Resilient Torino

> URBAN REDEVELOPMENT AND POST-FORDIST TRANSITION OF THE ITALIAN ONE-COMPANY TOWN
> 1,202,000 INHABITANTS | TODAY THE MUNICIPALITY COUNTS 898,000 INHABITANTS AND THE METROPOLITAN AREA COUNTS 1.7 MILLION INHABITANTS

> OVER 60% OF THE ADULT POPULATION WORKED IN MANUFACTURING AND 17% WERE EMPLOYEES AND MANAGERS | TODAY 24% WORKS IN MANUFACTURING AND OVER 66% IN THE SERVICE SECTORS
INDUSTRIAL CRISIS AND URBAN ABANDONMENT: SINCE THE END OF THE 70S, OVER 10,000,000 SQ M. OF INDUSTRIAL SPACES WERE EMPTIED
AFTER/BECauses OF THE INDUSTRIAL CRISIS: DESIGNING THE CITY “BEYOND FIAT”

- NEW POLITICAL COALITION
- NEW URBAN AGENDA
- NEW PLANNING TOOLS
- NEW OPPORTUNITIES
- DEFINING A NEW CITYSCAPE
TURIN AS A POTENTIALLY EUROPEAN CITY, COMPETITIVE AND INNOVATIVE, WHICH FOCUSES ON KNOW-HOW AND KNOWLEDGE AS ITS NEW ECONOMY

RECOVERING THE CITY’S CULTURAL AND SOCIAL IDENTITY, THROUGH A SET OF URBAN REDEVELOPMENT POLICIES DRIVEN BY THE PUBLIC SECTOR
> KEY STRATEGIES: THE RENOVATION OF THE HISTORIC CENTRE, THE REDEVELOPMENT OF OLD INDUSTRIAL AREAS AND INFRASTRUCTURAL REORGANIZATION

> MAIN PROJECTS: THE SPINA CENTRALE, CORSO MARCHE AND THE PO RIVERSIDE
> The renovation and reutilization of the large Baroque and nineteenth century sites as cultural "containers" is a particular feature of Turin’s transformation.

> Today Turin ranks 5th in Italy's tourist destination listings. From the early 90's to the present day, the number of tourist visitors to the city has grown by 200%.
> REBUILDING THE SOCIAL, ECONOMICA AND PHYSICAL PATTERNS OF THE INNER CITY SUBURBS

> AIDING THOSE IN TEMPORARY SITUATIONS OF SOCIAL AND ECONOMIC VULNERABILITY, WITH INNOVATIVE PROJECTS TO RESPOND TO THE HOUSING DEMAND
> THE SPINA CENTRALE IS THE NEW URBAN BACKBONE OF THE TRANSPORT SYSTEM, WHICH EXTENDS ACROSS THE ORIGINAL RAILWAY NETWORK, CROSSING TURIN FROM NORTH TO SOUTH FOR 10KM AND REUNITING PARTS OF THE CITY WHICH HAD BEEN CUT OFF FOR DECADES
> CROSS-CITY RAIL LINK AND METROPOLITAN RAILWAY NETWORK (SFM): 13 KM IN LENGTH, WITH OVER 8 KM UNDER STREET LEVEL, MRN: 8 LINES AND 93 URBAN STATIONS

> JOURNEY TIMES: FROM NORTH TURIN TO THE CENTRE IN 9 MINUTES (INSTEAD OF 40). FROM NORTH TURIN TO SOUTH IN 15 MINUTES
> BETWEEN 1995 AND 2015, MORE THAN 5,000,000 SQ M. OF FORMERLY INDUSTRIAL WERE TRANSFORMED, WITH OVER 60 DIFFERENT URBAN PLANNING ACTIONS
The restructuring of the two universities has significantly contributed to the transformation of the city itself, with a total of over 200,000 sq m of new educational sites for teaching and university services and an investment of over 380 million € since the early 2000s.
AFTER THE FACTORY TOWN HIGHLIGHTS & OUTCOMES

FORTUNATE SEASON / FINANCIAL RESOURCES

TIMING OF URBAN CHANGEOVER

DRIVEN BY THE PUBLIC ON PRIVATE AREAS

MAXIMIZING “PUBLIC” EFFECTS OF PRIVATELY-LED TRANSFORMATIONS

NON-STOP NEGOTIATION PROCESS BETWEEN “THE ACTORS” ON THE STAGE
THE CLOSING OF A SEASON

POLITICS AND THE CIVIC SOCIETY
A NEW ATTITUDE TOWARDS URBAN TRANSFORMATION
RE-FRAMING PARTICIPATION?
WHAT’S NEXT #1

ISSUES

A POLITICAL AND URBAN CYCLE HAS CLOSED
NEED FOR A NEW SHARED STRATEGIC VISION
ROLE OF THE PUBLIC ACTOR
ROLE OF THE MARKET

URBAN ABANDONMENT&REUSE
SOCIAL SUSTAINABILITY
URBAN COMMONS COPRODUCTION
NEW SOCIAL VALUES
WHAT’S NEXT #2
NEW PARADIGMS

HOW TO PLAN, WHAT TO PLAN
> NEW SCALES (ACUPUNCTURE VS BIG URBAN PLOTS)
> NEW TOOLS (BIG STRATEGIES VS CONTEXTUALITY)
> NEW INTEGRATED POLICIES
> NEW KIND OF PROCESSES (OPENNESS, INCLUSIVENESS, INCREMENTAL DEVELOPMENT, TEMPORARY AND/OR PROVISIONAL, ETC.)
> REFRAMING PARTNERSHIP

THE PUBLIC AS AN ENABLER
URBAN COMMONS GENERATION/COCREATION COMMITMENT
Thank you

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