



# THE STATION TO CONNECT PARTS OF THE CITY

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4B: Connecting stations with the city

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# Influence and evolution between the station and the urban development

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- Historically the location of the station within the city has depended on: characteristics of the layout of the railway line, the requisite of operation (typology “Terminal” for the extreme stations and “Transit” for the intermediary ones) and the necessity to connect the city center (in proximity of important streets of communication and the passages of existing historical boundaries).
- Terminal stations were generally placed in the great cities (terminal of lines). Often transit stations were placed in the middle cities (the railway line races tangent to the historical urban nucleus constituting a physical barrier to the following developments of the city).
- The demands of the railway companies to have tightly functional solutions to the service with great backup areas for the development of fittings were often opposed to urbanist concepts based on solutions for moving back the station from the city center or put them in proximity of the historical center by realizing typologies of terminal station or underground (to serve the most people). This balance has determined the several choices.

Roma Termini 1872 - “Terminal Station”

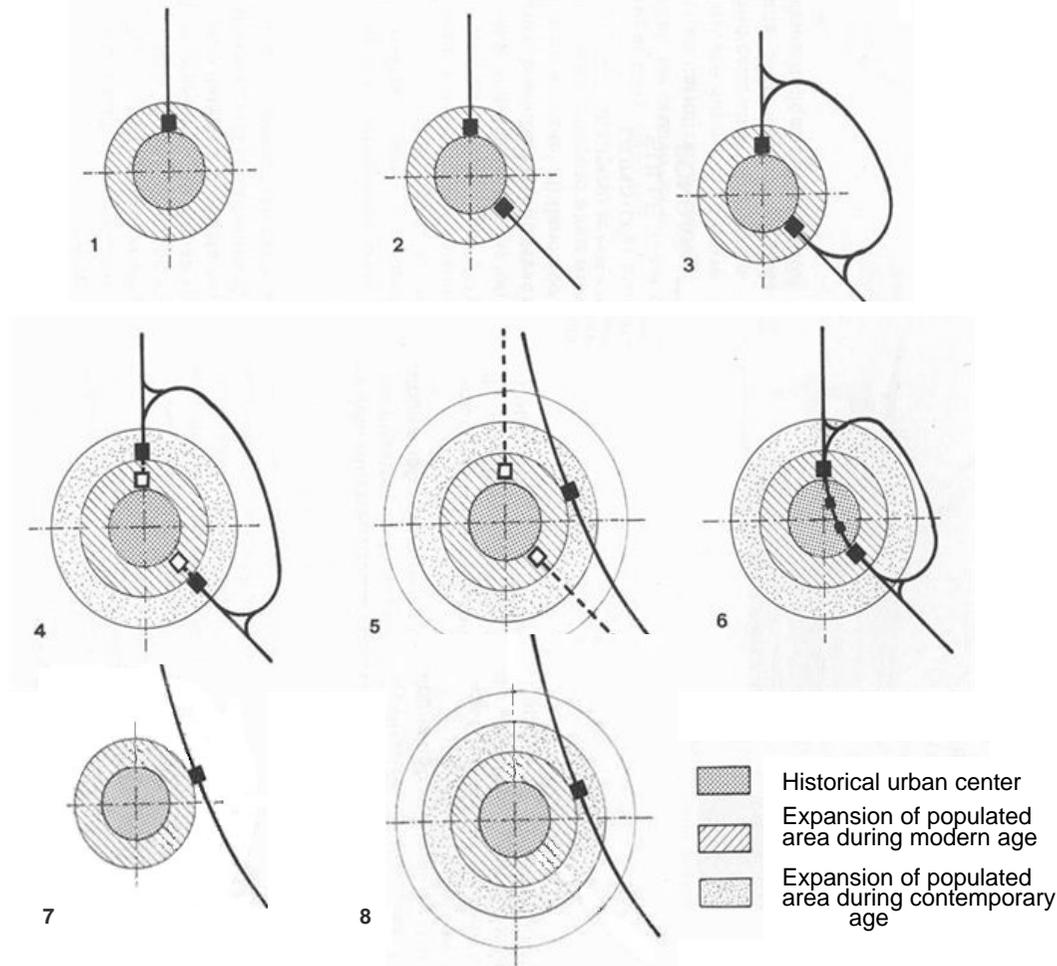


Asti 1880 - “Transit Station”



# Influence and evolution between the station and the urban development

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- 1) Isolated Terminal Station (in the preliminary stages)
- 2) Independent Terminal Stations
- 3) Connected Terminal Stations (railway junction)
- 4) Retraction of Stations
- 5) Retraction theorized by Urbanists
- 6) Terminal Station with passing connection
- 7) Transit Station (in the preliminary stages)
- 8) Transit Station (in a period of expansion)

# Roma Tiburtina

ABDR - Parent company Paolo Desideri

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## **LARGE INTERMODAL HUB**

- Total area: m<sup>2</sup> 49.000
- Main station services: m<sup>2</sup> 3.000
- Secondary, technical and connective service areas: m<sup>2</sup> 36.000
- Shopping areas: m<sup>2</sup> 10.000
- Real estate development: m<sup>2</sup> 157.000

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# Roma Tiburtina

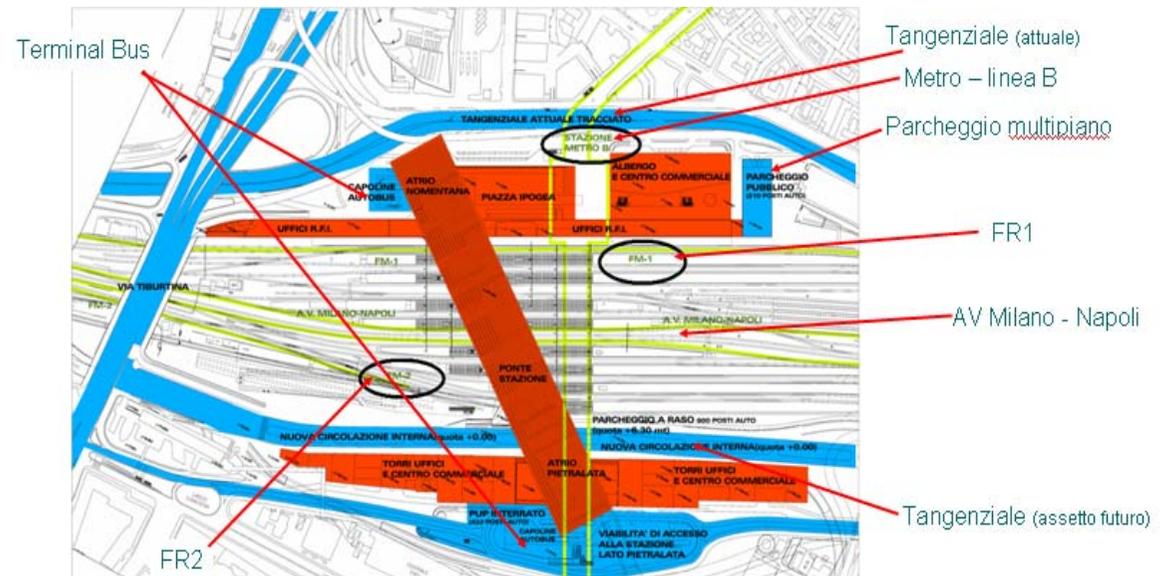
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- 1. galleria ponte
- 2. volumi sospesi multifunzionali
- 3. livello banchine ferroviarie
- 1. bridge-gallery
- 2. multi-use suspended volumes
- 3. station platform level

- The aim of the bridge-shaped station was also to provide an opportunity to form “a new urban centrality”, which is able spatially and physically to connect two districts historically separated by the railway line: the Nomentano district and the Pietralata urban park.



# Roma Tiburtina

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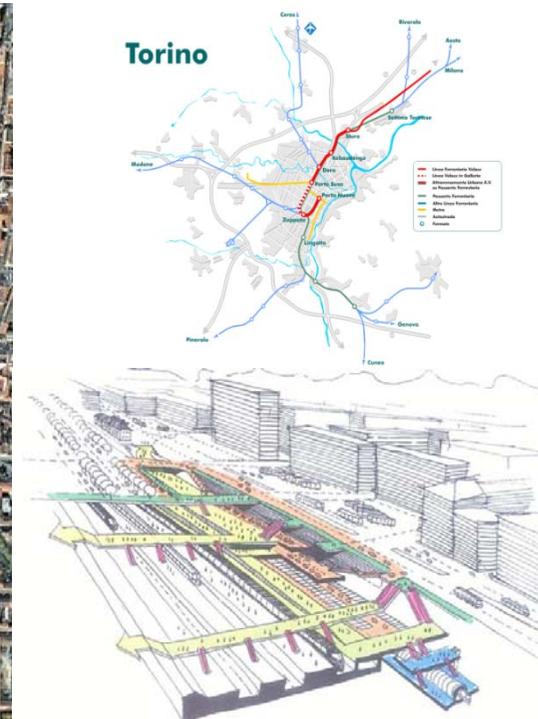
- The station is formed by a large gallery which links the natural landscape of the park with the urban environment of the city through a complex system of places and walkways. 240 m long, 50 m wide and 9.80 high, the station “bridge” is a glass parallelepiped supported, externally, by a lattice structure with a pyramid-shaped mesh, to which the ceilings of the internal floors are fixed. This forms a system of hanging and floating elements, both used for business activities and specialist functions (offices, VIP lounges, luggage storage areas, restaurants ...). The technical and technological solutions adopted highlight the innovative aspect of the design, which is based on the principles of environmental sustainability and simplicity in terms of operation and management of the installations.



# Torino Porta Susa

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## **LARGE TOWN-PLANNING TRANSFORMATION PROJECT**

Total area: m<sup>2</sup> 47.500  
Main station services: m<sup>2</sup> 1.500  
Secondary, technical and connective service areas: m<sup>2</sup> 38.500  
Shopping areas: m<sup>2</sup> 7.500  
Real estate development: m<sup>2</sup> 53.000

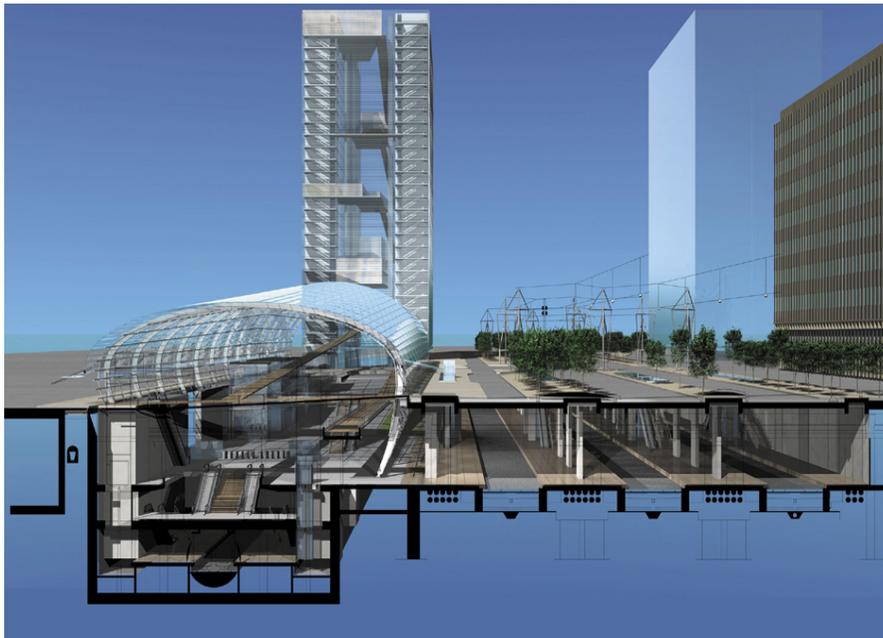
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- The passenger building - a place for a new urban life - is conceived as a covered gallery made of steel and glass, 385 metres long, 30 metres wide and with a height ranging from 13 metres to 19 metres at the roof ridge. The distribution of interior functional areas flows through building from the urban system of accesses and the external area on which the new structure will be built

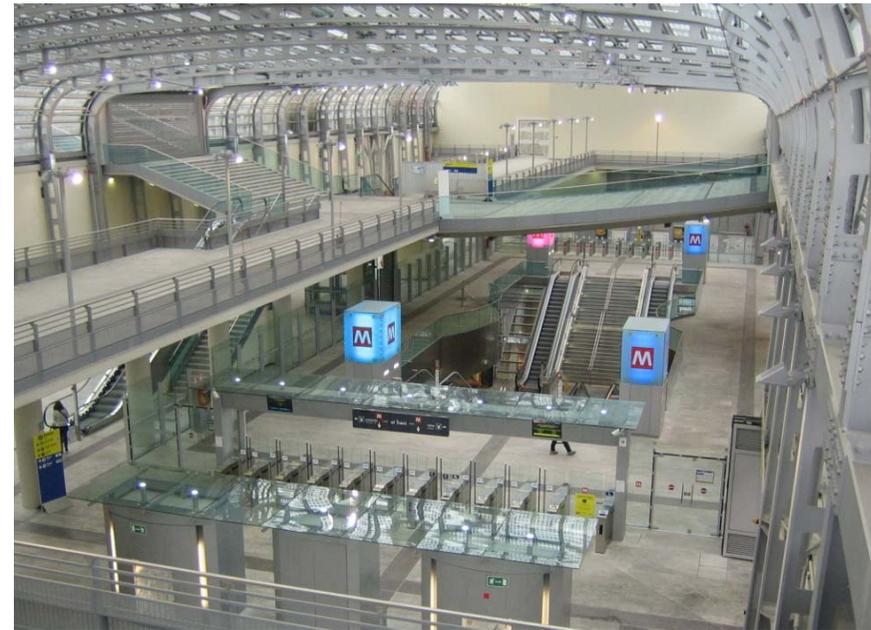
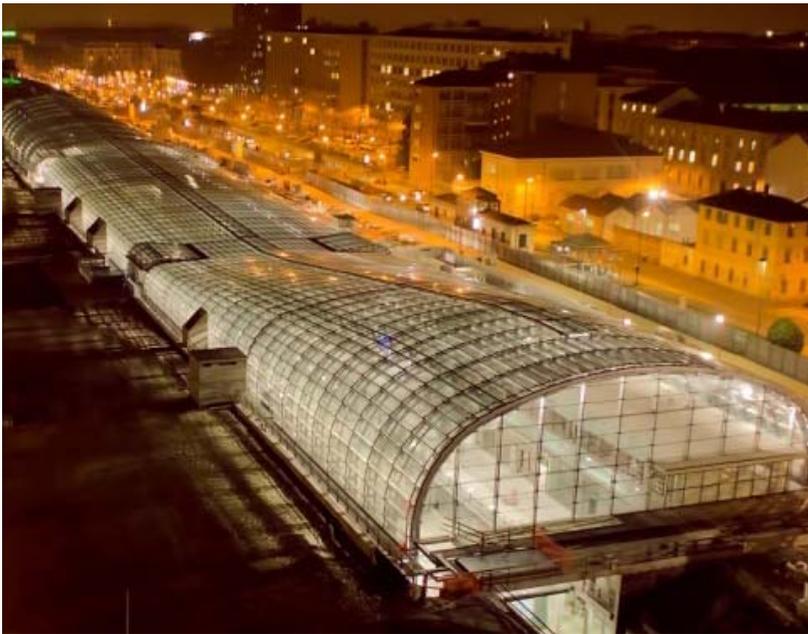
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- The gallery is designed as a system of “functional blocks”, with a steel and glass structure, resting on a reinforced concrete base, occupied mainly by the technical rooms, service areas and the parking zone.

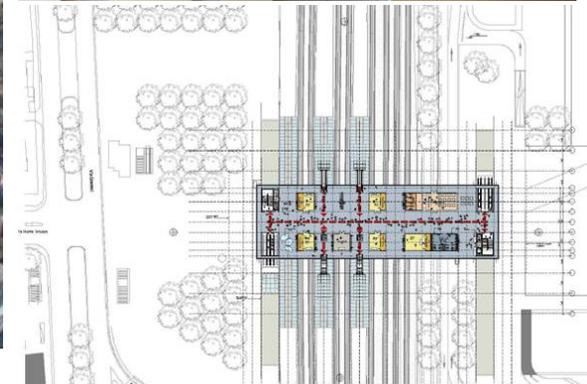


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# Sesto San Giovanni

RPBW (Renzo Piano Building Workshop)

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## **MEDIUM STATION-PLANNING TRANSFORMATION PROJECT**

Total area: m<sup>2</sup> 4.223  
Main station services: m<sup>2</sup> 298  
Secondary, technical and connective service  
areas: m<sup>2</sup> 2.307  
Shopping areas: m<sup>2</sup> 787

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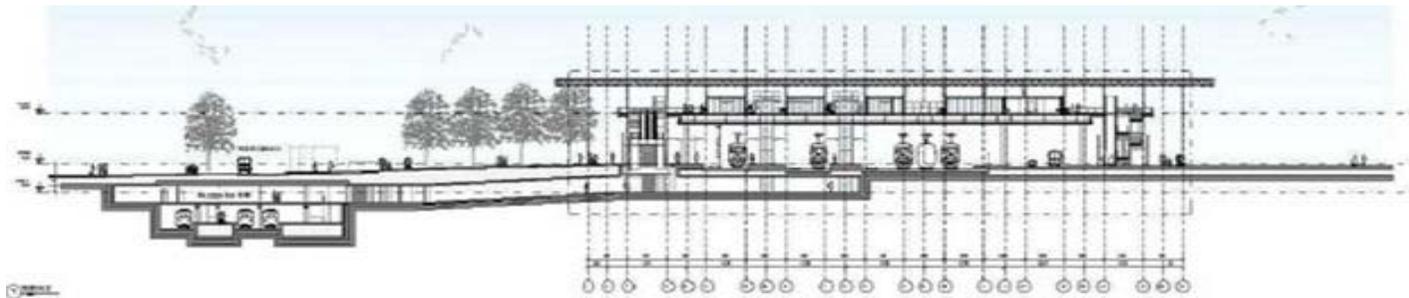


# Sesto San Giovanni

RPBW (Renzo Piano Building Workshop)

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- The plan of station is based on idea of a large horizontal passing placed above the platforms, covered by a glass shelter, to receive the principal services for travelers, the retail spaces and the equipments of service. In the terminal parts of the short sides of the plate, vertical systems of connection are assembled for both sides up to level road, while in the west side toward the city, underground walkways reach the Subway plane.
  - The plan creates two urban squares:
    - the first one, coincident with the actual “Piazza 1^ Maggio”, that represents the door toward the historical part of the city;
    - the second - the new Plaza of the Station - is set as visual zipper towards the new district, anticipated from the plan of urbanistic development in the areas behind the railway line with a strong commercial and residential connotation.



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...Thank you

for your kindly attention