restart&go

_urban regeneration strategies
_Area Carrozzone_Reggio Emilia_Italy

_problems/opportunities
_rarefied urban pattern
_linear commerce
_excess public parking
_incoherence between private areas and viability

_goals
_increasing the opportunities of retail   (fast and slow commerce)
_mending of sprawled urban pattern
_creating common identity
_increasing housing quality

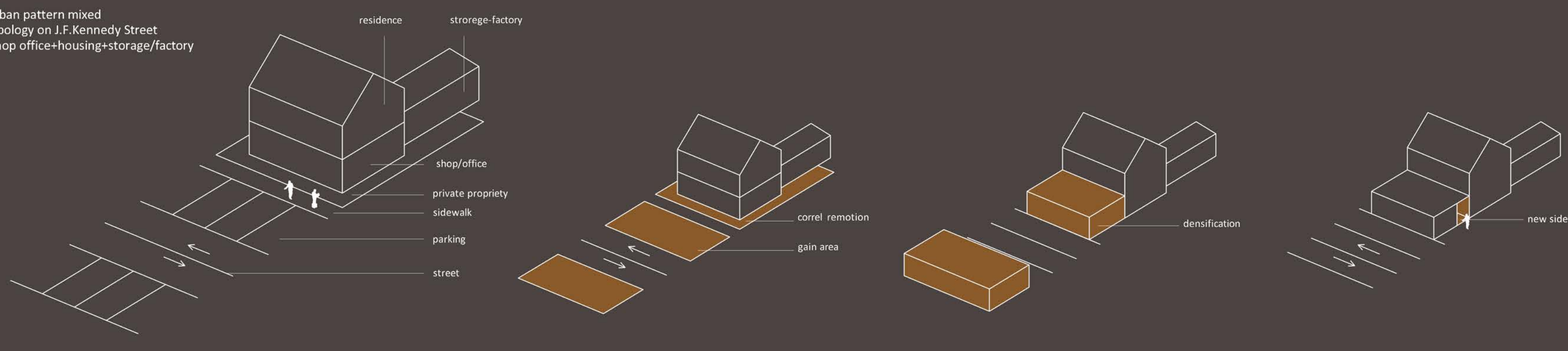_interventions
_direct cars access to the shops
_front saturation of the street and alignment
_strong and detached viability (pedestrians-cars)
_green, pavimentation level zero

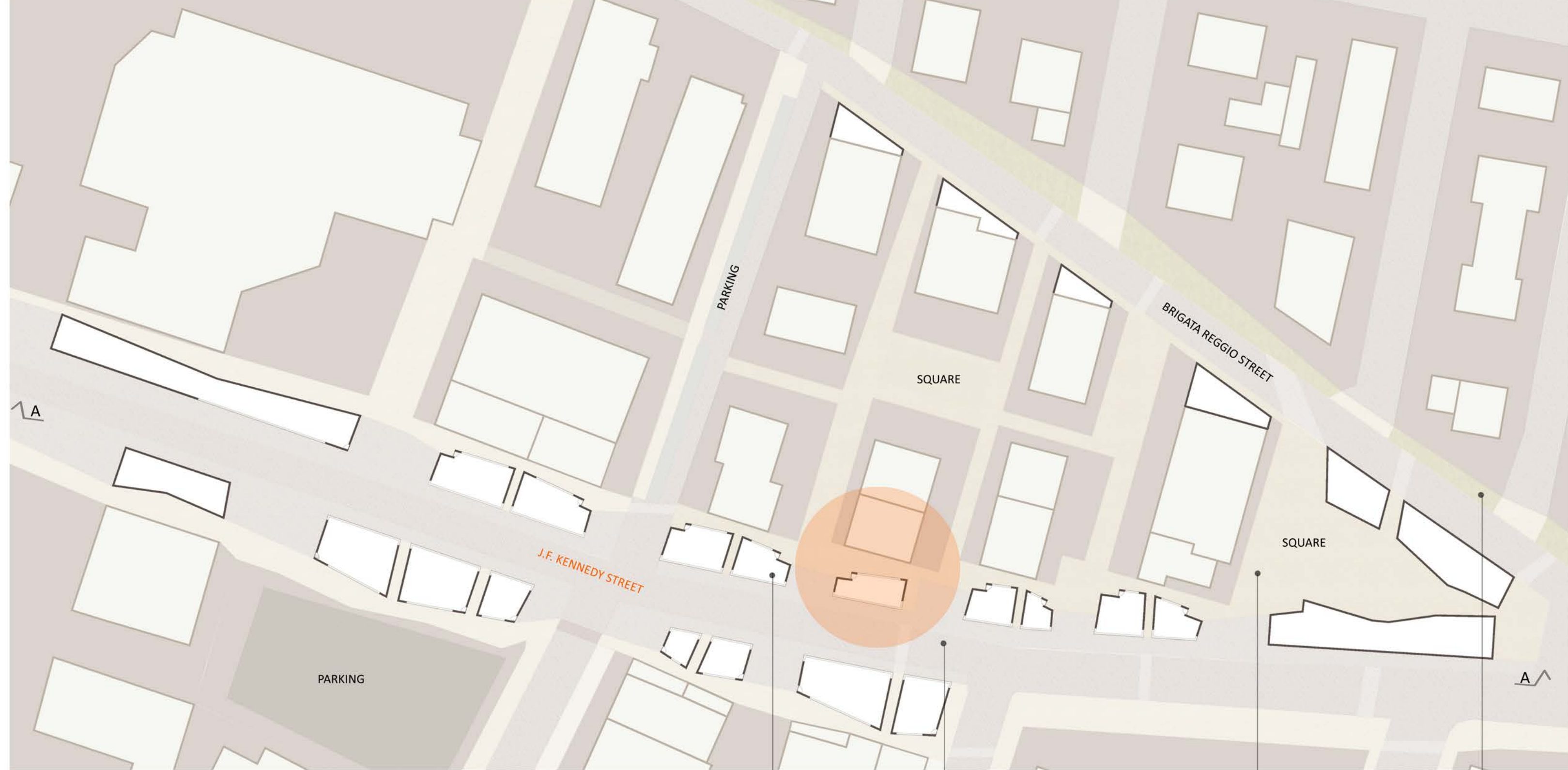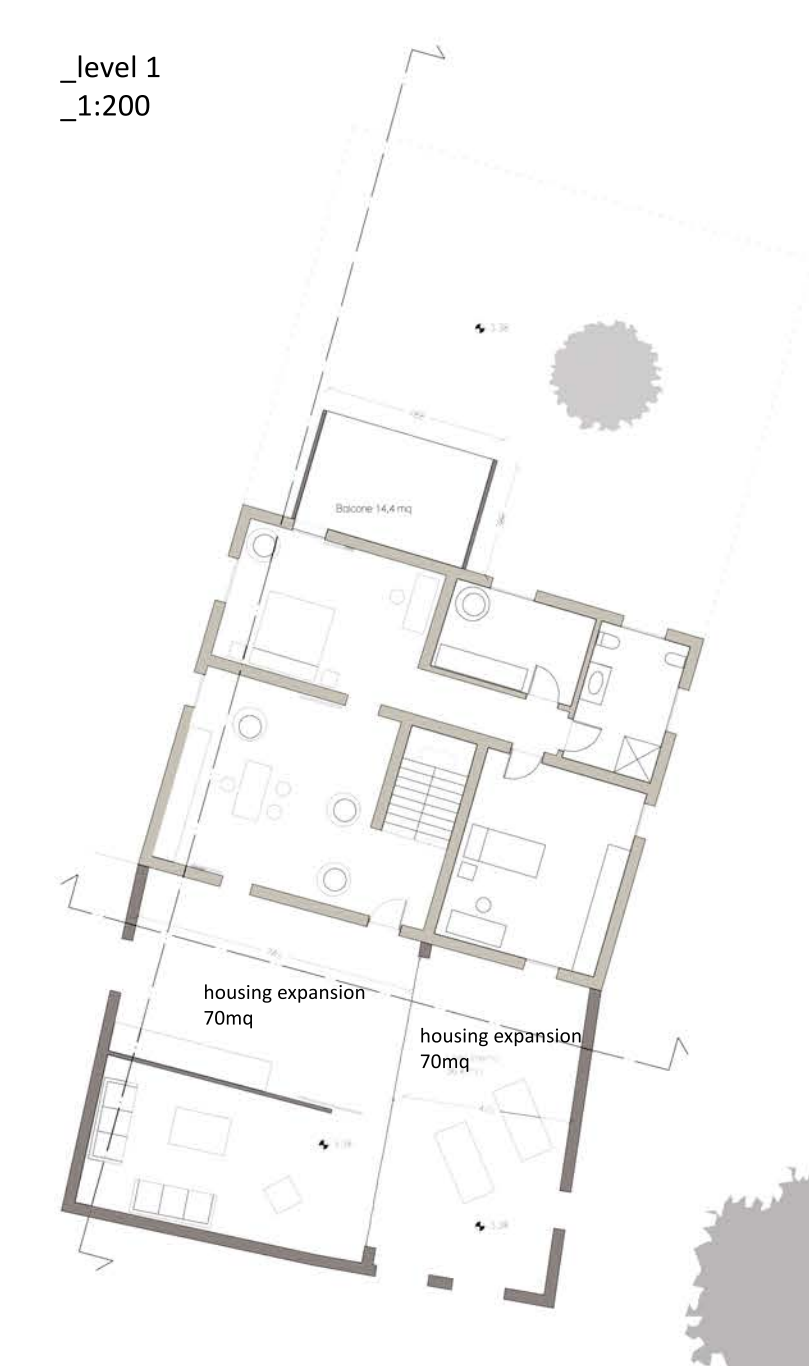density_expressway_high speed excange_take/away services

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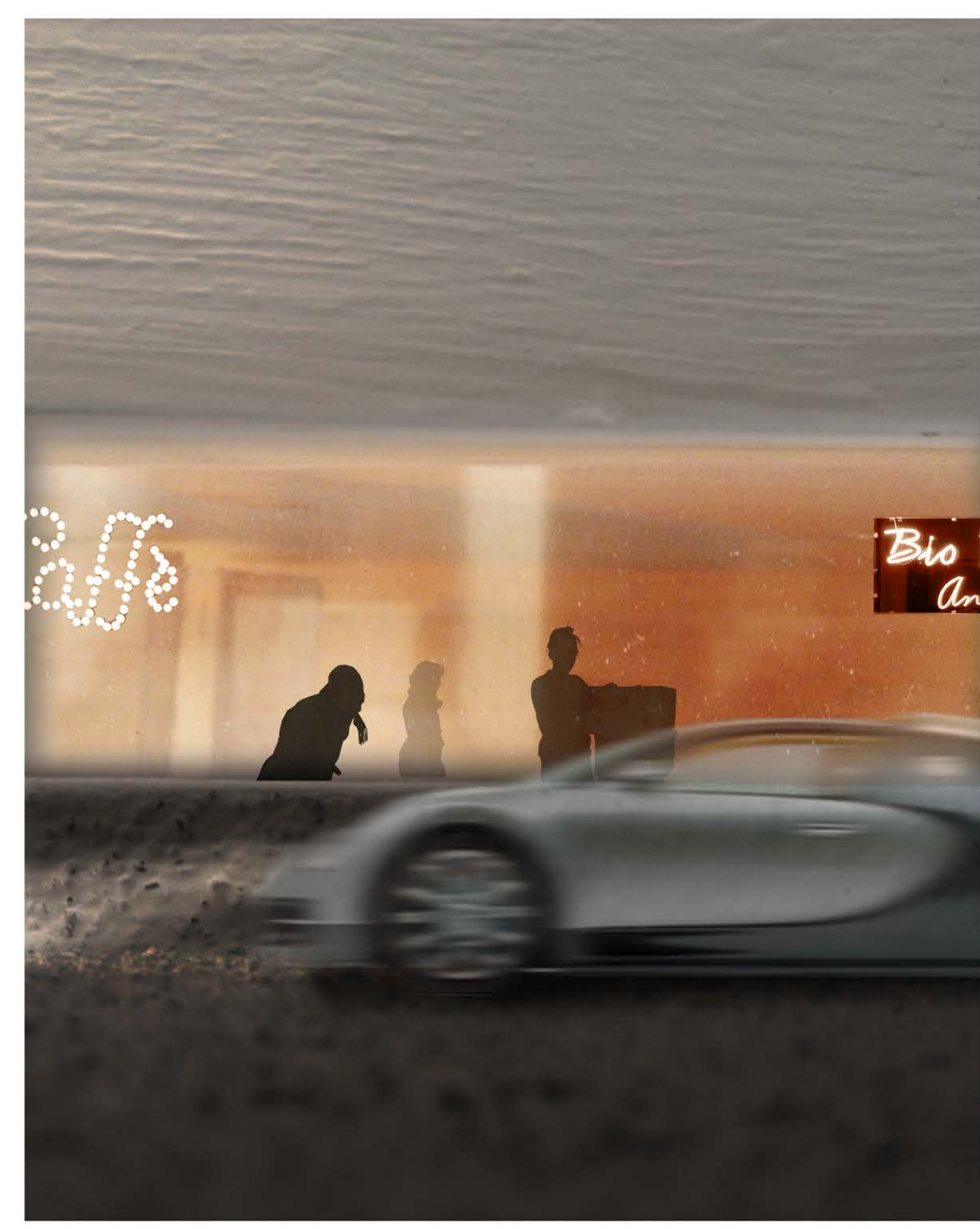
_today situation
_urban pattern mixed
tipology on J.F.Kennedy Street
shop office+housing+storage/factory

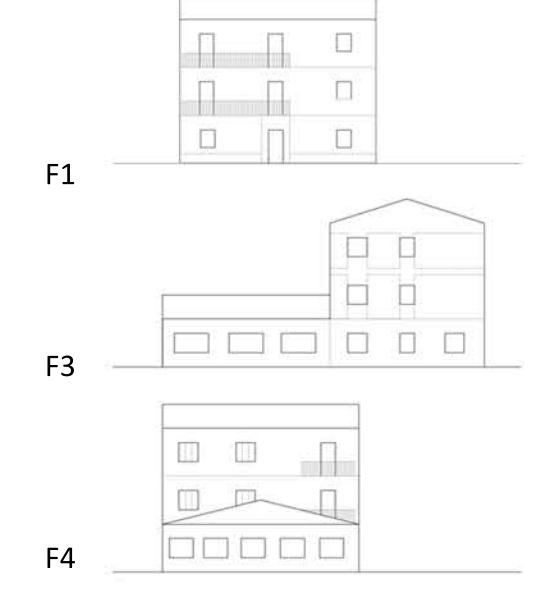residence   strorege-factory

shop/office

private propriety

sidewalk

parking

street

corriel remotion

gain area

densification

new sidewalk

different development possibility

case a)

garden

case b)

extrusion
new housing level

case c)

raised part

testing model

housing addition

fast commerce
-shopwindow

garden room

sidewalk_slow commerce

pick-up desk

pit stop zone

slowing down lane

express way

parking-storage

2015   2030

_planimetry 1:500   _testing site project

PARKING

BRUGATA REGGIO STREET

SQUARE

SQUARE

J.F. KENNEDY STREET

PARKING

_level 1
_1:200

housing expansion
70mq

housing expansion
70mq

office

hall

laundry

shop

_level 0

storage/factory

laundry

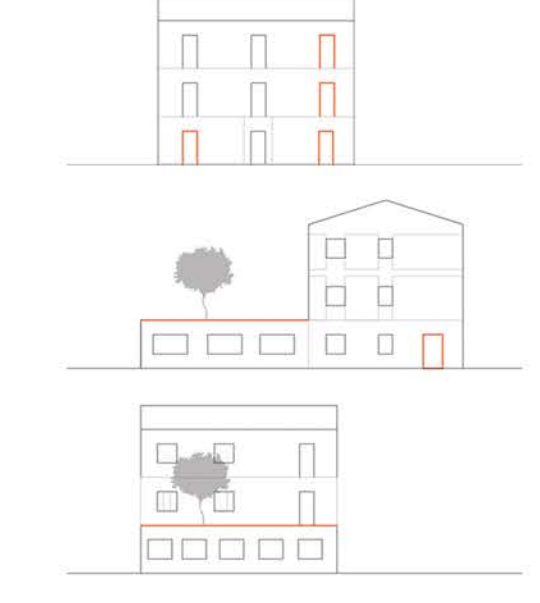F4

F3   storage-parking

F2   shop-housing

F1

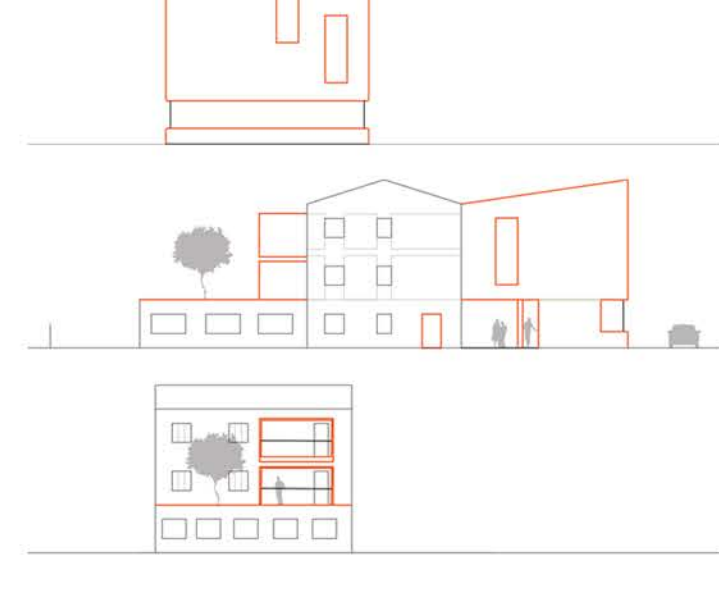_step 0   _step 1   _step 2

F1

F3

F4

Users can pull over in dedicated areas and he can pick-up products ordered using Apps,
he can withdraw money, benefit of the take-away services and much more.
The pedestrian user lives in the inside part, walks in the gallery which is made with
mixed activities. He can park his car in neglected storehouses that we meant to be car
parking so the inside part can be completely pedestrian. In the higher layer we expect a
functional mix with housing and offices, in the lower one we have shops.

Diversifying car/pedestrian paths and necessities with no ambition of an apparent
sustainability, which sometimes can be pretentious, is essential to guarantee a realistic
sustainability and complete usability of the area for different types of users since
suburbs densification is the main real growth of the future city.
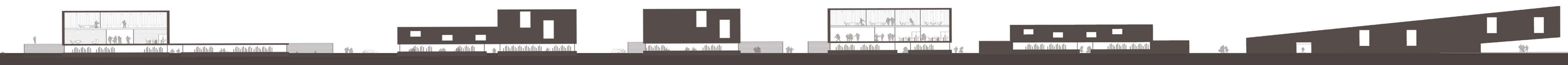

_model

_materials

rough plaster

new blocks
from the first layer
massive appeal

coarse asphalt

road surface
1 m basement in ground level
less bituminous appeal

concrete pavement

walking routes

concrete- grass pavement

walking routes to the public park
green way

_longitudinal sections_scale 1:100

_section AA