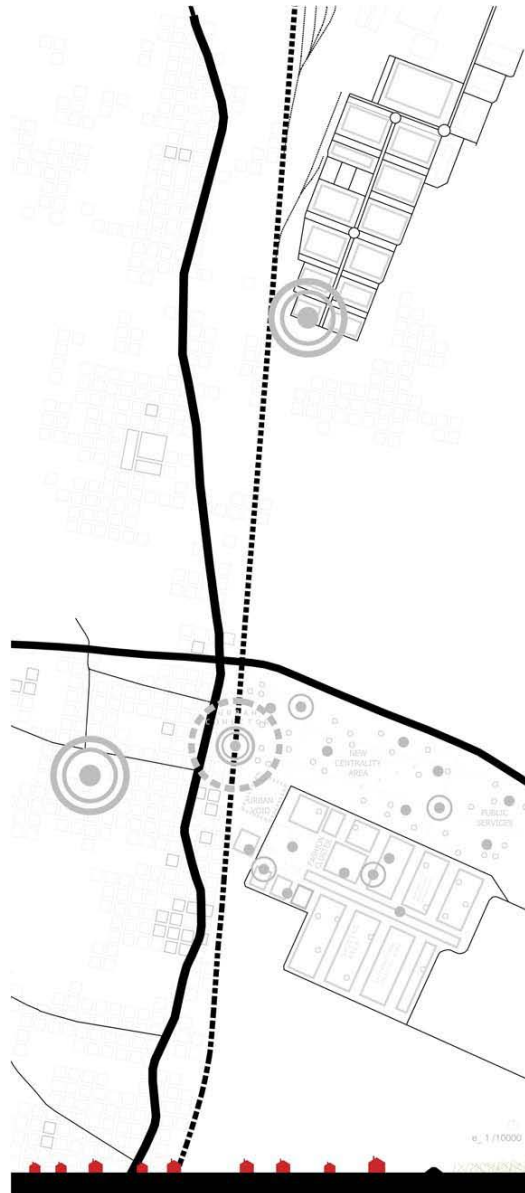




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## INTERPORTO

### CONCEPTS



CONTAINERS as a resource of the territory



LOGISTIC AREA



RECYCLING of containers for housing construction



Use of the roof for SOLAR PANELS and GREEN ROOFS DEVELOPMENT

### REFERENCES



Emsher Park (Ruhr gebiet) - Example of appropriation of and industrial area.

## CENTERGROSSO

### TIPOLOGICAL SECTION (NOW)



### TIPOLOGICAL SECTION (PROJECTS)



### REFERENCES of container/cheap/roof-housing



### CONCEPTUAL PLANT



### CONCEPTUAL ELEVATION





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## ATTRACTIVITY

### ANALYSIS

Today, the territory is not attractive. People across but does not stop. However, Centergross is an international spot but it does not shine forth throughout Funo and inhabitants' Funo.

### PROJECT

We want to create a specificity on Funo's territory. That is to say, we want to create a cluster. A cluster mix research, creativity and work. In relationship with Centergross, we can create a fashion cluster. Several kinds of people live in a cluster : students (fashion university permits to extend Birmingham's universities), artists, ... In fact, we call them «creative class». A cluster permits to create a national and international rising.







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## CONNECTIVITY

### ANALYSIS

There are not links between the different areas of territory. Moreover, there is not possibility to cross the rail lines. It is like a border between Funo, The Interporto, Centergross and the Master Plan. Moreover, pedestrian cannot walk safe, there are not paths for them. It is cars and trucks that dominate.... There are not exchanges of knowledge between The Interporto, Funo and Centergross.

### PROJECT

In order to create a real connection between the different areas, we have to create a hierarchy of roads (main, second, third, pedestrian way). Pedestrians and bikes have to move safely. The connection can become an exchanges of services, a immaterial link. Moreover, we can create connections with a referent symbol for the three areas (container for example).



example of organisation of roads







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Workshop Polo Funo

## HETEROGENETY

### ANALYSIS

The heterogenety of the architecture product a monotonous feeling about the territory. No building permits to find your path.... It is a monotonous vision.

### PROJECT

In order to breack the heterogenety, we have to create an variated skyline with different hight for the new buildings. We can also develop the existant buildings (with plug-in).

We can also create some strategic building in order to localise yourself. These buildings could be symbols.

We can also make different facades (textures) : with plantation, drawing, new materials, ...



Hotel pershing all, Paris



Flon, Lausanne



caixa forum museum, Madrid



Birmingham



Flon, Lausanne





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## URBAN CHARACTER

### ANALYSIS

Today, the different areas have only one function. The Interporto is the logistic point, Centergross the shop point and Funo the residence point. Therefore, there is not a really urban character.

### PROJECT

We want to diversify all the functions on the territory in order to create an urban character. We want to create new services, new habitations, new open spaces, ... In fact, we want to realise a new district in the master plan area with services for local population and also with equipments for all the province.





# Funo station: centrality, intermodality and new east-west connections between Funo and the development area

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The project intends to find a role for Funo into its metropolitan context and also to improve Funo at a local scale, by dealing with five key concepts:

1. Reduce the barrier effect of railway, both physical and visually.
2. Connect the station to the main areas of activity in Funo and also those areas between them.
3. Develop a balanced and integrated system of micro-centralities for Funo.
4. Change de mobility model. This means reducing the preeminence of cars by giving priority to cyclers and pedestrians at a local scale, and to public and collective means of transport at a larger escale.

5. Help to the construction of an 'identity' for places produced by sprawl like Funo. Exploring the possibilities of a dynamic identity based on change or, in other words, the ability of the community to manage with transformation.

To concrete these concepts the project proposes to transform the actual train station and its surroundings into an open intermodal station with lot of equipped open space, some points of attracting activities and a balanced disposition of all the aspects related to the mobility.

## Seen from a larger scale...



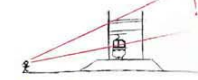
Funo Station is located on the railway that links Bologna to Ferrara. As more and more people want to leave town to live in nature, Funo is an area that will probably see its population increase during the next years. So the issue of connectivity and centrality is really important at a larger scale. Connectivity between two towns, between urban and rural and between East and West - Centrality for the flows but also for the new ways to live in peri-urban areas.



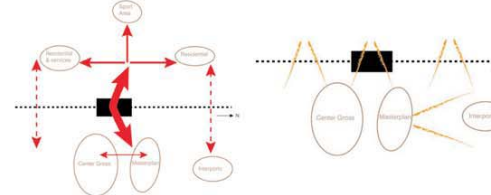
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## Concepts And Main Issues

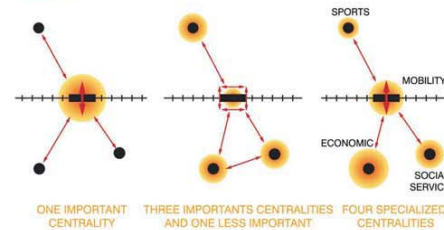
The railway as a barrier



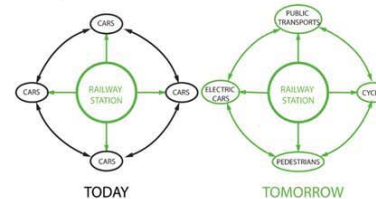
Connectivity



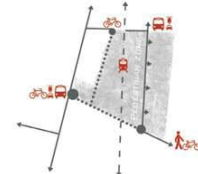
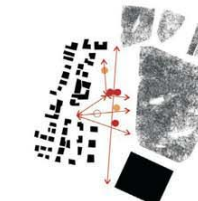
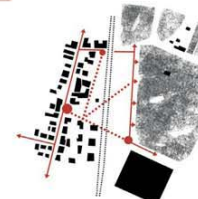
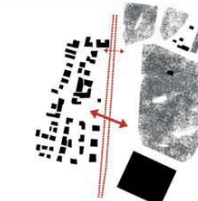
Centrality



Mobility



Identity





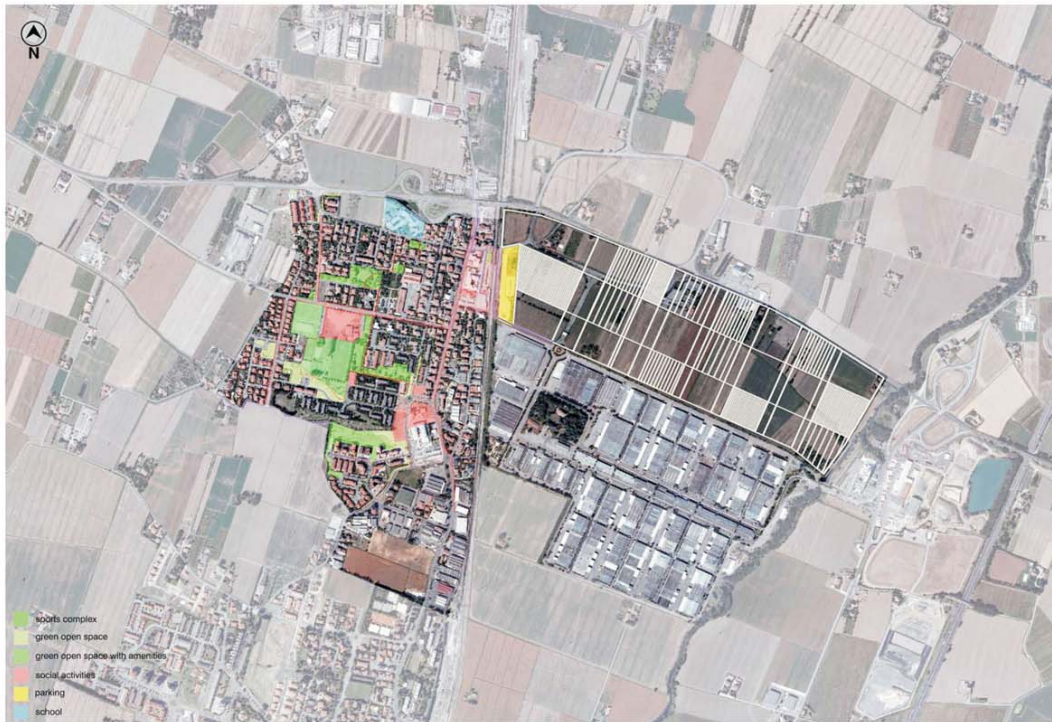


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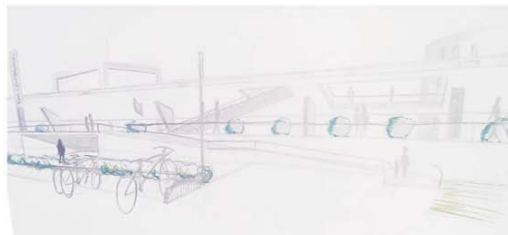
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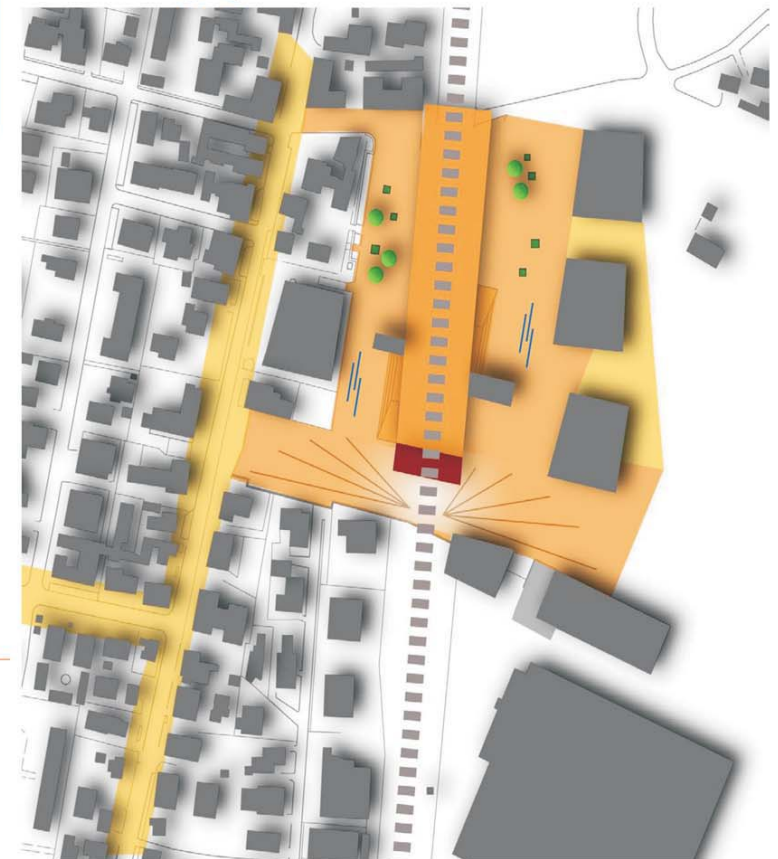
## Seen from a medium scale...



1 : 10.000



## Ideas for the project







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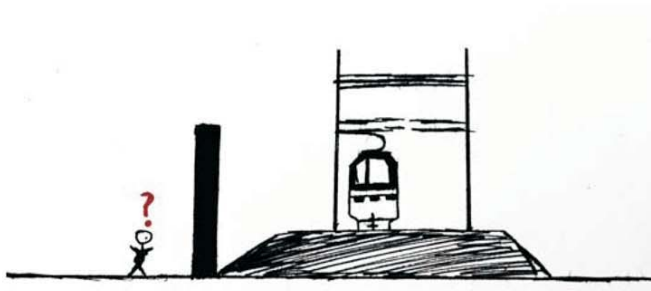
## Concepts And Main Issues

### The railway as a barrier

Today, the railway is a **barrier** between 2 areas: Funo "village" and Center Gross and the future masterplan. It is a physical break as it is very **difficult to cross**.

As a matter of fact, there is only one way to cross the railway for pedestrians and bicycles. It is an **underground which is not attractive** for people: narrow, dark, smelly...

How could we improve a physical connectivity between East and West of the railway ?



The railway is a physical break and a **visual barrier**.

If there is something to see on the eastern part of the railway, you might want to go over the railway. So the answer to "break the break" will be as physical (create a bridge over the tracks...) than visual (imagine a **specific architecture** on the eastern part of the railway, so that people will **want to go over the railway**).

### Connectivity

Beyond the question of the railway, there is a larger question that deals with connectivity in a general meaning. As a matter of fact, it seems to be really important to **improve the connexions** between Center Gross, the project of MasterPlan, and the services and sports area in Funo.

The **station** seems to be a good place to cross the railway as it is central, most of the flows meet there and it is exactly between the village and the masterplan. However, it is indispensable to improve the connections between Center Gross and the Master Plan, and with Interporto.

A first answer will be by physical links : create **cycle lanes** safe and straight, **sidewalks** .... and make a connectivity **accessible for all**.

But once again, there is an issue with **visual connectivity**. If someone take the train to go to work in Bologna and see nice architecture, or an artistic way to put containers in the landscape, he might want to come and have a walk or a ride during the weekend...



*Urban Space Management,  
Eric Reynolds,  
London*





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## Concepts And Main Issues

### Centrality

The station could become a new **centrality** or the central point where all the centralities meet (Sport area, Center Gross and the Master Plan.)

It the place where all the **flows** cross (workers, students going to Ferrara, future inhabitants of the Master-plan...)

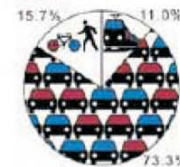
This centrality will be characterised by a new **density** in the area of the masterplan : housings, services (education, social...), specialised shops.... and, in the western part of the railway, an **intensity** of uses : services for the station, restaurant...

Thus, the area around the station might become a central point and the **open space** will turn into an attractive place, lively, an area of social interactions and meetings. The uses will change according to **time** : morning/evening, week/weekend, winter/summer...

### Mobility

Today, most of the people use mainly their own car to move. The collective transports the ways **to go from a point to another using human energy** (walking, biking, roller skating...) are not used a lot. The issue is to decrease the number of cars and improve the number of people using a collective transport, a bicycle or who go walking.

The idea is to improve the **inter-modality** around the station. It is essential to create fine cycle lanes, going straight and comfortable sidewalks. We propose to create also a shop to rent bikes or a system of individual public transports.



Today's situation







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## Concepts And Main Issues

### Identity

CENTER GROSS ?



PUBLIC SPACES ?



MIGRANTS ?



Rhodri Jones ©

YOUNG POPULATION ?



Rhodri Jones ©

SPECIALIZATION

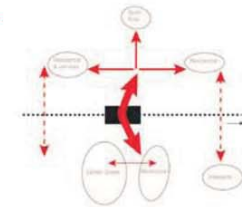


OTHERS ?

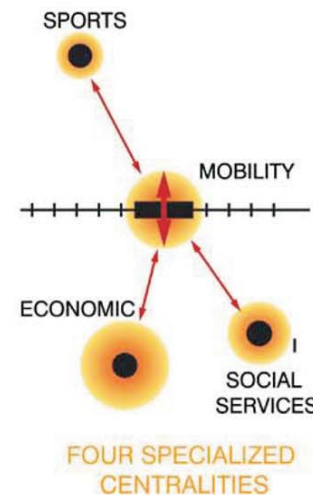
RAILWAY ?



CONNECTIVITY ?



CENTRALITY ?



MOBILITY ?

