PASSAGES

ARCHITECTURE FOR FLOWING AND CONNECTING SPACES

Raffaella Cavallaro
Nicolò Chierichetti (eds.)

International Conference
September 24–26th, 2025
Politecnico di Milano

Book of Abstracts

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Editors | Curators
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ISBN 978-94-6518-101-1
DOI 10.64967/PASSAGES.boa2025

September 2025

Additional materials are available on the conference website
www.passages.polimi.it
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Welcome to *Passages* International Conference at Politecnico di Milano, Department of Architecture and Urban Studies.

Passages aims to investigate notions of space for mobility in contemporary architectural discourses. How architectural design can contribute to reimagining spaces to overcome functionalist engineering limitations, also considering the ecological, climate and social impacts of mobility spaces as something more than mere built objects?

This conference aims to unveil the potential of architectural design and research tools to enrich unconventional discussions about mobility in urban and periurban contexts, its spatial configurations and experiential qualities. Although mobility is intended as a framework, the discourse will focus on the spaces above, below, in-between, and to the sides of the ordinary boundaries of architectures of flow, as well as on the spaces of new forms of movement.

Raffaella Cavallaro
Nicolò Chierichetti

Politecnico di Milano
September 2025

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Introduction

Why Talking about Mobility through Architecture?

Contemporary challenges, past legacies, and future visions

Raffaella Cavallaro, Nicolò Chierichetti

Introduction. Mobility as Frame, Space as Question

The question of mobility has been a central concern in urban agendas for a considerable period, particularly as a legacy of the modernist era, and is also closely linked to the pressing issues of decarbonization, climate adaptation, and the reduction of inequalities. However, the spatial and experiential dimension of mobility remains under-researched, while the evolution of technologies related to mobility dominates the debate. Infrastructures support flows, as well as producing forms of urbanity, transforming landscapes, and reshaping everyday practices. It is precisely at this point that the field of architecture becomes essential, even if nowadays the debate on mobility through architecture – as per theory and criticism – may be perceived as almost redundant, perceiving mobility from a mere strategic, transport and planning domain – where such policies and engineering approaches treat mobility as a technical system of connections.

Architecture instead has the capacity to reveal and articulate the cultural, ecological, and social values embedded in these spaces. Mobility, therefore, provides a frame, but the core of our investigation lies in space: the thresholds, interstices, and passages that give shape to lived experience in the contemporary city. The present collection of abstracts emerges from the conviction that architecture has the capacity – and the obligation – to reframe infrastructures of movement as collective spaces, to overcome the clear distinction between public space and service space. The relevance of such architectural-mobility debate is also underlined by the framework of the *Sustainable Development Goal*s, with Goal 9 (Industry, Innovation and Infrastructure) and Goal 11 (Sustainable Cities and Communities), which make explicit calls for infrastructures that are resilient, inclusive, and sustainable. At the same time, the *European Green Deal* and various national agendas underline the importance of a transition towards low-carbon mobility systems and the regeneration of public space in their interference. In this context, architecture assumes a distinctive role with its capacity to reshape infrastructures into public and shared environments, which can foster ecological transition and the reappropriation of public space.

In addition, emergent forms of mobility are also challenging the paradigms we

had established so far. The advent of forms of slow-mobility, micromobility, autonomous vehicles, and digital platforms – such as MaaS – is reshaping the palimpsest of contemporary movement - while the climate emergency requires to rethink the very materiality of infrastructures, integrating water management, vegetation, and permeability as part of the field of action.

These shifts are not to be considered neutral. Each of these components has the capacity to reflect profound changes to urban landscapes, influencing the perception of distances and proximities in the surrounding environment and redefining the boundaries between public and private spheres. Due to this, any discussion of mobility through architecture must necessarily engage with a set of fundamental questions. *How can infrastructures be transformed into spaces that facilitate interaction rather than serving as barriers? In what ways can design contribute to the realisation of equitable, accessible, and ecologically sustainable mobility? How can architectural thinking transform the pursuit of efficiency into the creation of spaces endowed with symbolic resonance and cultural embeddedness?*

By addressing these questions, the conference *Passages. Architecture of Flowing and Connecting Spaces* seeks to encourage reflection among researchers and practitioners on the potential of architecture to shape infrastructures as civic and collective spaces, essential to the quality of urban life.

Passages before Passages

> *"On both sides of the passage, which receives its light from above, the most elegant shops are lined up, so that such a passage is a city, a world in miniature." (Benjamin, 1991, p.62)*

The architectural and urban reflection on mobility is rooted in a genealogy of theories and projects that have progressively expanded the scope of design beyond the isolated object, starting from flows, networks and infrastructures. To position the research questions around *Passages*, it is crucial to revisit these legacies.

In *Mutations*, Koolhaas and his design team described the contemporary city as an undergoing of "mutations of urban culture" so radical as to require "a new conceptual framework and vocabulary for phenomena that can no longer be described within the traditional categories of architecture, landscape, and urban planning" (Koolhaas et al., 2000, 19). This notion of the *city-in-transformation* highlights infrastructures, flows and global urban processes as central agents of change. Similarly, in *S,M,L,XL*, Koolhaas foresaw mobility nodes and terminals shedding "their utilitarian character and become attractions" (1995, p. 581).

This shift was reinforced by Stan Allen's seminal essay *Infrastructural Urbanism* (1999), which argued that *"Infrastructure works not so much to propose specific buildings on given sites, but to construct the site itself"* (Allen, 1999, p. 54).

Infrastructures, in this sense, are not conceived as single points in space, but they act as critical masses which can engage the design ground for future building and "create the conditions for future events" (Allen, 1999, p. 54). *As Allen further recalls:*

> *"[...] networks of communication and transportation were all part of the traditional competence of the architect before the rise of disciplinary specialization. Territory, communication, and speed are properly infrastructural problems, and architecture as a discipline has developed specific technical means to deal effectively with these variables" (1999, p. 52).*

By framing architecture as a field and system, Allen invited designers to see infrastructures as active agents of spatial production. This perspective resonates with the historical account of transport condensed in the text by Kelly Shannon and Marcel Smets, who describe how infrastructure has progressively shifted "the perception and spatial articulation of the public realm" *(2010, p. 184). Station, in particular, illustrates this transformation: "*The 19th-century popularization of train travel accommodated the values of the new bourgeois society, and transport space took on an urban image. While assigned train carriages mirrored class distinctions, the *station hall* and platforms were *common spaces through which everyone passed*. In this way, *train stations became the true initiators of transport infrastructure as public space*" *(Shannon & Smets, 2010, pp. 184-185).* In this sense, underlining the centrality of networks as design matter, infrastructures are not hidden technical artefacts but part of the visible structures that shape encounters, overlap different city-users, services and propose occasions for public interactions. Hauck, Keller and Kleinekort (2011) further expanded this perspective by mapping infrastructural practices through *research by design*. They describe *hubs* as hybrid knots, cultural opportunities and spatial experience that have reshaped the role of stations in the last decades: no longer mere points of transfer but multi-purpose environments where mobility converges with more functions, such as shopping, education, leisure and services.

> *"The overlays of the multi-layer city" they argue "have increased the importance of hubs, which now serve to ensure passage between several networks. Thus, they have acquired a critical, central function. Hubs are considered hybrid knots because their interchange function is mixed with other central functions like shopping, education, entertainment, and services". (2011, 15)*

More recently, Peter Eckart and Kai Vöckler have advanced the field of *mobility design*, emphasising that mobility should be understood primarily as a "qualitative experience", despite traffic and transport which even in theory and practice refer more to a quantitative performance in moving between two points in space. (Vöckler & Eckart,

2022a, p.07). From this perspective, "mobility systems, therefore, not only consist of material infrastructures and modes of transport (the transportation system), but also of cultural concepts and symbolic languages that operate within them". As the authors argue, *"mobility design should therefore be seen as an interdisciplinary task. Design is the integrating element since it mediates between people and mobility systems through design decisions and shapes user experiences"* (Vöckler & Eckart, 2022b, p.11-12). This approach recognises infrastructures as spaces of everyday life, subject to design choices, rather than neutral.

The very word *passages* resonate with this tradition. In his unfinished *Das Passagen-Werk* (*The Arcades Project*), Walter Benjamin interpreted 19th-century Parisian arcades as emblematic sites of modernity, thresholds between commerce, leisure and urban spectacle, intersected in new spatial and social configurations. These galleries blurred the boundaries between public and private, consumption and experience, architecture and fantasy. For Benjamin, the *passage* was not merely a built form but a conceptual lens, revealing how infrastructures shape everyday life and inscribe aesthetic, symbolic and political meanings into the urban fabric. As experimental terrains of urbanity, *passages* became the stage of the *flaneur,* who navigated commodities and crowds while revealing new ways of inhabiting the city.

Significantly:

> *"This originally French word [ndr. here interpreted through its English transliteration] began to be used in France in the early 18th centry to refer to the narrow private streets that ran through the interior of big residential blocks. The word comes from the latin passus, meaning a step, and relates to the movement, to the action of crossing a space" (Passages, 2017, p. C12).*

In the 2010s, the *Passages (2017)* programme of the *Institut pour la Ville en Mouvement* extended the research investigating thresholds, crossings and intermodal transitions as fundamental elements of urban regeneration and for the reconnection of fragments of the contemporary city. The programme summarized the research outcomes in the form of a *manifesto* linking past experiences with "how we should design transitional spaces, today" (IVM, 2017, pp. 248-253). It also suggest that designing mobility transition spaces as more than just dots on a line would enable them to evolve into permanent public spaces that are an integral part of the city, rather than isolated concrete islands. The *Manifest du passage* underlined the importance of the experience of mobility as part of the right to the city, to stitch the fragmented city and propose urban transformations that also define day-to-day mobility as a non-ordinary experience – where you adapt, connect, support, anticipate and identify the user experience – in order to "find again the urbanity of mobility".

Contemporary practice has absorbed and radicalised these insights. In *Our Urban Living Room* (2023), COBE reflects on the transition "From Infrastructure to Public Space" as a guiding principle for their design in Copenhagen. The studio approach emphasises the shift from conceiving public infrastructure as a purely functional object to recognising it as a public space – where citizens actively shape the city through their daily activities, merging functionality with social life. As they argue, "cities should not only promote the safest and most convenient bicycle routes possible, but at the same time provide a beautiful public environment where infrastructure and public space are completely intertwined as a single urban organism" (COBE, 2023, p. 32). Interventions such as *Nørreport Station*, *Israels Plads,* and *Karen Blixens Plads* embody this design character, transforming former parking areas or infrastructural nodes into inclusive and vibrant urban living rooms. These projects illustrate how design can simultaneously accommodate technical demands and expand the civic and social capacities of the city, without having to distinguish the two components.

Finally, Studio Muoto's *Holy Highway* (2023) radicalised the critique of infrastructures by reframing motorways as environments to be re-appropriated by culture and collective imagination. Once celebrated "as a royal road to the future, a synonym of conquest and progress" (Muoto, 2023, p.5), their status has changed, yet they still maintain a romantic, utopian and nostalgic atmosphere. As Muoto observes, "this architecture resembles the structures that we find on the edge of the roads, whose *Baudelairean* tones reveals to us all our contradictory desires, the desire for decadence and utopia, for progress and regression, for the eternal and transitory, for the sacred and profane, for eternal youth and for age" (Muoto, 2023, p. 9). More broadly, architectures of mobility embody this paradox, suspended between infrastructures of necessity and symbolic stages upon which societies rehearse their visions of progress and belonging.

Taken together, these reflections and projects aim to collect literature, experiences and experimentations over the last decades, from which the *Passages Conference* draws part of its essence. The objective of this proposal is to demonstrate that the architecture of mobility is not a marginal or recent concern, but a long-standing field of experimentation that remains partially unsolved. In the contemporary era, to debate on *Passages* means to inherit and update this intellectual lineage, conceiving infrastructures not as inert technical objects but as spaces of crossing, mediation, and encounter – an architecture of flowing and connecting spaces.

Intersection, Collateral, Evolution as Critical Trajectories

The notion of *passage* is not only a historical metaphor, but also a productive lens through which to read the multiplicity of phenomena addressed by this conference.

Infrastructures of mobility are not isolated technical objects; they are embedded

in wider spatial, ecological, and social processes. To capture this complexity, the contributions here collected in this volume have been articulated around three trajectories – *Intersection, Collateral, and Evolution*. These headings do not function as rigid categories, but rather as **research questions**, open to multiple interpretations and disciplinary approaches and aimed to comprehend the different forms, ways and interactions that can be explored in the relationship between city, users and infrastructures. Such framing allows us to construct a cartography of ongoing research and consolidated experiences, a heterogeneous landscape, where young researchers with a fresh perspective and alternative ideas, can interrogate the relationship between infrastructures, mobility, and urban life.

The first trajectory, *Intersection*, focuses on the spaces where infrastructures meet, overlap or cut across other systems. Historically, intersections have been points of intensity: railway stations where urban life condensed; ports that connected cities to global flows; urban crossroads that produced both congestion and sociability. Kelly Shannon and Marcel Smets have underlined that *"infrastructure may be seen as the ultimate public space: it is generally paid for by public authorities, it is accessible to almost everyone, and it marks a common itinerary or a collective place"* (2010, p. 184). Currently, the idea of *intersection* must be reconsidered, considering contemporary challenges. Multimodal hubs, bicycle stations, mobility interchanges, and transit-oriented developments are no longer mere interfaces between different modes of transport, but civic environments where architecture plays a critical role. To conceive *intersections* as *passages* is therefore to recognise them as spaces of transition, encounter, and cultural significance. This recognition is supported by two parallel approaches: "Over, Under, Architecture" and as "Spaces of Transition". The first is "an invitation to confront complexity, shaping layered, efficient, liveable mobility spaces" (Lepratto, 2025), while the second collects visions where "spaces of transition between past, present, and future", but also as potential "opportunities to design in the city and outside potential hubs capable of driving the transformation of the built environment toward greater justice, sustainability, and inclusion" (Zanotto, 2025).

Stepping outside, *Collateral* redirects the attention towards the by-products and margins of the infrastructural systems, from the spaces in direct interference to the systems that intersect with the spaces of mobility. The interaction between highways, railways and waterways, for example, generates collateral landscapes: service areas, buffer zones, under and overpasses, interstitial voids. These spaces were usually treated as residual surfaces, if not entirely invisible to the eye of both the designer and the city-user. *Passages* tried to unfold such *collateral spaces* through a landscape approach, with the track "Landscapes of Re-Invention" as a series of attempts to re-frame the

mobility landscapes as a more qualitative experience, where the contributions debate on "the importance and necessity of engaging with the existing environment and its contradictions from a conceptual and theoretical perspective, while also emphasising the urgency of rethinking our living spaces" (Oldani, 2025). In a complementary way, "Mobility and the Cityscape" tries to "investigate the infrastructure's space as the main background of everyday life and as an integral part of a strategic vision for the regeneration of cityscape" (Nifosì, 2025). The concept of margins as sites of potentiality finds profound resonance with contemporary ecological and social challenges. As demonstrated by several contributions, they have the capacity to establish settings for temporary uses, tactical interventions, and informal appropriation, thereby offering communities new forms of collective space.

The third trajectory, "*Evolution*", focuses more on the time dimension of infrastructures. As per definition, anything related to movement cannot be considered stable in nature: infrastructures are dynamic entities which are subject to processes of transformation, adaptation, decay and re-interpretation. The experience of utopian visions from the 1960s – such as Archigram's *mobile architectures*, Banham's *Autopia*, and Constant's *New Babylon* – has long associated mobility with the projection of futures. Evolution is present both as a vision from the past towards a more or less distant future, but also as a contemporary scenario of what it is already happening, from urban-air mobility to alternative behaviours and forms of moving. "Unfolding new mobility" does this specifically: it debates on the short-term future from our present, towards "the emergence and evolution of new forms of mobility and new infrastructure, pushing the boundaries of visions and scenarios that could transform our cities and, above all, the ways we travel" (Setti, 2025). Instead, "Between History and Utopia" examines contemporary issues from the perspective of the past, even in a provocative way, where mobility is conceptualised through "extreme efforts of imagination" and critically "abandons commonplaces while exploring the passage and utopian thinking" (Zuccaro Marchi, 2025).

While the key questions around Intersection, Collateral, and Evolution provide a useful framework, the research experiences presented showcase how research on mobility and architecture extends even beyond these directions. Contributions address multiple scales simultaneously, ranging from metropolitan infrastructures to more local interventions, from architectural detail to territorial strategy – and from the recent past to the distant future, but with an eye on the present.

Towards an opening for reflections

The reframing of infrastructures through the conceptualisation of *Passages* as spaces of intersection, mediation, and encounter is indicative of the unique ability of architecture to transform systems that support movement,

reconfiguring them to create civic and collective environments. The contributions gathered in this book of abstracts – through an extensive atlas of strategies, critiques, scenarios, design and ideas – reaffirm that mobility is not reduced to a technical artefact but embeds an intrinsic and wider encyclopedia of situations, characters and influences.

The multiplicity of perspectives represented in the volume underlines how there are multiple ways of addressing the relationship between mobility and architecture. What emerges is a heterogeneous geography of approaches, methods and scales: from the design of small mobility-related facilities to the rethinking of metropolitan infrastructures; from tactical interventions in residual spaces to visionary speculations on the future of urban flows. This multiplicity reflects the complexity of mobility itself, which is simultaneously material and symbolic, functional and cultural, technical and political.
Mobility is at the core of the ongoing topics that require a rethinking for the ecological transition, throughout all the scales and degrees of implementation, and this cannot happen if we stick to the rigid prescriptive and functionalistic parameters that were a legacy of the last century and its ideology. Architecture must therefore reclaim its expertise as a discipline that can produce original, yet rigorous, atmospheres and shape both space, time and perception. At the same time, the urgency of the present demands that these reflections extend beyond disciplinary boundaries. Architecture's contribution is to reveal and articulate the symbolic, aesthetic, and experiential dimensions of infrastructures – as Keller Easterling (2014) has framed as *infrastructure space*: "the hidden substrate of rules and relationships that is shaping the urban world" (p. 11). To engage with infrastructures as spaces of experience is not a decorative gesture nor an inert action, but a profound act of cultural and political responsibility.

The contributions collected here also invite us to consider mobility through the lens of *temporality*. Infrastructures evolve. They emerge, expand, decline and are re-appropriated, generating collateral landscapes, hybridize with ecological systems, and acquire new meanings as collective practices shift. The challenge for design is not only to construct new infrastructures – or to regenerate the existing ones – but also to imagine the future long-term transformations and to embed adaptability, permeability and openness into their very material and spatial forms. As Shannon and Smets wisely reminded us, "the public nature of transportation is forever in a process of evolution and transformation" (2010, p. 187), underlining that infrastructures are truly dynamic and continuously negotiated spaces.

The architecture of mobility must, finally, acknowledge three fundamental responsibilities. First, to contribute to the ecological transition by integrating infrastructures with environmental

systems and climate adaptation strategies, not in terms of compensation and regeneration, but as an active component of it. Second, to foster equity and inclusion by ensuring that infrastructures support accessibility and collective well-being, as well as a high level of publicness and usability of space. Lastly, to cultivate symbolic resonance, transforming everyday spaces of mobility into shared arenas where identities and cultures are negotiated. Ultimately, the ambition of *Passages. Architecture of Flowing and Connecting Spaces* is not intended to close a debate, but to open one and underline the importance of keeping the discussion alive. This book of abstracts offers a call to action: to truly rethink mobility infrastructures with a new eye, and to recognise architecture's essential role in this transformation. To inhabit infrastructures as *passages* – public, complementary, and vibrant spaces – by rethinking the infrastructures of the past and of the future, taking place right today.

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Conference Program

II

Wednesday, September 24th, 2025

13.00 - 14.00

Welcome coffee and Registration

Conference Room, Building 13 'Trifoglio' - Ground floor

14.00 - 14.30

Greetings and Introduction

Conference Room, Building 13 'Trifoglio' - Ground floor

Introduction by Raffaella Cavallaro and Nicolò Chierichetti - *Curators*
Massimo Bricocoli - *Head of DAStU Department*
Sara Protasoni - *Head of AUID PhD Program*
Giuseppe Quaranta - *Coordinator of Spoke1- WP1*
MOST National Center for Sustainable Mobility
Valeria Fedeli - *Scientific Director CRAFT*

14.30 - 15.30

Keynote Lecture

Conference Room, Building 13 'Trifoglio' - Ground floor

Holy Highway
by **Gilles Delalex** (Studio Muoto, FR)

15.30 - **Short break**

15.50 - 18.20

Conference Sessions

Intersection: Over, Under, Architecture
Aula De Donato, Building 3 'Gino Cassinis' - Ground floor

Collateral: Mobility and the CityScape
Conference Room, Building 13 'Trifoglio' - Ground floor

18.20 - 18.30

Closing Remarks

Conference Room, Building 13 'Trifoglio' - Ground floor

Thursday, September 25th, 2025

08.30
Welcome Coffee
Conference Room, Building 13 'Trifoglio' - Ground floor

09.15 - 10.15
Keynote Lecture
Conference Room, Building 13 'Trifoglio' - Ground floor

Time and the City. How mobility shape society
by **Mads Birgens** (Studio COBE, DK)

10.15 - 10.30
Short break

10.30 - 13.00
Conference Sessions

Collateral: Landscape of Re-Invention
Space CRAFT, Building 11B - Ground floor

Evolution: Unfolding new Mobility
Conference Room, Building 13 'Trifoglio' - Ground floor

13.00 - 14.00
Lunch break
Conference Room, Building 13 'Trifoglio' - Ground floor

14.00 - 15.00
Keynote Lecture
Conference Room, Building 13 'Trifoglio' - Ground floor

Birnham Wood Systemic Approach for Metropolitan Green
by **Adriaan Geuze** (West8, NL)

15.00 - 15.30 - **Short Coffee break**

15.30 - 17.45
Conference Sessions

Evolution: Between Utopia and History
Space CRAFT, Building 11B - Ground floor

Intersection: Spaces of Transition
Conference Room, Building 13 'Trifoglio' - Ground floor

Friday, September 26th, 2025

9.15-10.15

Welcome Coffee

Conference Room, Building 13 'Trifoglio' - Ground floor

10.15 - 11.45

Roundtable "Comparing Forms and Spaces of Contemporary Mobility"

Conference Room, Building 13 'Trifoglio' - Ground floor

Moderated by

Alessandro Rocca – Politecnico di Milano (DAStU)

with

Alfonso Femia – Atelier(s) Alfonso Femia
Sara Favargiotti – Università di Trento (DICAM)
Beatrice Moretti – Università degli Studi di Genova (DAD)

11.45 - 12.00 - **Short Break**

12.00 - 12.45

Session Chairs Closing

Conference Room, Building 13 'Trifoglio' - Ground floor

12.45 - 13.00

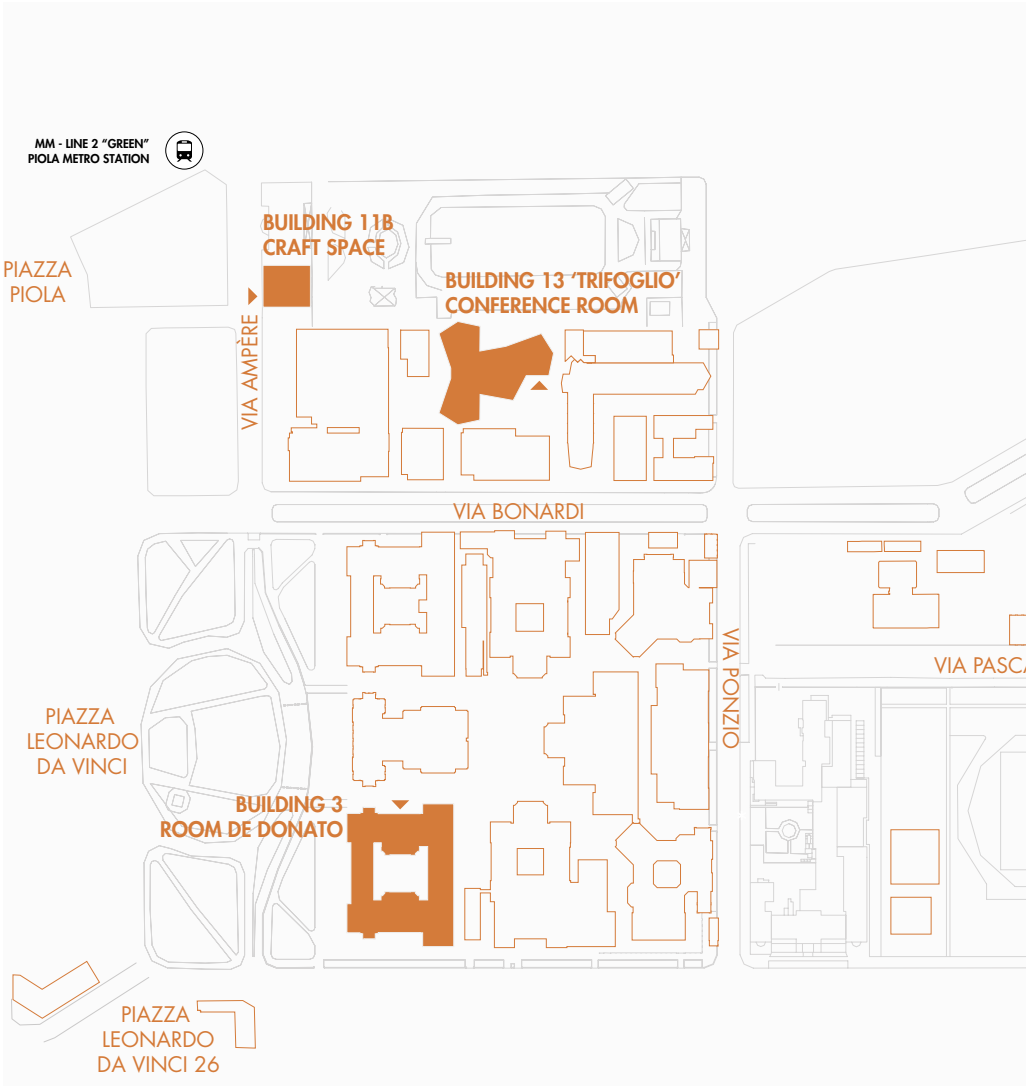
Conference Closing Remarks

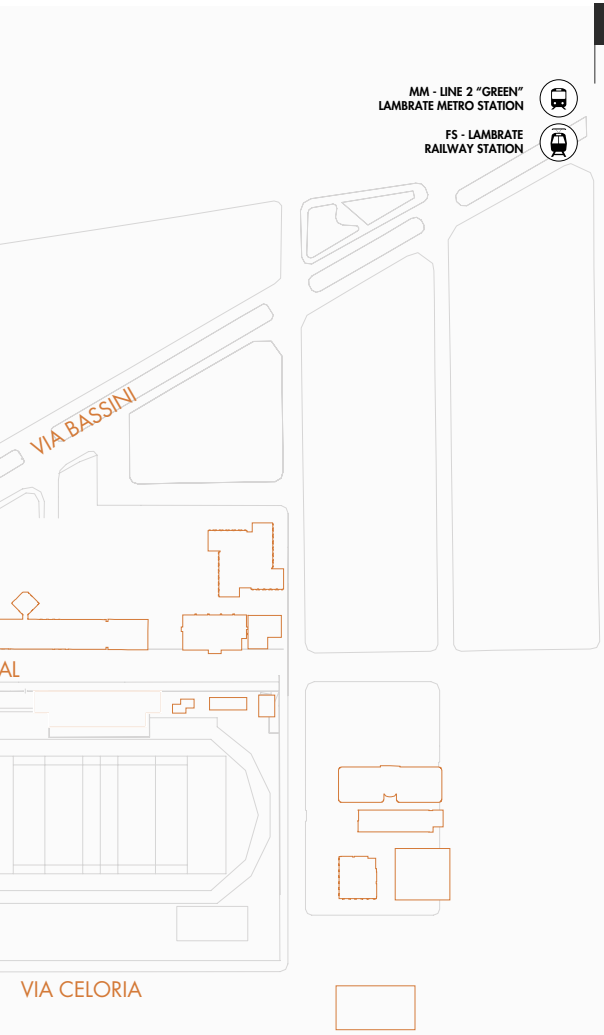
Conference Room, Building 13 'Trifoglio' - Ground floor

14:30

Guided visit to 'TRIENNALE DI MILANO' Archives

Triennale di Milano, Green Metro line M2 "Cadorna"


MM - LINE 2 "GREEN"
PIOLA METRO STATION
BUILDING 11B
CRAFT SPACE
BUILDING 13 'TRIFOGLIO'
CONFERENCE ROOM
PIAZZA
PIOLA
VIA AMPÈRE
VIA BONARDI
VIA PONZIO
VIA PASC
PIAZZA
LEONARDO
DA VINCI
BUILDING 3
ROOM DE DONATO
PIAZZA
LEONARDO
DA VINCI 26



POLITECNICO MILANO 1863

CAMPUS **LEONARDO**

BUILDING 13 'TRIFOGLIO'

Conference Room

Welcome and Registration
Keynote Lectures
Collateral: Mobility and the Cityscape
Evolution: Unfolding new Mobility
Intersection: Spaces of Transition
Workshops / Roundtables
Closing Remarks

BUILDING 11B 'CRAFT'

CRAFT Spaces

Collateral: Landscape of Re-Invention
Evolution: Between Utopia and History

BUILDING 3 'CASSINIS'

De Donato Room

Intersection: Over, Under, Architecture

Keynote Lectures

III

Gilles Delalex

Mads Birgens

Adriaan Geuze

“Holy Highway”. Credits to Muoto, co-edited by arc en rêve and Caryatide (2023)

HOLY HIGHWAY

WED, SEP 24TH
Conference Room
Building Trifoglio
14.30 - 15.30

Gilles Delalex
Full Professor ENSA Paris-Malaquais / Founder of Studio MUOTO

The lecture will focus on the figure of the highway, as it appears in the projects and research of Studio Muoto. It will highlight how this obsessive subject, which the firm explored in a book titled *Holy Highway* published in 2023, shapes both its imagination and its unconscious.

Today, the highway has become a divisive figure, provoking as much hatred as fascination. It reflects our ambivalent relationship with modernity and the way we attempt to manage its legacy. How can we reconcile its continuation with its criticism? How can we navigate such contradictory feelings as our desire for progress and our nostalgia for a time we never experienced? How can these emotions inform a body of work and a project-oriented approach?

To address these questions, the lecture will revisit several familiar elements commonly found along highways – such as totems, retaining walls, interchange hollows, or deserted parking lots – and propose to assign them architectural value, interpreting them as if they were found objects. Considering these four figures, the aim will be to highlight a specific field of exploration that lies midway between architecture and infrastructure, between architectural practice and academic research on the large-scale technical objects that shape our cities and territories.

"Karen Blixens Plads". Credits to Rasmus Hjortshøj

TIME AND THE CITY
How mobility shapes society

THU, SEP 25TH
Conference Room
Building Trifoglio
09.15 - 10.15

Mads Birgens
Architect. Head of Urbanism // COBE

The city, as the main context of contemporary life, is central to our work at Cobe. To fully comprehend any urban environment, we must understand its history and layers of time. With Copenhagen as the base for our everyday-life research, we have observed how mobility time plays a key role in livability. Planning a sustainable framework for urban culture to thrive requires a deep understanding of each context's specific temporal and spatial capacities. In (central) Copenhagen, we primarily measure time through the use of the bicycle.

"The city exists for the sake of living well." – Aristotle – Politics, Book III (4th-century BC)

Time has had a substantial impact on how we think, plan, experience and live in cities. In ancient times, timekeeping was invented to sustain the lives of workers. This 'invention of time' became a structural framework for organizing urban functions and behavior. How many hours can people work? How much rest, or free time, is needed to maintain health and productivity? Where should people live to reduce transit time? Over time, mobility became the structural base of urban culture.

"A city made for speed is made for success." – Le Corbusier – The Radiant City (1935)

Since the rise of modernity, car culture has shaped urbanism, and our perception of time. Today, this is shifting. Modernist rules are giving way to new agendas combining walking, biking, emerging tech, and optimized hubs. We are witnessing a global search for more sustainable mobility.

"Culture is habits." – Hartvig Frisch – Duty and Culture (1929)

Time is now a form of social coding: "How long is your commute?" In Copenhagen, time is often measured by cycling. But beyond the city center, the story shifts to car-driven modernist planning. Understanding these layered perceptions of time and distance is key to designing better, more liveable futures.

Cities can be more purposefully designed to support a layered mobility system: combining active mobility of walking and biking, micromobility, public transportation and eventually, cars.

"Madrid Río". A project by West8 © Dronestock - Hovercameras

BIRNHAM WOOD
Systemic Approach for Metropolitan Green

WED, SEP 25TH
Conference Room
Building Trifoglio
14.00 - 15.00

Adriaan Geuze
Full Professor TU Delft / Founder of West8

Today, European capitals are increasingly called to adapt their urban fabric to prepare themselves for the 21st Century. Critical questions from peak temperatures and flooding, native ecologies and habitats, repairing industry, activation - all while encouraging development - are more relevant to our cities than ever. The discipline of Landscape Architecture and Urban Design offers an antidote to the often dichotomous aspects: a systemic approach.

Forests should walk their way into the hearts of the metropolis
Spanning regional territories, historic city green belts and aspirational green park systems, Landscape-led strategies shift scales, connect beyond site boundaries and embed projects into the greater network of the city's urban fabric.

Within the presentation, West 8 founder and Professor of Landscape Architecture at TUDelft, Adriaan Geuze, will speak about Gardens of the world and contemporary solutions for the systemic equivalent in diverse, global contexts. These include the firm's ongoing transformation of Phillips Campus in Eindhoven (Strijp-S), reclaiming the banks of the River Manzanares (Madrid RIO) and cooling the new Nuevo Norte (Parque Central), urban strategies for transforming existing infrastructure (KM Verde - Segrate-Milan), and new green campuses in California/Silicon Valley.

Panel Sessions

IV

Architecture plays a crucial role in the transformation of urban spaces related to mobility, defining new configurations for the city in transit. Nowadays, shifts in the ways of moving advocate for a revised approach to spatial design to support the evolving patterns of mobility, including the renovated architectures for inter-modal hubs, slow-mobility facilities and stations, heritage of the great authorial tradition of railway, maritime and airport stations. Formerly perceived as mere transit platforms, parking lots, or gateways to the city, they should be re imagined as nodes, intersections, of urban liveability integrated into the urban fabric as open public space: dynamic cores for the definition of contemporary spaces for interaction and exchange. Designed by Rem Koolhaas « the Zeebrugge terminal was an early warning about the impact that structure (and to a less visible extent, services) would have on the series of "large" buildings» (1995).

inter-modal nodes, mobility hubs, facilities

Intersection

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Intersection

OVER, UNDER, ARCHITECTURE

SESSION CHAIR:

Fabio Lepratto

Assistant Professor, DAStU

OVER, UNDER, ARCHITECTURE

Fabio Lepratto
Assistant Professor in Architecture and Urban Design
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU)

From the first beaten paths of the prehistoric landscape – simple yet already capable of leaving a mark on the territory – to the paved roads of ancient civilizations, the history of mobility shows a progressive structuring of movement spaces in synergy with technical and architectural progress. With the Industrial Revolution and the twentieth century, the development of railways, subways, highways, and airports heightened, along with the increase of speed, the need to separate flows and regulate access. Consequently, the logistical role of intermodal hubs grew, called upon to manage new forms of complexity. The traces inscribed in the territory – linear infrastructures or punctual buildings – underwent a shift in scale that magnified their impact, altering contexts and defining new landscapes. The age of the machine, with new materials, the internal combustion engine, and electricity, transformed the relationship between architecture and technology, opening new imaginaries – as argued by Reyner Banham. Multilevel cities, stratification of flows, tunnels, footbridges, and elevators made infrastructures appear as true monuments. Technology, as in Sant'Elia's drawings for the *Città Nuova* (1914), was displayed rather than concealed. Urban visions like Corbett's sections (1925) or Hilberseimer's *Großstadtarchitektur* (1927) evoked a new world. Steel, glass, and mechanical systems became an architectural language.

Beyond these heroic and audacious visions, the spread of infrastructures often followed more prosaic paths, opening a gap between technical solutions and architectural quality.

The *Passages* call invites us to look again at these places with an intrepid gaze, engaging what Musil called the sense of possibility to unlock their potential for the future city: stations, airports, and service areas as nodes of urban life, architectures that render passage memorable beyond mere engineering functionalism. From a disciplinary perspective, the term "intersection" is, above all, the point where complementary bodies of knowledge meet: where movement, supported by technology, takes architectural form and encounters the ability to create places. The session *Over, Under, Architecture* opens multiple

perspectives, presenting cases where theories, models, imaginaries, and conflicts emerge.

Common to many contributions is the consideration of architecture's role as a catalyst for urban transformation. Gianluca Piccolo, Luigiemanuele Amabile, and Nino Silva focus on Porta Nolana station in Naples (1972–75, Giulio De Luca), a terminal that anticipated the capacity to link flows with the city. Similarly, Sofia Darbesio observes the transformation of metro stations from simple nodes into multifunctional public spaces. Fabio Santonicola addresses the relationship between large buildings and their contexts, comparing two paradigms: Koolhaas's *Bigness*, conceived as an autonomous object, and Hara's *Discrete City*, imagined as a porous device able to connect with the urban fabric. Another dichotomy lies between design as technical response and design as spatial opportunity. Filippo Prevedello explores this by rereading car parks – from Melnikov to Herzog & de Meuron – as a typology marked by generous space and adaptability.

The reflection on perceived experience and on the intersection between surface urban life and underground spaces is shared by several contributions. Lan Wei invites us to dwell in transit, seeing Leslie Green's stations as emotional interfaces beyond the cliché of the non-place. In the same direction, Chloé Druhen Charnaux, analyzing three stations of the Grand Paris Express, highlights the tensions between design vision and real practices of perception and use. Marija Blagojevic examines Belgrade's modernist passages: conceived to connect the city without disrupting the grid, later degraded and transformed into sites of appropriation. Finally, Basel Beshtawi shifts the focus to the political dimension, raising a question running through many cases: does mobility bring freedom or refined control?

Over, Under, Architecture is then an invitation to confront complexity, shaping layered, efficient, livable mobility spaces. The session seeks to engage with this ambition, opening a shared reflection on the future of the city in motion.

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Hilberseimer, Ludwig. *Groszstadt Architektur*. 2. ed. Stuttgart: J. Hoffman, 1978. Print.

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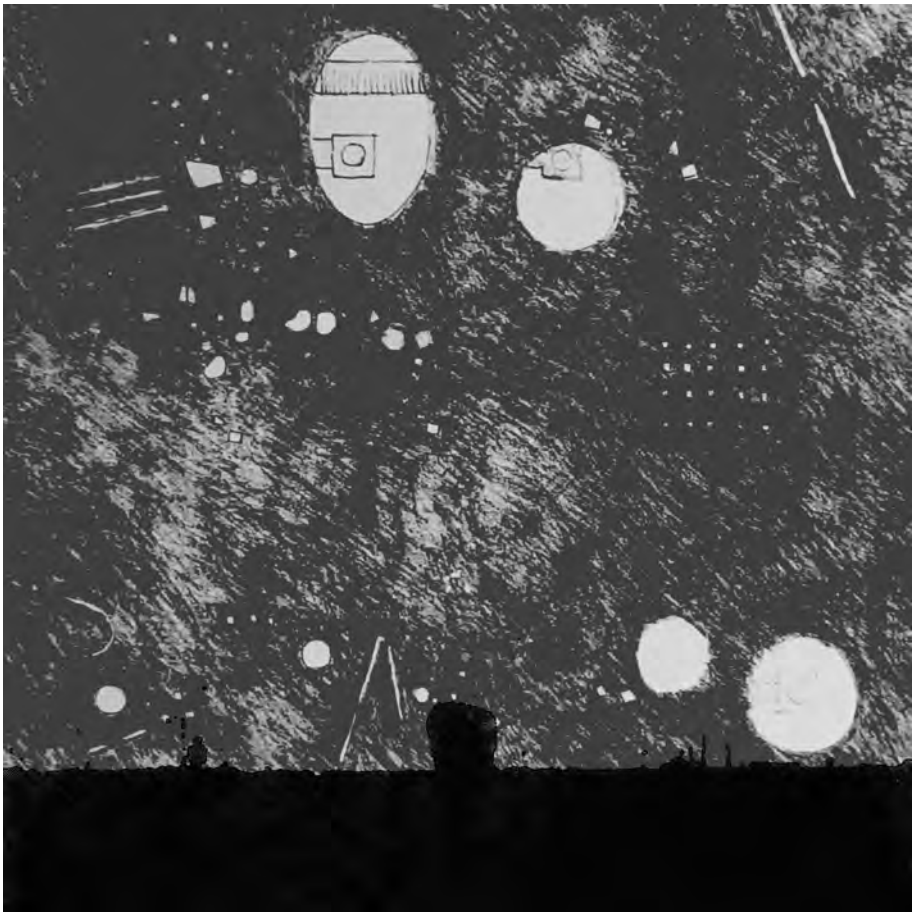

"Discrete Bigness". Collage by the author (2025), based on original sketches by Hara and Koolhaas.

TWO TERMINALS, TWO THEORIES

A Theoretical Dialogue between Hara and Koolhaas

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INTERSECTION
Over, Under, Architecture

Hiroshi Hara's *Discrete City* and Rem Koolhaas's *Bigness* represent two contrasting paradigms of mega-scale architecture, exemplified by Kyoto Station (1997) and the unbuilt Zeebrugge Terminal (1989). In S, M, L, XL, Koolhaas (1995) claims that "beyond a certain scale, architecture acquires the properties of *Bigness*" (p. 495), and that "*Bigness* is no longer part of any urban tissue. It exists; at most, it coexists" (p. 502). Once a project reaches such dimensions, it becomes a self-contained urban island, absorbing all complexity internally and rejecting contextual relationships.

In contrast, Hara's *Discrete City* proposes a porous, modular, and fragmented model based on "One-person cities" - autonomous yet interconnected units. Unlike the modern city's continuous and homogenized fabric, the *Discrete City* fosters spatial and cultural complexity by maintaining difference while enabling new forms of coexistence. As Hara notes, "I considered the entire city as a semiotic field and added attractors in specific areas to revitalise it," and "small semiotic fields realised in a single building can be exemplified by Kyoto Station" (Bognar, 2001, p. 163).

Spatially, Kyoto Station embodies this principle by layering transport, commerce, and culture around a multi-level concourse. Grand stair terraces and aerial walkways create a public passage through the building, functioning as an interior urban street that encourages circulation and encounter. Koolhaas's Zeebrugge Terminal, by contrast, internalizes movement: a vertically stacked program-from ferry docks to a panoramic hall-structures a controlled transition entirely enclosed within one object.

Both projects employ the idea of passage, but with opposite effects: one opens to the city, the other withdraws from it. This comparison reveals not only two antagonistic visions of the city, but two diverging strategies for conceiving architecture as an agent of urban connectivity or isolation.

Bigness; Koolhaas; Discrete-city; Hara.

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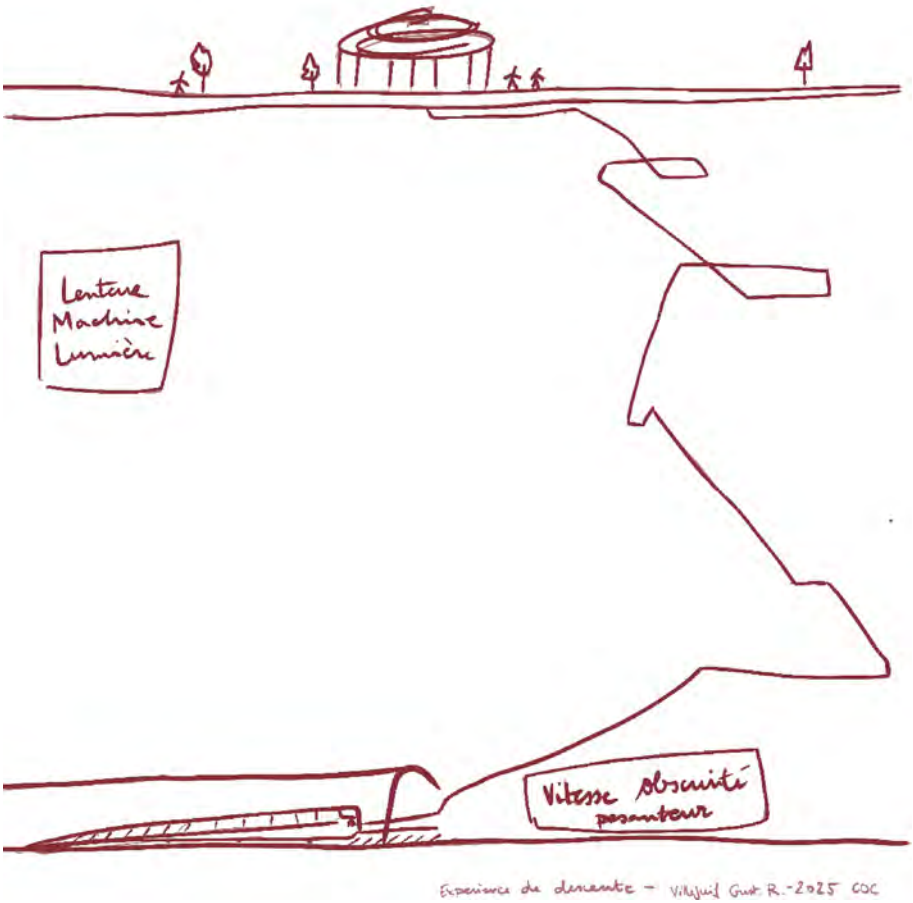

"Descent - Villejuif Gustave Roussy Station". Digital sketch by the Author (2025)

FROM THE SURFACE TO THE UNDERGROUND

Towards future interstitial public spaces. Case study of three Grand Paris Express stations

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The Grand Paris Express underground transport project is reconfiguring spaces in the Paris region. With 68 new stations designed by architects, these infrastructures are no longer mere transit points, but spatial and social interfaces between surface and the underground. This paper offers a multi-scalar reading of these spaces, both spatially (verticality and in-depth) and temporally (from conception to use), for three stations: Villejuif-Gustave Roussy, Clichy-Montfermeil and Noisy-Champs. The documents produced by architects (plans, sections, perspectives, models) are not only tools of representation but are also ideal projections of a desired future (Choay, 1965). As a moment of imagination, these spatial productions articulate time: past, present and future.

These documents will be compared with a series of sensitive sketches carried out in and around the stations, to cross-reference the projected intention with situated perception. Documenting the actual uses, functional constraints or social conflicts that run through these places, allows the formulation of a critical look at the projects' visions. Drawing on the concept of the critical zone (Latour, Weibel, 2020)[1], this work examines these stations as interstitial public places between surface and subsoil, where tensions between technical infrastructures, social life and environment materialize. Through a visual and comparative analysis, the aim of this study is to shift the way we look at these infrastructures, considering them as stratified environment where forms of urban, material and symbolic cohabitation are negotiated and renewed daily.

[1] As a philosophical concept, the critical zone refers to the thin inhabited layer of the earth, where human activities and flows between living and non-living are concentrated.

Grand Paris Express, underground, public-spaces, interstices

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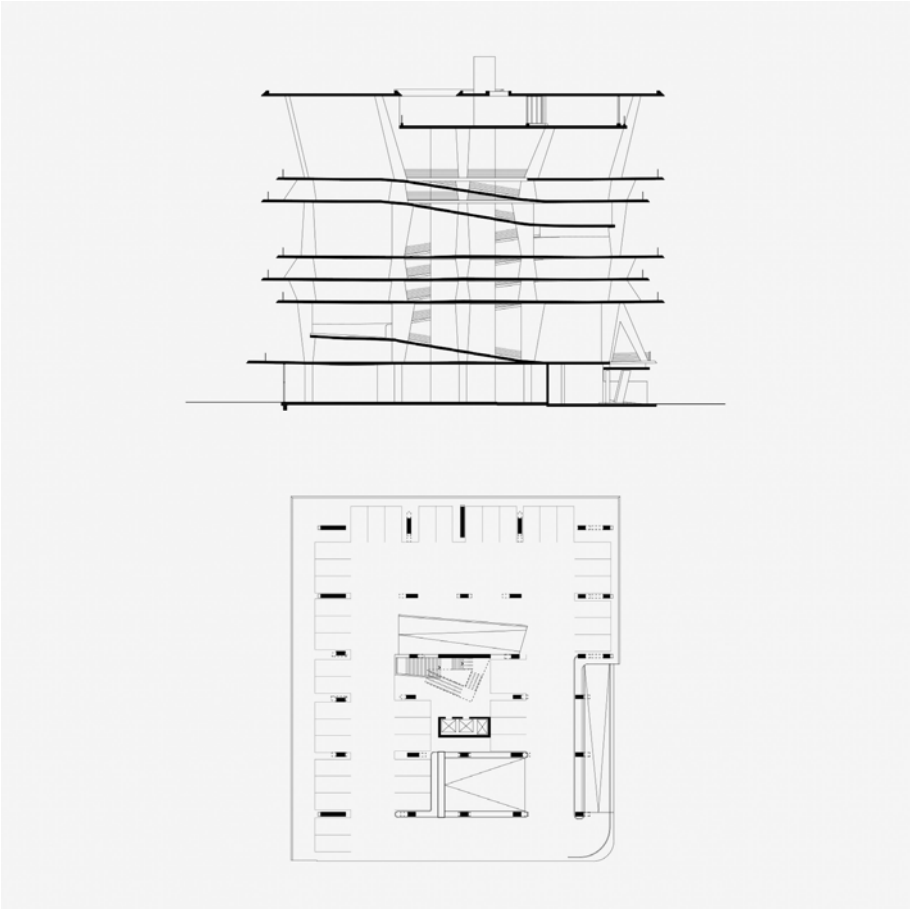

"Herzog & de Meuron, 1111 Lincoln Road, Miami Beach, Florida, USA, 2005 - 2010". Drawing by the Author (2024)

THE HIDDEN VIRTUES OF CAR PARKS

Analysis of four car parks to highlight the singularities and common principles of spaces reserved for automobiles

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INTERSECTION
Over, Under, Architecture

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Garages are a particular type of building, which have emerged in relatively recent times to meet the ever-increasing demand for parking by motorists. Their design has always been linked to the dimensions and movements of vehicles and they are the exemplary case to observe how an industrial product can influence architecture. With the economic boom after World War II, the car became more and more accessible and especially in cities the large number of vehicles began an invasion of public space. This prompts designers to build increasingly inexpensive parking garages using standardised construction techniques and in a short time a homogenous image of the parking space was formed. It was the cinema, with its settings of murders and robberies, that consolidated the cliché of the car park as a dark and unsafe place.
This paper proposes to look at how the theme of the garage has evolved over time by analyzing four projects developed between the early 20th century to recent days. The case studies are: Konstantin Mélnikov's *Garage pour 1000 autos* (1st variant), proposed for Paris in 1925, Paul Rudolph's Temple Street Parking Garage built in New Haven between 1959 and 1961, the parking tower model proposed by Louis I. Khan for the Philadelphia plan in 1957, and Herzog & de Meuron's 1111 Lincoln Road built in Miami Beach between 2005 and 2010. The analysis investigates the different visions behind each project and studies the spatial qualities through the re-drawing of a plan and a significant section. The goal is to illustrate what makes these four cases exceptions but also to identify the solid principles they share with more ordinary garages. The generosity and repetitiveness of dimensions based on the car module, the clarity of spaces that follow flows, and the bareness of the structure make the garages unfinished buildings open to new interpretations. These much underrated qualities highlight how garages are a prototype capable of dialoguing with time and adapting to the changing and unprecedented spatial needs of a community.

Car-parks, garages, time, new-needs

Frampton, K. (1999). *Tettonica e architettura. Poetica della forma architettonica nel XIX e XX secolo [Studies in tectonic culture: the poetics of Construction in Nineteenth and Twentieth Century Architecture].* PressSkira.

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"Terazije underground passage", Photo by the Author (2025)

THE NON-PLACE: MODERNIST PASSAGES IN THE POST-SOCIALIST CONTEXT

Reflections on Modernist Urban Design in the Post Socialist Context of Belgrade, Serbia

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The question of non-place is a philosophical spatial question that architects ask themselves after trying to identify with the built environment. The passage as a (non)place has been processed through various forms of fiction to the extent that it has become a form of motif when discussing the physical manifestations of a non-place. Its name, location or appearance locates us in the urban map of the city, yet gives us a minimal sense of the surrounding urban context.

A passage as a micro-context\space is used as a tool to introduce translatory stream line movement into a formally static space. It represents a metaphor for transformation, the unconscious, and a model of parallel reality in which we transcend from one point to another. Shifting in its disjunctive nature, the passage introduces its user to the underbelly, exposing the true makeup of the city's urban life. In this research, we are reevaluating the position of the passage in the city's urban landscape.

This research focuses on the modernist passage, as it is one of the most common yet often overlooked elements in the urban collage of Belgrade, Serbia. Tracking its trajectory from modernist ambitions to post-socialist dismantlement, whilst reflecting on the social impact these spaces offer. Non-Places, as defined in Auge's theory, are becoming more prevalent; many of which transform from presumed Third Places or translational spaces.

Belgrade has a unique geomorphology, with most of the city centre being on top of a hill overlooking the Danube and Sava River. In order to connect main city points without disrupting an already dense city grid, a few key passages were formed around Terazije Square. Consulting archival city plans, user experience and other relevant theoretical research done on similar examples, this paper aims to illustrate the trajectory of transformation throughout shifts in socio-political context.

Modernism, urban-transformation, non-place, Belgrade, transition

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"Conceptual drawing of transportation hubs plans and checkpoints system in WestBank". Drawing by the Author (2025)

THE PALESTINIAN TRANSPORTATION HUB AS TRAP

Beyond Liberation Theory in Palestinian Spatial Practice

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INTERSECTION
Over, Under, Architecture

In post-World War II liberation philosophy, movement and architecture were embedded within state-regulated systems—public planning processes, welfare state infrastructure, and collective social institutions. After the debt crisis, both systems have been disembedded because market-driven production required flexible, privatized flows independent of democratic oversight (Harvey 2005; Brown 2015). This created coordination crises requiring: governance expertise operating through deregulation and privatization, navigation expertise managing competitive mobility markets, and architectural expertise coordinating profit-maximizing flows (Rose 1999; Graham and Marvin 2001; Easterling 2014). Transportation hubs emerged as spatial typologies where these expertises could interface, becoming symbols of liberal promises that entrepreneurial competition could achieve efficient mobility and consumer choice (Harvey 2005; Koolhaas and Mau 1995).

Postcolonial theory argues that colonized peoples can appropriate these technical systems for liberation through dialectical anti-colonial political consciousness and collective organization (Said 1978; Spivak 1988; Bhabha 1994). When those possessing the three expertises form political unions with democratic coordination, they should theoretically transform technical knowledge from domination into liberation tools. However, thirty years after Oslo, the Palestinian experience raises fundamental questions about this liberation narrative. Does sophisticated governance, navigation, and architectural knowledge around movement in the West Bank lead to greater freedom? Has Palestinian expertise in navigating checkpoints—developing alternative routes, obtaining permits, mastering architectural transportation hub professional codes, practicing political union elections—transformed the system or become incorporated into its logic? Are we witnessing a new spatial typology where Palestinians are experts in their own failures where the critical theory collapses?)

Bureaucratic-coordination, Palestinian-mobility, Expertise-appropriation, Liberation-praxis

Griffin, & M. S. (2021). *Vehicles of decolonization: Public transit in the Palestinian West Bank.* Temple University Press.

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"Piazza Municipio metro station, Naples". Photo by the author (2024)

BEYOND MOBILITY INFRASTRUCTURE

Two examples of authorial metro stations as spaces of urban transformation

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In contemporary practice, metro stations are increasingly expanding beyond their transportation function to become multifunctional public spaces. They are conceived as complex nodes that serve as catalysts for urban regeneration in line with sustainable planning principles. Different international projects exemplify this trend, showcasing how architects design mobility spaces as public places for interaction, in dialogue with the local context.

One example is the Piazza Municipio metro station in Naples, designed by Álvaro Siza and Eduardo Souto de Moura. The project was driven by the need to incorporate a large-scale infrastructure within the historic urban fabric and to provide a pedestrian connection with the port. Excavations during construction revealed findings dating from the Hellenistic-Roman period to contemporary times. In line with the systemic strategy of combining architecture, art and archaeology within the stations, the architects designed the new mezzanine level by intersecting it with the segmented heritage context, shaping a new context-sensitive public space.

Taking a different perspective and considering the mobility space in connection with the intangible dimension of the place, the project by Benedetta Tagliabue (EMBT Architects) for the Clichy-Montfermeil metro station within the Paris Grand Express transport system is also relevant. The project is articulated as a driver of urban regeneration through a new architectural interpretation of the area. In line with recent developments in participatory urban processes, the architects organised a workshop with the local multiethnic communities to collaboratively define the appearance and characterisation of the new urban space with patterns inspired by their cultural expressions. The research explores how architects designed these new spaces as functional and spatial configurations of urban regeneration, intersecting them with the heritage and identity of the place.

Urban transformation, heritage, interchange, architectural-practices, metro-station

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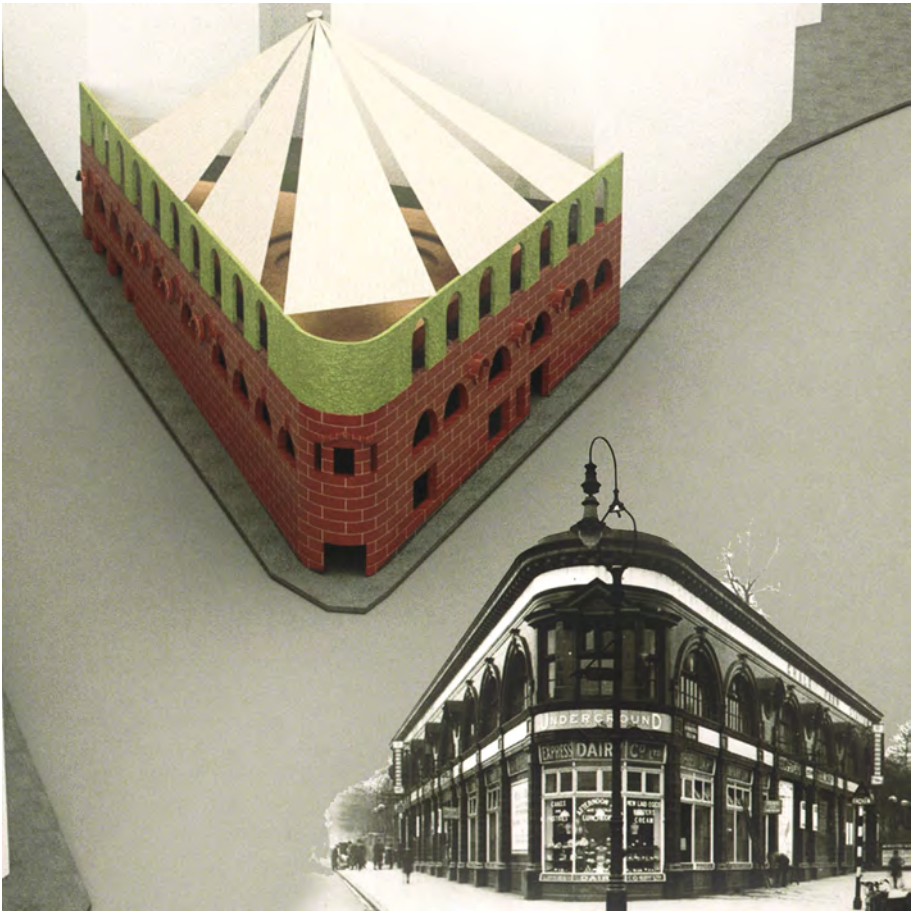

"Reimagination of Chalk Farm Station". Drawing by the author (2025)

PAUSING IN TRANSIT

Reimagining Leslie Green's Underground as Urban Interface

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INTERSECTION
Over, Under, Architecture

London to me is like the river--it keeps moving, never still. Beneath the city lies another London. The Underground represents a kind of non-place, where strangers pass but rarely meet (Augé, 1995). In cities like London, mobility is not only spatial but also social. In this project, the underground becomes a metaphor for emotional disconnection in modern life. This project begins with a question: When the architecture of the city has shaped its underground corridors and daily flows, can invisible ties between people still be designed within these transitional spaces?

The London Underground Station bridges the everyday life above and the transit flows below, which offers more than passage with latent spatial and social potential. Among its layers, the early 20th-century stations by Leslie Green stand out as icons of London. With their ox-blood red façades and tiled interiors, they marked a new age of underground travel. However, many of their spatial residues, the rooftops, the tunnels, and the in-between zones have become functionally underused or emotionally overlooked.

Green's original flat roof design anticipated vertical expansion. While most of these infrastructure residues exist unused, they are rarely seen as sites of social potential. This project focuses on Chalk Farm Station, reinterpreting the station not only as a transit node but as a cultural interface - a site where strangers might pause, encounter, and momentarily belong.

Through critical analysis of spatial disconnection in contemporary urban Britain, the enduring legacy of Leslie Green, and the social context of Camden, this project proposes a new reading of the Underground, not as purely a space for transit, but as an opportunity to cultivate emotional resonance and public intimacy within the everyday city.

Mobility, urban-interface, adaptive-reuse, london-underground, disconnection

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Xiang, B. (2020). *Nihao, moshengren: Chongxin faxian lianjie yu gongtong shenghuo [You're not a stranger: Rediscovering connection and living together].* Beijing: SDX Joint Publishing Company.

"Circumvesuviana Terminal". Photo by Gianluca Piccolo (2021)

GIULIO DE LUCA'S PORTA NOLANA TERMINAL STATION

An Infrastructure for Public Living

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Close to Porta Nolana - one of the ancient entrances to the city of Naples - lies the Circumvesuviana Terminal railway line. It can be considered one of the masterpieces by Giulio De Luca, who helped define the city's approach to architectural modernity. This contribution proposes a critical investigation of the Terminal, as a paradigmatic case in which infrastructural design transcends its functional scope and becomes a spatial device capable of structuring urban fluxes. Through a comparative analysis of different urban redevelopment cases, it emerges that the Terminal represents one of the first propulsive interventions for public space, in which architecture moves away from the static nature of Modernism and becomes a vector force, dynamic and anticipatory of social or territorial changes and has "the ability to carve out its own form in such a way that it is, above all, plastically receptive to all kinds of exchange"[1] . This intervention is characterized by a different relationship with public space by juxtaposing, blending, or intersecting the urban fabric. This results in an hybrid condition of public space, where different flows of people, vehicles, information, and history intersect. In this sense, the terminal is a synthesis of an interpretation of the context peculiarities, its generative geometries, scale and proportions make it akin to an "urban insertion alien to inhibitions and compromises, indeed lucidly polemical and aggressive"[2], offering a blueprint for how infrastructural architecture can generate different degrees of publicness between different scales of the city.

[1] de Solà-Morales, I. (Ed.). (2002). "La forma de la moción. Flujos". In Id., *Territorios*, Gustavo Gili, Barcelona, p. 90.
[2] Zevi, B. (1978). "Si scende in diagonale", *Cronache di architettura* 20, Laterza, Roma-Bari.

Infrastructural-device, inter-modal, urban-insertion, urban-flows, publicness

Bertoli B. (2013). *Giulio De Luca. 1912-2004 Opere e progetti.* Napoli: CLEAN.

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Schoolhouse Wallrüti, Winterthur, Switzerland. Photo by the Author (2024)

SLOW MOBILITY INFRASTRUCTURES AS EDUCATIONAL URBAN PASSAGES

Architectural strategies for integrating slow mobility and educational functions in dense urban contexts

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Guest Researcher | École nationale supérieure d'architecture Paris-Malaquais - PSL. Laboratoire Infrastructure, Architecture, Territoire - LIAT.

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In dense and compact European cities, promoting cycling is a key strategy for sustainable mobility, climate adaptation and public health and constitutes a critical component of contemporary mobility policies. However, cycling infrastructures is still too often conceived purely in technical terms, despite its spatial and architectural potential. This contribution examines bicycle parking facilities conceived as urban devices at the intersection of mobility infrastructure and educational space, paying particular attention to their role in serving schools.

Exploring recent European case studies – from modular timber shelters in Copenhagen to multi-level underground hubs in Utrecht – the abstract investigates design's role in transforming these facilities into civic nodes bridging mobility and education. The shape of these bike parking systems addresses multiple challenges: safeguarding young users, enhancing multimodal connections, revitalising underused or leftover areas and integrating green infrastructure for microclimate mitigation.

The abstract argues that, rather than marginal additions, bicycle parking for schools must be understood as spatial devices that, when embedded within the architecture of learning environments, extend beyond the school boundaries to operate as infrastructural components of the city's mobility networks. Interpreted architecturally, these projects emerge as passages in both the physical and social sense: transitional environments that choreograph flows, enable encounter and embed slow mobility within the public realm. Drawing on Ward's observation that "the city is the greatest social laboratory available to children" (1978), the text suggests that everyday infrastructures can be reframed as formative passages that interweave mobility, public space and educational experience. The contribution explores the redefinition of mobility-related micro-infrastructures as essential components in enhancing community well-being and fostering social equity.

Educational space, bicycle parking, public realm, slow mobility, school-oriented infrastructures

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Pileri P., Renzoni C., Savoldi P. (2022). *School Squares. Reinventing the Dialogue Between School and City.* Milano: Corraini.

Ward, C. (1978). *The child in the city.* London: The Architectural Press.

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Intersection

SPACES OF TRANSITION

SESSION CHAIR:

Francesca Zanotto

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SPACES OF TRANSITION

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Spaces associated with transport and mobility are among those undergoing the most rapid transformations, responsive both to technological development and to social, economic, and cultural change, which manifest globally at different rhythms and in diverse forms. Spaces of movement in motion, where the pursuit of progress and efficiency coexists with contradictions and tensions: while awareness of the environmental impact of air travel is growing, the total number of passengers continues to rise; although many cities remain dominated by private vehicles (Italy still holds the European record for the highest number of cars per capita) infrastructures for soft mobility are slowly making their way into urban fabrics originally conceived without them; meanwhile, large railway areas in transformation leave behind spaces of opportunity for cities, which, however, often fall prey to speculative dynamics.

This tension, this ferment, reflects the crucial role of mobility spaces within the built environment: not only intermodal junctions of traffic and movement but also places of encounter between different worldviews, values, and positions that resonate with or conflict against one another.

Mobility spaces are places of great diversity, capable of bringing into contact different individuals and groups, united by the shared need to move. Many of them were once defined "non-lieux", but their transitory nature allows them to function sometimes as spaces of hospitality, accommodating people or collective activities without necessarily imposing consumption. At the same time, however, the transport system has historically reproduced logics of class-based discrimination, which persist today both in the quality of services and in their accessibility, generating dynamics of exclusion. On another hand, spaces and infrastructures of mobility exert a significant impact on the city but, thanks to their capillary diffusion, can play a strategic role in their livability, by supporting, for example, green corridors and thus contributing positively and inclusively to urban health and quality.

Whenever the functionalist logic of movement infrastructure—designed to transport people and goods from point A

to point B—is set aside, and the gaze extends beyond the narrow focus on speed and efficiency, mobility and infrastructural space reveal multiple layers of interpretation. These often emerge from post-occupancy dynamics, from spontaneous uses that arise outside the plan, slipping through the mesh of functionalist planning. Mobility spaces therefore emerge as spaces of transition between past, present, and future, but also opportunities to design in the city and outside potential hubs capable of driving the transformation of the built environment toward greater justice, sustainability, and inclusion.

The contributions gathered in this session explore the potential of mobility spaces to establish themselves as high-quality public spaces, capable of providing services, fostering social interaction, generating identity value, and constituting a shared common good.

CJ Lim, *Inhabitable Infrastructures. Science fiction or urban future?*, Routledge, London 2017.

Various Authors, *Highway Design*, Syllabus 01, supplement to Fuoco Amico, June 2021.

Marc Verheijen, *Infratecture. Infrastructure by Design*, nai010, Rotterdam 2015.

"Letters to the City". Installation designed by A. Gregoriou, 2022 Urban Awareness Exhibition, Nicosia. Stelios Hadjielia (2022)

URBAN AFFORDANCES AND RESTORATIVE JOURNEYS: RETHINKING YOUTH MOBILITIES BEYOND FUNCTION

Exploring how affordance-based and restorative design can support youth wellbeing and embodied commuting practices

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How can we build on the 'Letters to the City' approach to re-imagine student commuting as a restorative and youth-centered spatial practice?

This paper examines the commuting experiences of high school students (aged 12-18) in Cyprus and proposes a framework for rethinking everyday mobility through architectural and urban design strategies that support youth well-being, spatial justice, and civic participation. In a car-dominated context where over 90% of trips are by private vehicle school commuting is shaped by infrastructural fragmentation, parental control, and limited access to active or independent travel options. Drawing on the theory of affordances (Gibson, 1979) and restorative urbanism (Roe & Aspinall, 2011), the paper argues that mobility environments should be designed not as neutral infrastructures but as lived, affective spaces with architectural qualities that can either support or inhibit restorative experiences for young people. It explores how the spatial form, materiality, and connectivity of routes such as shaded paths, transitions, thresholds, and rest zones can promote comfort, agency, and reflection. The paper also engages with selected principles from Aalborg Kommune's Mobilitet 2040, focusing on intra-neighborhood connectivity, inclusive design processes, and modal shift ambitions. Finally, it presents *Letters to the City*, an interactive installation curated by the author with the NGO Urban Gorillas as a model for architectural engagement with youth. Designed for the 2022 Urban Awareness Exhibition, the installation offered youth and citizens a participatory space to share spatial experiences and reimagine their everyday city. These narratives inform concrete, youth-led proposals such as shaded walkways, rest nodes, and green corridors architectural micro-interventions with restorative intent. The paper contributes to mobility justice by positioning architecture as a civic tool for inclusive urban transitions.

Restorative-urbanism, Youth-mobility, Affordance, Spatial-justice, Participatory-design

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Rietveld, E., & Kiverstein, J. (2014). A Rich Landscape of Affordances. *Ecological Psychology, 26*(4), 325-352.

Roe, J., & Aspinall, P. (2011). The Restorative Benefits of Walking in Urban and Rural Settings. *Health & Place, 17*(1), 103-113.

"View of the Naviglio crossing towards the via Lodovico il Moro access tower". Image by the authors (2025).

THE SAN CRISTOFORO CYCLING-PEDESTRIAN BRIDGE IN MILAN

A walkscape that mends an urban fringe, resting on the shoulders of giants

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Starting from a reflection that combines theory and practice, this paper focuses on the analysis of the San Cristoforo Bridge in Milan, designed in 2019 by AOUMM. The case shows how infrastructure can incorporate architectural and identity values through multiple dimensions.

The theme of urban connection was approached through the investigation of the *Naviglio Grande* bridge typology. A survey of all existing crossings revealed the absence of a recurring type; a variety of structures emerged, each shaped by distinct formal, functional, and material logics. What renders some examples significant is their capacity to act as territorial landmarks, shaping infrastructures that transcended functionality criteria to integrate a layered local, urban, and historical context.

The project develops along both formal elements (e.g., its columns inspired by Milanese architectural masters and its sections evoking the canal's barges) and experiential aspects. The functional flow follows a straight north-south axis, yet it is enriched by transversal interruptions associated with vertical towers. These breaks are conceived as vague objects, devoid of specific function, working instead on spatial perception: balconies overlooking an elevated, new panorama.

Another core concept lies in the idea that "architectural narrative should never be addressed "in a linear way" (Tschumi, De Michelis, 2023: 23). Referencing Tschumi's emphasis on narrative non-linearity (influenced by Barthes' studies), the project embraces the notion of an aleatory narrative. As the elements of literature do not convey a singular story, the experience of passing over/under/through the bridge is not pre-determined. Its spatial complexity is defined by use, movement, and dynamics.

Thus, the act of crossing the bridge - restoring access to a previously neglected area - becomes an action of multifaceted value: mobility as a "basic need" (Vöckler & Eckart, 2023:11), as urban ritual, and as an aesthetic act (Careri, 2006).

Cycling-pedestrian-bridge, Walkscape, Infrastructural-architecture

Careri, F. (2006). *Walkscapes: Camminare come pratica estetica.* Einaudi.

Tschumi, B., & de Michelis, M. (2003). "Intertextuality: Interview with Marco de Michelis". In Damiani, G. (Ed.), *Bernard Tschumi* (pp. 19-16). Universe Publications-Rizzoli.

Vöckler, K., & Eckart, P. (2022). *Mobility design: Shaping future mobility. Volume 2: Research.* JOVIS.

"Knud and his scavenged plaque from the soon-to-be-demolished Hørdum train station". Image by author (2024)

OLD INFRASTRUCTURES, NEW COMMONS

The cases of three Obsolete Train Stations in Thisted, Denmark

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Rural areas across Europe are increasingly defined by obsolete infrastructural elements-remnants of once-essential networks now made redundant by economic shifts, technological change, and rural-to-urban migration. Despite their intrinsic historic and cultural value, these structures are often neglected or demolished, reflecting a disconnect between heritage-, architecture-, and rural planning practices.

This investigation departs from three case studies of obsolete train stations in Thisted, Denmark, which all are affected by planned or performed interventions. By employing methods from architecture, anthropology and heritage-including historical analysis, archival research, informal interviews with various actors, documentation of architectural qualities, and spatial ethnography- the aim is to investigate tangible and intangible dimensions of the train stations and their surrounding environments in relation to their interventions. In doing so, the aim is to gain a deeper understanding of the potential embedded in these sites and how interventions have influenced the experiences and perceptions of value.

The findings point to that while these structures have lost their original function, they might retain emotional meaning for the locals as well as spatial potential. Community narratives, memory, and related intervention-projects in the area suggest that these sites can act as nodes and platforms for new spatial imaginaries.

This paper narrates the tangible and intangible connections of three obsolete train stations in Thy, their past and present, and speculates on possible futures. It highlights the need for more nuanced strategies in engaging with obsolete rural infrastructure--not as static heritage or eyesores to be demolished, but as dynamic cultural environments. Re-narrated as 'Everyday Heritage', such environments could contribute to a more considerate and place-specific practice, promoting social cohesion and spatial continuity for rural futures.

Rural-infrastructure, Cultural-Environment, Everyday-Heritage.

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Krag, & M. M. S. (2017). "Encountering Rural Transformation: A Catalyst for Exchanging Narratives of Place?." *Architecture and Culture, 5* (1), 135-156.

Ulfstjerne, M. A., Frederiksen, & M. D. (2021). "Dying Buildings and the Compulsion to Demolish: A Cross-Cultural Perspective on Waste and Disappearances." *Etnofoor, 33* (2), 57-73.

"Evolution of North Train Station Neighbourhood in Bucharest from 1927". Image by the Author (2025)

THE INTERPLAY BETWEEN ARCHITECTURE AND URBAN FORM

A Case Study of Bucharest North Railway Station

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This research paper delves into the intricate relationship between the architecture of Bucharest North railway station and the surrounding urban form. The study aims to explore how the design and structure of the railway station influence the urban landscape and, conversely, how the urban form impacts the architectural evolution of the station. By examining historical data, architectural plans, and urban development patterns, the research seeks to provide a comprehensive understanding of the symbiosis of the two elements.

The Bucharest North railway station, a pivotal transportation hub, has played a significant role in shaping the urban fabric of Bucharest for the last 150 years. This papers highlights the reciprocal effects and the resulting implications for urban planning and mobility.

The research employs an interdisciplinary and mixed-methods approach, combining qualitative and quantitative data. Historical analysis of architectural plans and urban development records is complemented by field observations and spatial analysis using GIS. Interviews with urban planners, architects, and local stakeholders provide additional insights into the evolving relationship between the station and the urban environment based on Bertolini Nod-Place method.

The study reveals that the architecture of the railway station has significantly influenced the surrounding urban form through its spatial configuration, accessibility, and connectivity. Conversely, the urban form has dictated architectural modifications and expansions of the station to accommodate growing transportation needs and urban growth.

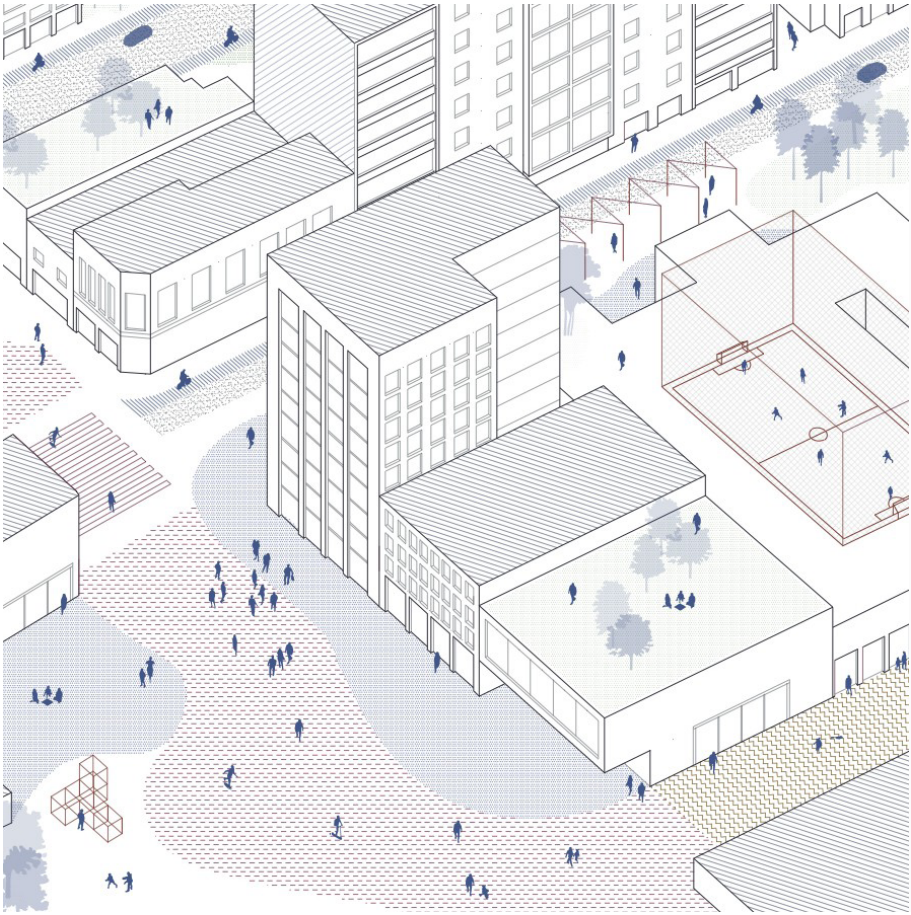
The research underscores the importance of considering the reciprocal relationship between architectural landmarks and urban form in urban planning. The case of this railway station exemplifies how transportation infrastructure can shape and be shaped by the urban environment, offering valuable lessons for future urban development and mobility strategies.

Urbanism, Architecture, (R)evolution

Bertolini, L., & Spit, L. (1998). *Cities on Rails. The redevelopment of railway stations areas.* London- New York: Routledge.

Lynch, K. (1960). *The image of the City.* MIT Press.

Popescu, T., & (2014). *Proiectul Feroviar Românesc (1832 - 1916).* Bucharest: Ed. Simetria.



"Laços urbanos urban connections". Image by the Author (2020)

LAÇOS URBANOS // URBAN CONNECTIONS

Historic Center Urban Regeneration Strategies:
The Case Study of São Paulo

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The urban planning of the last century has led to rapid and decisive transformations in the city of São Paulo: the state of abandonment of the historic city centre, the fragmentation of public life and the lack of identity of aggregation spaces, are some of the main problems that today affect the society and the lives of its citizens.

By the need for healthier and more livable environments, for more places to meet and live together - which are increasingly threatened within the complex metropolitan structure of São Paulo - comes the idea of the proposed thesis work. The chosen intervention area is located in a strategic position, between the historic centre and the Avenida Paulista. It is characterised by the presence of several points of interest, a large number of cultural collectives and a very diversified social profile.

The potential of the 'Territorio da Consolação', however, appears latent and unexpressed, because it is not supported by a proper use of the city's space, lacking in open spaces, green areas and places to stay that stimulate sociability and sharing. The intense vehicular traffic, the amount of urban voids and illegal parking, the poor appropriation of public space on the street and a general feeling of insecurity make it clear that a redevelopment project is needed to reverse these phenomena.

Public spaces need to be rethought, interconnected and systematised. Therefore, it is proposed the regeneration of the *Territorio da Consolação* - as a new landmark in the metropolis of São Paulo - starting with the creation of an integrated network of public spaces, green areas and pedestrian and bicycle corridors, with the aim of returning the space of the city to its inhabitants.

Public-space, soft-mobility, connections, regeneration, void-spaces

Augé, M. (2018). *Nonluoghi.* Milano: Elèuthera.

Borgogni, A., & Farinella, R. (2017). *Le città attive: percorsi pubblici nel corpo urbano.* Milano: Franco Angeli.

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"Capsule of Mobility". Digital Drawing by the Author (2023)

CAPSULES OF MOBILITY: URBAN ENCLAVES AND THE ARCHITECTURE OF INFRASTRUCTURAL CLOSURE

A critical reading of De Cauter, Smets, and Shannon on the enclosure, opening, and integration of infrastructure

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INTERSECTION
Spaces of Transition

In the context of contemporary urbanisation, discussions about enclaves continue to emerge in urban theory, whether in the form of gated communities, quasi-sovereign 'states within states', or mono-functional, inward-facing developments. While these spatial configurations may differ in form and scale, they share common traits: segregation, control, self-referentiality and disconnection from the public realm.

This article considers the presence of transport nodes in the city where several types of transport interchange. These nodes become a new type of urban centrality with a contradictory condition: despite offering maximum accessibility, they are often self-oriented, self-sufficient and closed to the city. The study focuses on three contemporary authors - Lieven De Cauter, Marcel Smets and Kelly Shannon - who despite their methodological differences, share a common academic background and sustained critique of the modernist legacy of infrastructure. Through the authors' positions and the examples discussed, this article aims to contribute to the critical discussion on the integration of these structures into the city, moving beyond their engineering function as buildings for vehicles.

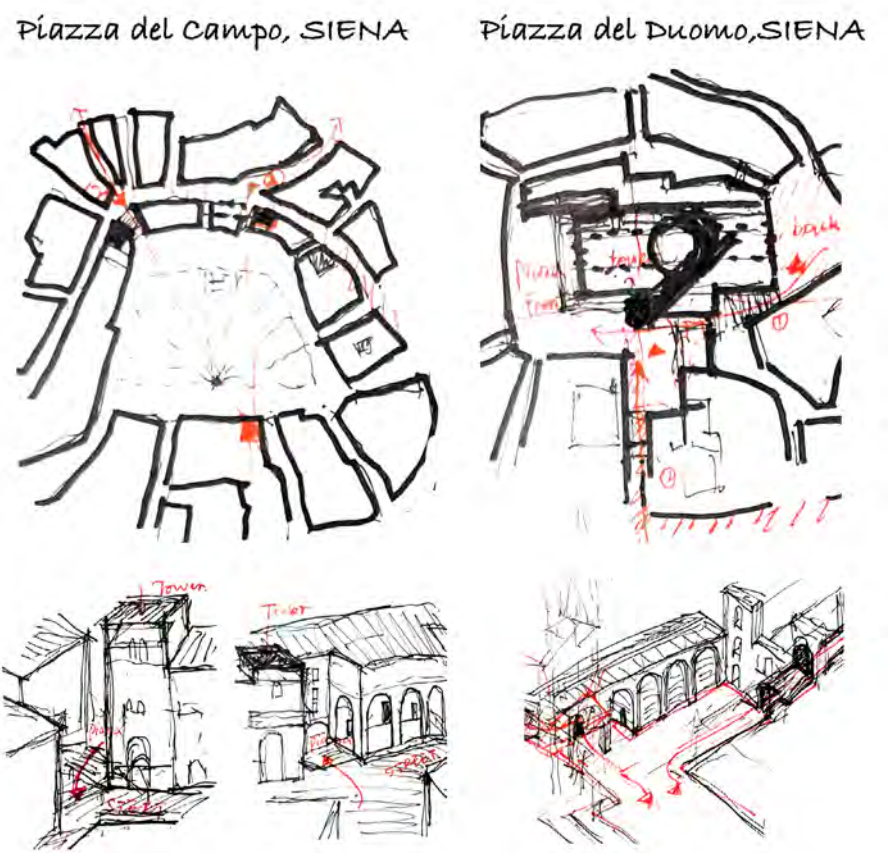
Methodologically, this paper will adopt the authors' perspective on infrastructure spaces as transportation nodes, examining case studies referred to by the authors themselves to determine the spatial factors that give rise to enclave characteristics in these examples. The aim is to provide a critical view by interweaving the authors' discourses and offering an original perspective on the encapsulation of transport nodes.

Enclave, discourses, capsules, urban-nodes, infrastructure

De Cauter, L. (2004). *The Capsular Civilization: On the City in the Age of Fear*. Rotterdam: NAi Publisher.

Shannon, K., & Smets, M. (2010). *The Landscape of Contemporary Infrastructures*. Rotterdam: NAi Publisher.

Smets, M. (2022). *Foundations of Urban Design*. New York: Actar Publishers and Public Space.



"Threshold diagram of in-between passage and Piaza in Siena". Sketches by the author (2025)

THE ARTICULATION OF THRESHOLD

A possible Character of passage

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The essay starts from the phenomenal observation of the clear articulation of the passage connection between the street, the mobile space, and the core urban spaces of Siena - Piazza del Campo and Piazza del Duomo.

Drawing upon interpretative semiotics based on Umberto Eco's semiotic theory, a relational interpretation of infrastructure in the built environment, the research is trying to propose the understanding of connection space as a metaphor of 'the threshold' and aims to investigate how it is self-represented both in terms of spatial composition and architectural semiotic forms. And further, how 'the threshold' as a sign enters into an interpretative chain of passage regardless of the form of infrastructure. It will be studied and explained through diagrammatic analysis of three cases with different mobility and environmental features: the mentioned case in Siena, intersection of pedestrian system, IJburg of Jaap Bakema, station of composed energy-line based on high-speed railway with the idea of 'friendship diagram', and the Zeebrugge terminal for cruise by Rem Koolhaas.

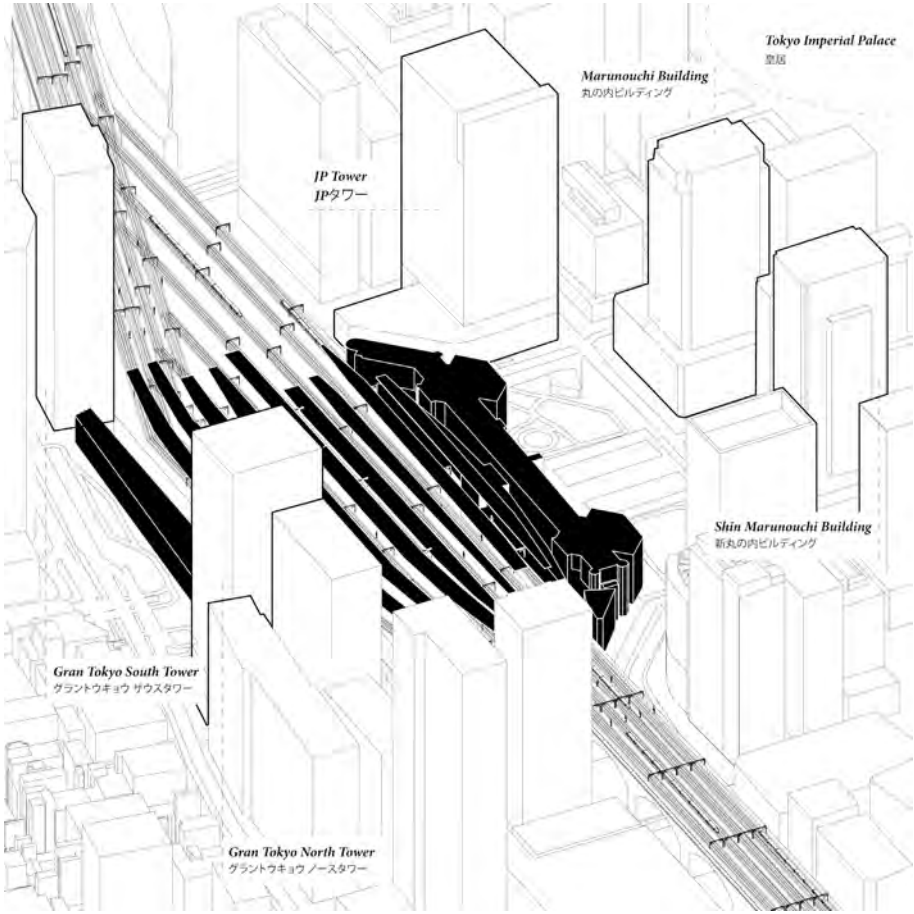
Then questions about how the architectural articulation of passages transforms in response to shifting conditions of mobility and context and how it enriches the shared sign "encyclopaedia" of passage. Apart from compositional elements, there will be a discussion about what is the design impact from architect in framing the architectural prototype 'the threshold' and become a universal interpretative habit. Through this comparative study of the design approach of selected design cases, hopefully providing a linguistic perspective to lost meaning passage space in-between and enrich the meaning of transiting space regarding environmental acknowledgement, not just functional.

Articulation, Spatial-Composition, Architectural-linguistic, Semiotic, Sign

Koolhaas, R., & Mau, B. (1995). *S, M, L, XL*. New York: The Monacelli Press.

Eco, U. (1976). *A Theory of Semiotics.* Indiana: University Press.

Norberg-Schulz, C. (2000). *Architecture: Presence, Language, and Place.* Skira Books.



"Tokyo Station (JP), urban wound caused by passage of railroad, and possibilities of air rights". Drawing by the author (2025)

URBAN MENDING ABOVE THE TRACKS

Air rights as an architectural tool for new urban opportunities

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An analysis of satellite images of contemporary metropolises reveals an element that is as recurrent as it is impactful: the railway station as the source of the railway groove. If the railway station is an essential node for transport, its connecting infrastructure produces visible effects on the urban fabric: sharp separations between otherwise connected parts of the city, impermeable areas and unused surfaces. *How can architecture mend the urban fabric without precluding transport activity?*

A design possibility emerges as a key tool to achieve this goal: air rights - the possibility of building "above". Exploiting the area above the transport system can promote a functional and urban reactivation of these "missed" spaces (De Wilde, 2006).

The research analyses case studies in which architectural interventions on railway station infrastructure - understood as nodes and places (Bertolini, Spit, 1998) - have successfully restored the city's spatial continuity, identifying valuable design models: Tokyo Station, and homonymous city itself, as urban wound, train station's connective capacity, and allocation of air rights; William J. Wilgus's pioneering air rights project for Grand Central Terminal in New York; and Rive Gauche area (Paris) toward Gare d'Austerlitz, as a representation of the potential capacity of the above-ground railway within the built city.

Through a process of research on design, the contribution aims to study applied examples to identify scalable and re-applicable dimensional, connective and morphological models. Architectural solutions can be leveraged as tools and valuable expertise for identifying and designing cases that are still in potential.

The objective is to evaluate infrastructure no longer as physical barriers but as engines of urban regeneration through the air rights as a design lever to imagine new forms of urbanity "above" flows, and overcome a strictly functionalist view of infrastructure.

Railway-bundles, urban-regeneration, air-rights

Bertolini, L., & Spit, T. (1998). *SampCities on Rails: The Redevelopment of Railway Stations and their Surroundingsle Book*. PresE & FN Spons.

Crisman, P. (2009). *Inhabiting the In-between: Architecture and infrastructure intertwined.* University of Virginia School of Architecture.

de Wilde, S. (2006). *Rail Estate / Multiple use of space and railway infrastructure.* Movares.

The surrounding spaces generated by infrastructures, as well as those in direct interference, are often dismissed as residual and sacrificable within contemporary development agendas. However, these "nonplaces" require a critical rethinking oriented toward their valorisation and regeneration, for example in dealing with a renewed approach on climate change and biodiversity relevance. Such collateral places are interconnected with the built environment and the open space, and demand a sensitive and respectful reinterpretation that acknowledges the presence of existing infrastructure. On-hold spaces open discussion to new values and experimental design which can upgrade the infrastructural meaning, without intervening on physical infrastructures, but as an endorsement to mobility networks. «Mobility spaces are not neutral; they are cultural and social constructs that require design interventions to enhance their potential as public space» (Vöckler, K. & Eckart, 2023).

borders, non-places, reclaimed spaces

Collateral

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Collateral

LANDSCAPES OF RE-INVENTION

SESSION CHAIR:

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LANDSCAPES OF RE-INVENTION

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The etymology of the word "invention" derives from the Latin inventio-onis, meaning "to come upon, find; invent, discover".
The most resonant implications of this term for the spatial disciplines lie in the foundations of polytechnic culture, where it represents a fundamental act within the fields of architecture, landscape, and urban design. For centuries, "inventing" was oriented towards the discovery of the new, directed at improving the relationship between nature and culture, and at enhancing humanity's ability to adapt and survive.
Today, in the midst of the Anthropocene, this ancient orientation towards invention can no longer be directed at transforming what is pristine. Instead, it must inevitably engage with a landscape of ruins and waste. These remnants testify to an era in which the demands of nature were largely eclipsed by the imperatives of consumption, an age when technology fostered the illusion of surpassing the boundaries imposed by the natural order. Consequently, we are faced with a complex legacy that demands re-invention. This process requires a profound undertaking: to observe what already exists with attentiveness, to critique it rigorously, to reflect upon its obsolescence, and to propose a new framework of re-evaluation. What is called for is the recovery of the ontological meaning of nature as an ethical and moral resource, one capable of guiding future trajectories.
Therefore, it is unsurprising that the notion of "reverse engineering" has recently become relevant, reflecting the growing necessity to critically reassess the artificial construction of our environment, much of which has been shaped by the mere exploitation of resources and an overreliance on technology. This notion clarifies one possible interpretation of the concept of re-invention. At the same time, it encourages us to consider areas that are usually outside the scope of architectural discourse. It shifts our focus towards diverse materials that are waiting to be discovered and reconnected within a broader range of possibilities for spatial disciplines.
However, the process of re-invention cannot be equated with a codified practice. Rather, the emphasis is on exploring what it entails and how it

might be applied. Re-invention emerges as the necessary pathway through which new territories for the discipline can be extended and alternative roles for architecture can be defined for the decades ahead.

The papers presented at this conference session contribute to the identification and critical interrogation of possible "landscapes of re-invention". In doing so, they highlight the importance and necessity of engaging with the existing environment and its contradictions from a conceptual and theoretical perspective, while also emphasising the urgency of rethinking our living spaces. They demonstrate how architecture, with its millennia-old knowledge base, can contribute in original and innovative ways to the urgent contemporary debates.

This in turn necessitates a consideration of the form of space, its formal characteristics, and the way in which it interacts with itself, with its environment, and with the materials of which it is made. The process of re-invention encompasses various categories and modes of spatial interaction, providing a useful framework for describing the contemporary landscape.

In the following papers, we can deepen the intersections generated by interdependence, the dynamics of superimposition produced by anthropocentrism and the interruptions caused by a lack of clarity in programme structures. At the same time, we can address the hybridisations and coexistences that are necessary for interpreting contemporary conditions. This requires us to pay attention to the nature of transitional spaces and the fragments produced by the mechanisms of accumulation and rupture that are now integral to every context.

All of this highlights the urgent need to revise design methods and tools to manage the intensification of complexity during a period of major reconsideration of development models. In this context, we must take responsibility for nurturing our landscapes, safeguarding their legibility and ensuring they have the capacity to sustain forms of attachment and recognition.

Ivers, B. Cannon (2021). *250 Things a Landscape Architect Should Know.* Basel: Birkhauser.

Oldani, A. (2023). *Verso una emblematica della manutenzione per le infrastrutture idrauliche / Towards an emblematic for the maintenance of hydraulic infrastructure* – Atlas+Primer. Melfi: Libria.

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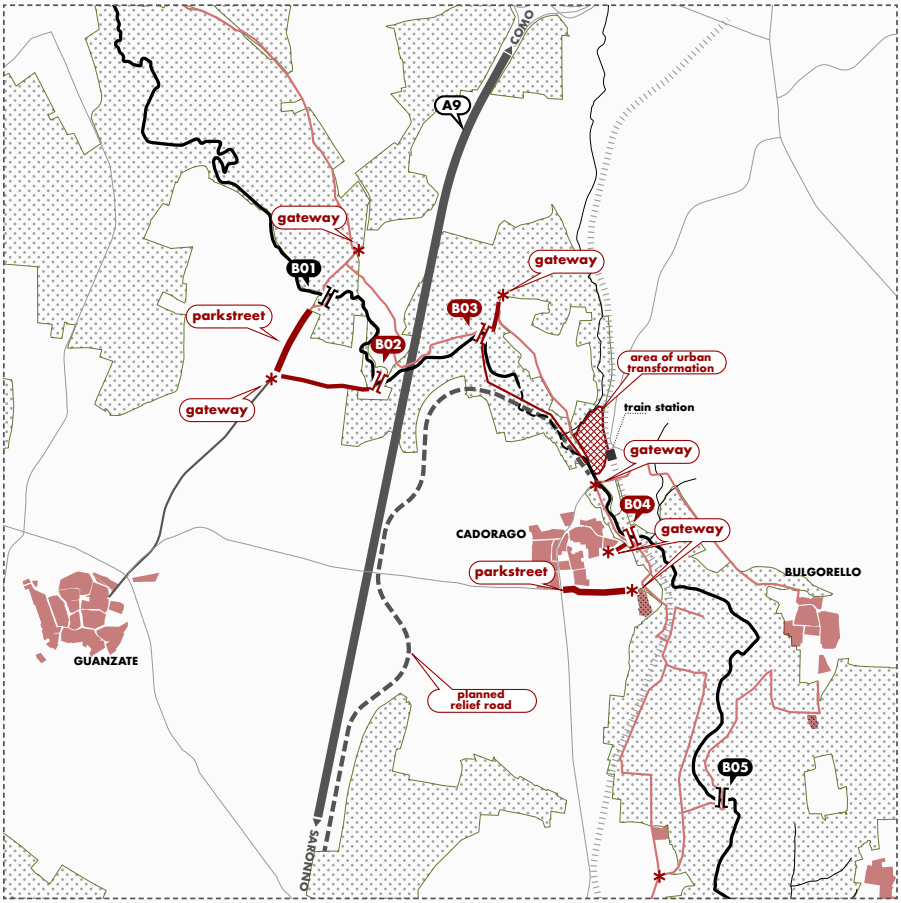

"Crossing the Stream: Threshold Strategy between Park and Settlements". Drawing by the author (2025)

DWELLING THE PLACES OF CROSSING

Exploring Collateral Spatialities around Pedestrian Bridges in Periurban River Landscapes

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The research, developed within a doctoral thesis (PNRR 351) in partnership with Consorzio Parco del Lura, investigates the spaces activated by crossings as "collateral" places capable of triggering new relationships between the urban fabric, the fluvial landscape, and soft infrastructure.
In the peri-urban context of Northen Lombardy - characterized by small- and medium-scale settlements and north-south infrastructural and hydrographic corridors, the Lura Park takes form as an interstitial figure, composed mainly of agricultural and woodland areas.
Within this framework, the pedestrian and cycling bridge emerges as a nodal device for reinterpreting the park's landscape in relation to the stream, through a multiscalar vision - ranging from the architectural object to regional ecological and soft-mobility systems - aimed at restoring local connections.
The research draws upon an atlas of case studies, analysed through three spatial categories: bridge threshold (landing), proximate spaces, and deeper spatial relationships. The inquiry transcends the mer objecthood of the bridge, focusing instead on those contexts that resonate with it, generating new centralities or enhancing and re-signifying existing elements.
The bridge thus emerges as a place-maker and catalyst for spatial, social, ecological, and landscape connections.
The application on the Lura Park territory has deepened the study of potentially "activable" segments, identifying significant areas and strategic elements - architectural, urban, landscape, infrastructural - in relation to both existing and planned ecological and mobility networks.
A recurring strategic pattern has finally been identified ("park gateway" - "park-street" - bridge), configuring systems of transition and anticipation of the park's presence, and redefining the threshold between city and stream as a space of identity.

Crossings, river-landscape, peri-urban-landscape, soft-mobility-infrastructure, place-based.

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"North Viaduct of Alcântara from the window of the main administrative building of the neighborhood". Image by the Author (2018)

OPEN ATLAS OF ENCOUNTERS WITH INFRASTRUCTURE

Tensions between infrastructures and architectures in Europe's sedimented city

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COLLATERAL
Landscapes of Re-Invention

Europe is home to cases such as fragments of aqueducts that serve as street façades or viaducts that function as market roofs. Reviewing the role of infrastructures from unprejudiced urban and architectural perspectives allows us to rethink them beyond their original objectives.

Through a collection of case studies on intersections between elevated linear infrastructures and the architectures of the European sedimented city, this contribution presents ongoing research in the form of an open atlas. It focuses on extreme and contrasted encounters between infrastructures and the city as a resource for rethinking built heritage. In these places, contrast is inherent, as are tensions in urban and architectural forms. These tensions reveal the convergence of complexities among various dimensions and disciplines, while the relationship between architectural and infrastructural space plays a defining role.

Such encounters have been addressed in works like "The Architectures of Transit" (Barr, 2019) and "*De Cosas Urbanas*" (de Solà-Morales, 2008). However, in the doctoral thesis Encounters with Infrastructure, they are organized and studied at different depths, through specific protocols. Presenting a wide range of categorizations based on spatial conditions, this atlas opens a repertoire of topological situations. It outlines the relationship between the autonomy of infrastructures - understood as matter that moves other matter (Larkin, 2013) - and the implications of subjugation from their passage through specific contexts - understood as matter traversed by infrastructure.

The aim is to present a critical perspective on selected cases, to discuss the urban and architectural role of these spaces and how to approach them through design. Using historical data, drawings, and fieldwork photographs, this collection highlights their potential to reconsider spatial impacts, rethinking and recycling from a contemporary perspective that sees infrastructures as more than technical systems.

Infrastructure, architecture, Europe, conflict, atlas

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"Landscape infrastructure". Photo Credits to Lex Noordhoff on Unsplash

PORT INFRASTRUCTURE AS AN ACTIVE TERRITORIAL THRESHOLD

The example of the Maasvlakte II terminal, Rotterdam, NL

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COLLATERAL
Landscapes of Re-Invention

The Maasvlakte II project, a large artificial expansion of the port of Rotterdam, represents one of the most advanced manifestations of port infrastructure, revealing an unprecedented potential as a complex active territorial threshold between operational functions and the coastal environment.
The landscape plan developed by H+N+S Landscape Architects (H+N+S, 2023) introduces a system of buffer zones, public pathways, and environmental interfaces, with the aim of redefining the boundary between port and landscape.
The port system is configured as a hybrid device, defining a new waterfront in continuity with the territory. It is a first step towards an infrastructure that integrates with the surrounding natural environment, reflecting the vision of Carola Hein, according to whom «through the (re)creation of multifunctional spaces where port and city can mix, through the exploration of port influence throughout the territory--the port cityscape» (Hein, 2019).
The study focuses on the importance of the threshold between sea and port as an activator of new shared spatial experiences: spatial continuity is prioritized, and the waterfront, if properly designed, becomes a generator of new opportunities.
As Beatrice Moretti observes about Maasvlakte II, «In fact, the terminal was not only conceived as a commercial platform and an industrial hub but also as a large natural infrastructure» emphasising how the design logic extends the function of infrastructure beyond its technical dimension.
The contribution proposes a reading of port infrastructure and its boundary with the sea as a device capable of reconfiguring relationships and continuities within the territory, overcoming the traditional separation between functionally distinct areas. The methodology will involve data analysis and cartographic processing, to understand the morphology of infrastructures and their design potential, and to hypothesize adaptable strategies for other contemporary port contexts.

Port, Infrastructure, threshold, reclaimed-spaces, borders

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Sticky Activities (Kusumo et.al., 2022), George Town Penang. Photograph by the author (2023)

BETWEEN SPATIAL ADAPTATIONS AND BROKEN PATHS

Examining Postcolonial Modifications and Fragmentations of Five-footways in the Historical City of George Town, Penang

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COLLATERAL
Landscapes of Re-Invention

This paper explores the problems of modifications and adaptations breaking the continuity of five-footways, a shaded pedestrian pathway typically found in the Malaysian urban fabric, especially in historical cities such as George Town. It aims to critically examine: the motivations behind the autonomous, self-driven adaptive reuses of five-footways by adjacent residents and shop owners, the effects of their informal, unregulated actions on pedestrian accessibility and safety, how this phenomenon culminates in changing the architectural identity and perception of the streetscape, and what legislative actions, architectural interventions, and concepts of spatial care practices can be implemented to improve the situation.

A five-footway is a unique feature of a shophouse - urban building typology commonly found in Malaysia (Wan Ismail, 2005). Situated under the facade in between the entrance and the street, it shelters pedestrians from rain, sun and traffic. Its design and accessibility were mandated as building law by the colonial government in 1822, but enforcements since post-independence are inadequate, resulting in encroachments and impediments by shophouse tenants and owners (Kusumo et.al., 2022).

This chronic problem of pedestrian mobility is well documented in both Kusumo's body of research, as well as in Fan's empirical study of George Town's pedestrian network using a space syntax approach (2024). It is supported by the author's in-situ and photographic analysis of the city's five-footways, noting fragmented pathing caused by frequent elevation changes and surface degradations that impede safe wheelchair passage.

This paper argues that although five-footways are historical in nature, their adaptive reuse should be valued as a postcolonial spatial practice in reclaiming spatial identity, but without compromising their original function as a passageway, thus necessitating further studies on this dilemma between decolonisation and accessibility.

Postcolonial, five-footways, heritage, pedestrian-mobility, adaptive-reuse

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"Chorography of the Apulian Aqueduct". Drawing by the authors (2025)

PAESAGGI – PASSAGGI

Slow mobility narrating (water) landscapes

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The Southern Italian territory, with its peculiar morphology and rich cultural heritage, offers a significant example of how the intersection of landscape and infrastructure can be a resource for cultural tourism. This contribution focuses on the Apulian aqueduct, a remarkable early 20th-century engineering work built to address the chronic water shortage of the region - a *siticulosa* land1, as Orazio wrote in the Epodes - lacking rain and springs. Its network of pipelines, reservoirs, and canal bridges constitutes a valuable yet often marginalised heritage, largely unknown or inaccessible. Since 2016, the *Ciclo-Via dell'Acquedotto Pugliese* project has proposed anexperimental and multidisciplinary approach to rediscover this infrastructure through sustainable mobility.

Transforming the aqueduct into a 500 km-long cycle route from Caposele to Santa Maria di Leuca, the project connects remote areas and narrates the landscape through the material and symbolic presence of water. Along the route, the phenomenology of water - the forms through which it springs, flows, collects and descends into the sea - becomes the key to reading a continuum of historical landscapes, in which each stretch becomes the chapter of a story, by following *paesaggi-passaggi* (Magris, 1997).

This (ongoing) research reflects on how the aqueduct shifts from a functional work to a narrative device for cultural regeneration. The adopted method focuses on few different water landscapes along the route, defined through narrative images constructed using archival materials and original drawings: the landscape of water springing forth, flowing across land, and plunging into the sea. Each landscape figure becomes a narrative passage, expressing the relationship between hydraulic architecture and geography, and marking a chapter in the slow unfolding of the infrastructure.

[1] «Nec tantus umquam siderum insedit vapor siticulosae Apuliae». Epodi, III. vv.15-16.

Apulian-aqueduct, Hydraulic-infrastructure, Water-landscapes, Slow-mobility

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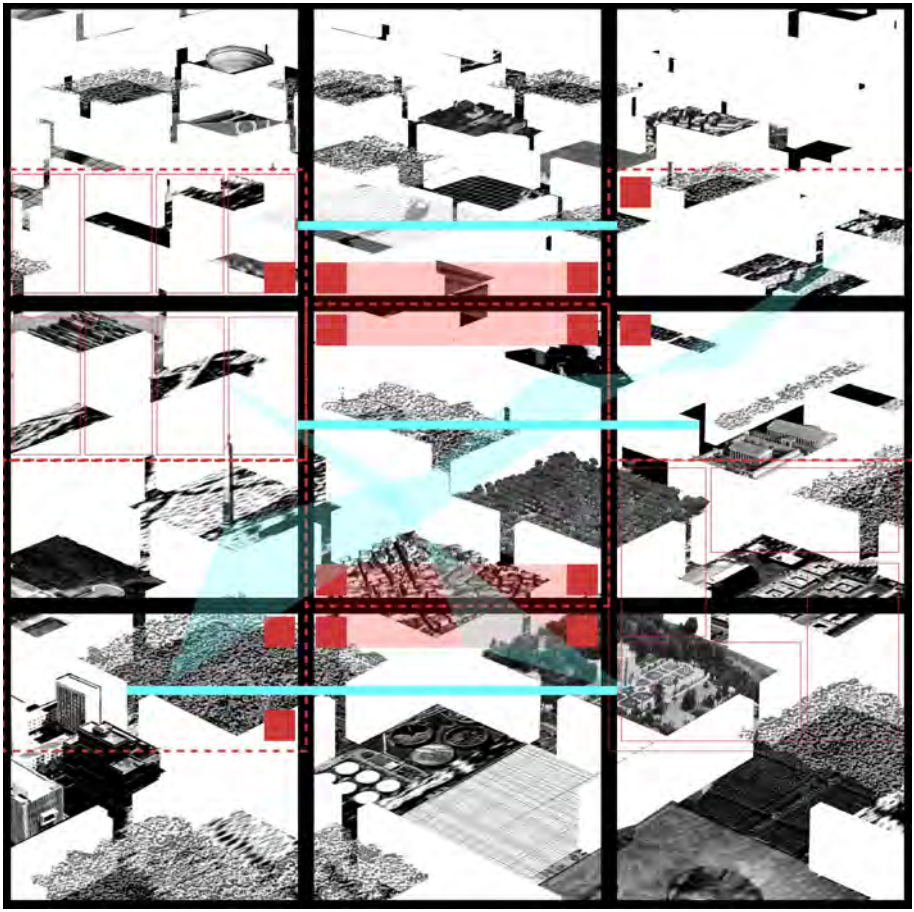

"The city of Rooms". Redrawn and Recomposed by the Author (2025). Based on Dogma, "City Walls"

THE CITY OF ROOMS

Reimagining Urban Infrastructures through
Room-Based Spatial Design

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What this research suggests is a different way to think about mobility spaces: instead of connecting everything with long corridors, it puts the focus on how rooms can come together. These rooms are seen as individual but linked, able to create movement and flow through their aggregation--no hallways required.

This research builds on ideas from Lutyens, who offsets room connections; Kahn's approach to organizing space through bays; and the measured rhythm of Japanese tatami layouts. It extends the concept of grouping rooms beyond the domestic scale, asking how such an approach might reshape urban settings. Spaces like stations, platforms, or underpasses--usually treated as transient and faceless--are instead seen as opportunities for creating more grounded, patterned, and human-centered environments.

Dogma's City Walls offers a recent example of how movement can be reimagined--not through standard hallways or corridors, but through a series of spaces that are separate yet flow into each other. Instead of treating infrastructure areas as leftover functional zones, this project turns them into distinctive, legible spaces with their own meaning.

Tying into the themes of "intersections" and "connections," this proposal questions the neutrality of mobility infrastructure and puts forward a design approach rooted in spatial character and social exchange. With the "city of rooms," it reimagines movement through the city as a form of presence and dialogue, helping to shape a more inclusive and culturally rich urban future.

Room-Assemblage, Space-composition, Inhabited-Infrastructure

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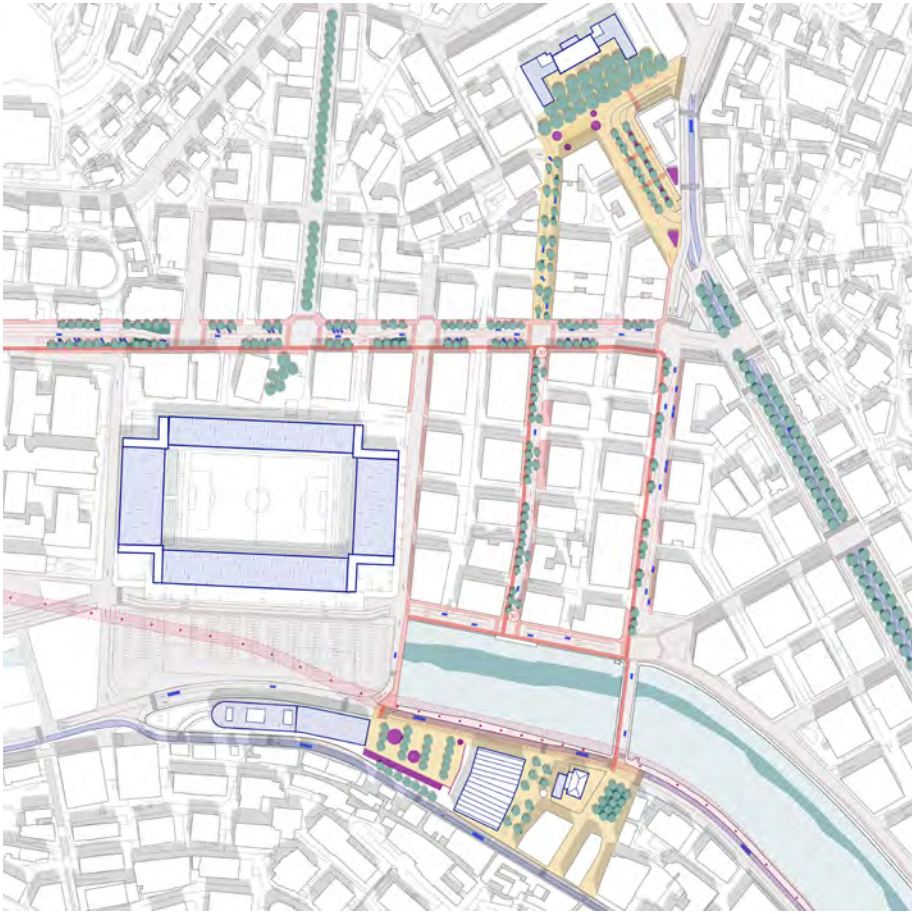

"Transversal connections between new public spaces at "level zero" through active mobility in the Marassi area"
Drawing by the author (2024)

VAL BISAGNO LEVEL ZERO

Rethinking public space through the street

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Changes in mobility are radically transforming urban dynamics and the structure of cities, accelerating a rapid transition in cities traditionally shaped by infrastructures that prioritize private vehicular traffic.
Val Bisagno in Genoa is an area not yet served by efficient and fast public transport lines, where the main issues are related to the fragmentation of the urban fabric, the lack of green public spaces, areas for social gathering, and especially oversized infrastructures and problems associated with vehicular traffic.
The planned introduction of electric bus lines and an elevated extension of the metro (*Skymetro*) presents an opportunity to rethink the configuration of the street, which is currently strongly categorised and car-centred, in a city where "empty" space holds immense value.
The reconfiguration of the street suggests strategies for developing spatial projects from its interface with different urban areas and contexts - spaces that are currently latent, hidden, or inaccessible - transforming the street into a continuous framework that supports and connects public space.
The "zero level" is the layer of the city where these transformations take place, allowing for a reversal of a planning process focused on traffic flow toward one oriented around the public space system, where infrastructure serves as support. These transformations are taking place in a valley where the construction, now in progress, of a drainage tunnel will help avert the hydrogeological risk that has been a concern for years.
In the three selected urban areas, identified near the public transport stops, the project reclaims a cross-section dimension of the Bisagno river, capable of stimulating collective life and active mobility, creating continuous cycle-pedestrian routes, 30 zones, shared and school streets, pedestrian areas and new squares near schools and city markets, starting with the redesigning of the ground to ensure accessibility and universal use.

Public-space, transversality, ground-level, spatial-continuity, accessibility

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"Atlas of Wastelands". Drawing by the Author (2025)

LANDSCAPE OF WASTELANDS

Preserving the undefined margins of
infrastructure in Madrid Nuevo Norte

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COLLATERAL
Landscapes of Re-Invention

Transport networks, which structure and connect the territory, frequently produce collateral spaces on their edges, often neglected and unnamed. These residual spaces or wastelands are often threatened by urban regeneration processes. This work focuses on those vacant fragments that might disappear after large-scale transformations, emphasizing their latent possibilities.

Following the notion of 'terrain vague', specifically the version explained by Ignasi de Solà-Morales, these undefined spaces are seen as temporary interruptions or interstices where absence of use and expectancy allow for new forms of spatial appropriations. For Solà-Morales, the lack of program and their vagueness gives these spaces their evocative power. Similarly, artist Lara Almarcegui insists on the importance of not designing them, claiming that only by resisting intervention it is possible to activate their true potential. These are places emptied of meaning by the very evolution of the city, but their apparent uselessness becomes a ground for possibility.

As a case study, this paper focuses on the northern area of Madrid and the urban operation known as Madrid Nuevo Norte, a major controversial project that surrounds and transforms the existing Chamartín train station. All high-speed rail services in the country and all commuter lines in the region will converge here. The project, driven by economic ambition and framed under the banner of progress, also envisions a new district including offices, housing, and commercial activity. But while new volumes are inserted, other spaces, those yet undefined, risk disappearing.

This research asks whether it is possible to rethink these marginal areas not as voids to be filled, but as spaces that hold the memory of the neighbourhood and the potential for other ecological narratives. How can the remains be preserved? The aim is not to deny transformation, but to question its limits and to consider what might still be possible in these margins.

Wastelands, Madrid-Nuevo-Norte, Urban-regeneration

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"Indian urban stray cow between street and gaushala". Collage by the author (2025)

THRESHOLD ARCHITECTURES: GAUSHALAS AND INFRASTRUCTURAL AFTERLIFE

Collateral spaces of care and containment for nonhuman life

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This paper examines the urban *gaushala* - a common yet often overlooked cowshed found across Indian cities - as a spatial formation that quietly manages the excesses of industrial mobility. Typically situated along infrastructural edges, within medians, under flyovers, or on fenced civic peripheries, *gaushalas* absorb what mobility systems externalize: the injured or economically irrelevant cow, the sacred surplus of agrarian and urban entanglements who transgresses thresholds and unsettles circulatory norms. These structures respond to infrastructural fallout without intervening in the systems that produce it.

As architectural forms, *gaushalas* resist typological clarity. They function simultaneously as sites of religious obligation and logistical necessity. Neither fully formal nor entirely informal, they materialize contradictions between sanctity and abandonment, maintenance and discard. Yet it is precisely in their thresholds congealing street, infrastructure and species that *gaushalas* offer insight into an emergent urban condition that evades planning and resists over determination.

Through fieldwork conducted in Ahmedabad, Gujarat, combining photographic and photogrammetric documentation of *gaushalas*, this paper foregrounds their situatedness on the street as a generative site of multispecies urbanism. Drawing from Braidotti's posthumanism to Escobar's ontological design, the paper argues that *gaushalas* challenge the assumptions of functionalist design. They foreground spatial incompleteness, nonhuman adjacency, and infrastructural afterlife as not results of failure, but as necessary frameworks for sustainability. Rather than models to replicate, *gaushalas* offer a lens through which to reconsider how architecture might respond to the ecological and moral consequences of infrastructural systems. In doing so, they reframe collateral urban space as a shared ground that gives rise to new, if provisional, ways of living together.

Multispecies-urbanism, Infrastructural-overflow, Residual-space, Nonhuman-agency, Urban-gaushala

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"Infrastructural and Mobility spaces in the node of A50 West Ring Road and Rho-Fiera Milano". Image by the Author (2025)

WHEN INFRASTRUCTURAL URBANISM IS NOT ENOUGH

Urban Mobility and Design That Matters

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Infrastructural urbanism, as portrayed by Stan Allen (2001), has played a key role in redefining the modern city as a network of flows, connections, and functional systems. Keller Easterling (2014) built upon this view by highlighting how infrastructures are not entities only in their physical forms, but they embed multiple degrees of relationship and symbiosis with the city and its structures. Reading infrastructures mainly through technical and systemic perspectives often overlooks issues related to spatial quality, ecological harmony, and publicness or the space. Designed and built by engineering firms and transport operators, they tend to create efficient but often insensitive environments – thinking about ring roads, railways, and airports – that improve circulation but also fragment landscapes and leave behind neglected margins.

Building upon ongoing doctoral research on European ring roads, with the case study of Milan, this contribution positions these infrastructures as clear examples of contradictions within infrastructural urbanism. Ring roads create vast interstitial spaces: buffer zones, ecological boundaries, and margins of in-betweenness that challenge traditional urban classifications. These spaces reflect the concerns of Secchi and Viganò (2011) about the modern city's focus on territories, where marginal and infrastructural landscapes become key areas of urban change.

How can architecture be adopted not as a patch, but as a critical mode of investigation capable of mediating between technical performance and spatial experience? Through mapping, taxonomy construction, and strategic scenarios – tested in the research of ring-road territories – design can articulate and enable conditions for transitional ecologies and public space re-appropriation, and frame conditions rather than prescribing fixed functions for the infrastructural voids.

If infrastructural urbanism explains the city as a system, architecture reclaims it as space. By reframing infrastructural margins through experimental patterns, this contribution argues that mobility infrastructures can evolve beyond their logistic function and instead enable different forms and concepts for a renovated approach to urban mobility.

Infrastructural-urbanism
mobility-infrastructures
design-driven
ring-roads
mobility-spaces

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Contents

Collateral

MOBILITY AND THE CITYSCAPE

SESSION CHAIR:

Chiara Nifosì

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MOBILITY AND THE CITYSCAPE

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The widespread poor quality of living that characterizes many cities and urbanization today is often closely linked to what lies outside the domestic space. On the one hand, the lack of common spaces in the neighborhoods, often reduced to mere parking spaces for cars, is often overabundant and lacking in overall design and quality, as well as the lack of care and ordinary maintenance of the same. On the other hand, the lack of efficient collective integrated mobility services and other commons, when present, are inaccessible and detached from the surroundings. These are common situations in many Italian contexts, which are intensified where conditions of fragility (social, economic, environmental) are concentrated, and where spatial inequality and environmental vulnerability converge. These conditions are declined in different territories and ways but often have at their center the complex space of the infrastructures: roads, streets, cycle and pedestrian paths, car parks, bus and train stations, open spaces, squares, and abandoned-waste spaces (Lanzani et al., 2021).

The session intends to investigate the infrastructure's space as the main background of everyday life and as an integral part of a strategic vision for the regeneration of cityscape. By reinterpreting the road as a "pervasive" (Secchi, 1989) infrastructure that can shape the quality of the environment and living, the discussion want emphasizes the great potential of these spaces to experiment with an overall socio-ecological transition of the territories.

What new factors can we introduce today about the image of the infrastructure's space, or better, "the vision of man in his 'natural' context: the dark grey parterre, background of action, but also crossing, journey, metaphor of knowledge" (Zardini, 2003), fil rouge of the most consistent metropolitan transformations since the late 19th century industrial city evolution? This is the first seminar question that will be explored in depth.

The mobility space in the late 19th century represented the most significant technological change in cityscape since the introduction of the locomotive (Eco, 2012; Nifosì, 2024), revolutioning the way we move within the territory, profoundly influencing its conformation. Although the infrastructure and mobility

space have played a predominant role in the development of cities throughout their history, roads, car parks, railways and their related spaces have been subject to few innovations, which have tended to be technological rather than spatial. In some cities, the footprint of the mobility network covers more than a third of the land. Surprisingly, this omnipresent network has received minimal attention since the 1950s (Joseph, 2015). In fact, some famous interpretative efforts in the literature of urban geography and sociology and urban planning and design refer to these two main functions of the street.

The first is the street as "public space" for people in the city, to observe, or lose oneself (Gehl, 1987), a space for meeting. The second meaning attributed to the road coming from history is linked to "motion" that is recalled in Lynch's "channels of movement".

By exploring these two "historical" concepts, the aim is to interpret the space of mobility as complex ecology.

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"The railway edge as an opportunity". Collage by the author (2025)

RAILWAY INFRASTRUCTURE [LIMINAL] SCAPE

Architectural Reinterpretation of the Edge as an Opportunity for Urban and Environmental Regeneration

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Interface between the infrastructure and the territories it crosses, the railway edge is a physical border that assumes a role in their architectural and spatial definition. Its longitudinal dimension constantly unfolds into a transversal relationship, shaping the space of interaction between the railway and the landscapes it passes through. The point-to-point relationship of the line and the fabrics it intersects remains critical today: whether concerning existing lines and their modification, infrastructural insertion seems to be addressed only from an engineering perspective, through a mainly economic and functional approach. With its exclusionary character, the edge is thus reduced to a two-dimensional artefact of separation dictated by safety issues.

What kind of relationship does the railway edge establish with the territories it encounters? How can an architectural approach contribute to the rewriting of the critical relationship between the railroad and the territory, becoming an opportunity for urban regeneration?

The research is framed within the context of an Italian PNRR (Recovery and Resilience National Plan) PhD scholarship, co-funded by FNM Group - an integrated Group for sustainable mobility in Lombardy. Through the analysis of the local case study of the Ferrovienord rail network, this contribution explores the railway edge both as an artefact and a space available to the project, reconsidering it in its three-dimensional extension, including marginal areas and liminal spaces. By comparing selected European best practices, it investigates how the architectural project can attribute to the railway border an urban, connective and environmental role. This linear element seeks a transversal variable-depth that transforms it into an 'extended edge', the liminal place of mediation, a place to inhabit, an opportunity for regeneration that gives a new quality to the infrastructure border, rewriting its relationship with the consolidated crossed fabrics.

Railway edge, marginal-spaces, Infrastructure borderscape, Urban environmental regeneration, Architectural approach

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"The transformation of post-railway spaces". Collage by the Author (2025)

(IN)ACCESSIBLE PASSAGES: INCLUSIVE STRATEGIES FOR POST-RAILWAY MOBILITY SPACES IN SMALL TOWNS

Analysing spatial, social and informational exclusion caused by the decline of railway infrastructure in local contexts

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In many small towns in northeastern Poland, the closure of railways has contributed to the neglect of public spaces, particularly those related to residents mobility. Former railway stations - once crucial to local identity, examples of local architecture, and integral parts of daily commutes - are now falling into ruin or changing their function. They are being replaced by fragmented bus systems that are often inaccessible, both architecturally and in terms of information provision.

The declining and privatized quality of public transport increases the risk of social exclusion, especially among people with disabilities, the elderly, and others with limited mobility. This study frames the problem as a two-sides process of marginalization: material socio-spatial exclusion and the erasure of local identity. The aim of the research is to analyse the mechanisms of this marginalization and to explore ways of transforming neglected post-railway areas into spaces that foster social and spatial inclusion.

The presentation is based on a comparative analysis of four small towns in the Warmian-Masurian Voivodeship (Reszel, Bisztynek, Lidzbark Warminski, Orzysz), selected for their varied urban typologies and diverse experiences with railway decline. Using a multi-faceted methodology - including in-depth (semi-structured) interviews, research walks, urban and architectural inventories, and archival analysis -this study captures perspectives on accessibility and local identity.

The analysis addresses the transformations of urban spatial structures, the impact of infrastructure loss on the accessibility of current mobility spaces, and the criteria for inclusive design. These forgotten places and passages are not only relics of the past but spaces full of potential. The long-term goal of the study is to develop design guidelines for ensuring accessibility and regenerating these spaces to counteract marginalization, thereby enhancing the role of local transport systems.

Inclusive-mobility, post-railway-spaces, spatial-marginalisation, exclusion

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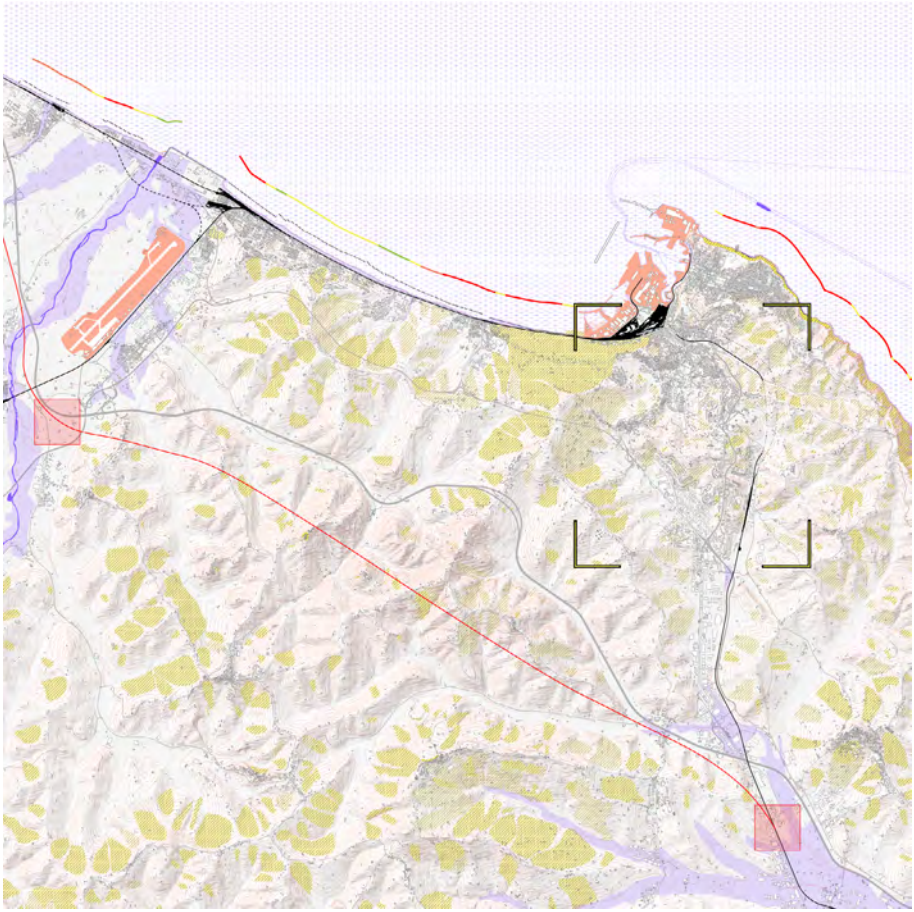

"Fragility and potential of the Ancona urban area". Drawing by the author (2025)

ANCONA STATION TO BE

The relocation of the Adriatic railway as an opportunity for urban regeneration

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In the context of climate change affecting Europe, the Adriatic coast represents an interesting case study due to its continuous urbanization. One of the most pressing issues is the relocation of the railway inland. While local authorities have proposed projects that retain the rail track along the coast, this thesis work argues for its removal in favour of an alternative with more benefits: a new integrated public transport system that connects the city of Ancona to the future station along the new route of the Adriatic railway.
This solution gives the opportunity to rethink the area bordering the track, which is articulated in a peri-urban environment in the south, a compact suburban belt and the infrastructure landscape of the station yard and the harbour industrial zone. The designed transit system consists of both light rail and trolleybus routes that activate regeneration processes in different strategic areas.
In particular, around the Montedago university campus a new public space is implemented to improve pedestrian access and encourage the integration between locals and students, acting as a driving force of daily sociality. In the Vallemiano district, a new LRT stop is introduced to remove barriers that cause spatial and, consequently, social fragmentation between neighbourhoods. The former slaughterhouse complex becomes an academic and multifunctional facility in the city's core. Finally, the railway yard serving the Ancona centrale station is redesigned not only to combine the freight track serving the harbour and the LRT terminal station, but also to provide the city with a green lung by desealing the cemented area to create a new park.
The challenge of the whole work is to emphasize the distinctive strengths of a medium city as Ancona with an efficient transit system that requires expensive effective actions to strongly improve the urban lifestyle in order to achieve a future of resilience and attractiveness of the Central Adriatic conurbation.

adaptive-infrastructure, public-space, active-city

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"Informal Practices along the Passage". Collage and editing by the author (2025)

MOBILITY AS SPATIAL AGENCY

Informal Practices in Chongqing's BaiXiangJu

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COLLATERAL
Mobility and the Cityscape

"Mobility" as a conventional concept typically refers to transportation systems and infrastructure. Instead it is granted a new perspective: mobility is approached as a form of spatial agency that promotes the reconstruction of collateral spaces and drives a new spatial pattern. Under this Chinese cultural context, mobility manifests as action of the body, while also tending to and activating the mechanism of informal practice. Drawing on the "non-place" analytical framework, it can be interpreted as a key mechanism for transforming the function of space.

Walking paths and acts of lingering, along with spontaneous interventions, point toward the formation of a new spatial order.

This research focuses on a residential building situated in a mountainous city in China, Chongqing. Due to its dense spatial structure and the pedestrian circulation system stretching across the architecture and urban space, it gives rise to a number of collateral spaces between the architectural structure and public space. These blurred spaces are shaped by the daily passage of users, with constantly changing practices identified as informal practices. Through bodily presence, they form walking paths and spatial occupations, as the concept of "tour" (de Certeau: 1988). In this context, mobility acts as an agency that empowers actors and negotiates reconstruction.

Mapping is conducted as the core methodology in this research. It first records these ongoing spatial transformations, using a series of mappings to recover how space was occupied and reorganized through informal practices. By contrasting existing and newly shaped spatial patterns, this process further deconstructs the architecture and reveals its relationship with the use of space. In addition, mapping operates as a processual tool to trace the everyday practices of multiple actors, resulting in a narrative visualization where paths and traces of actions overlap during the drawing process. This further links informal practices to the reconstruction of social structure within specific social discourses.

Mobility, informal-practices, spatial-agency

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"Didactic prototypes integrated in the anticipated 1985 plan of Milan by Canella". Montage by the Authors (2025)

FROM IDLE TO CONNECTED

Reimagining Industrial Heritage within Mobility in Izmir

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In Izmir, cultural life remains heavily concentrated in the city centre and along the coastline, despite dispersed yet underused civic spaces and an expanding mobility network. Many industrial heritage buildings stand idle within these spaces, even though several are located near metro, tram, or rail lines (IZKA, 2019). This centralization restricts cultural accessibility and leaves valuable architectural assets disconnected from civic life. To address this problem, the study examines how these buildings could be reclaimed to extend cultural life into wider urban districts by using mobility corridors.

The proposal draws on a strategic reinterpretation of Guido Canella's didactic prototypes. Originally developed in the mid-1960s as spatial hypotheses to decentralize Milan's theatrical system, these "formal embryos" were positioned along transportation networks to disseminate and connect educational, civic, and cultural activities (Canella, 1993; Brighenti, 2018). While Milan and Izmir differ in historical context, urban form, and cultural dynamics, Canella's principle of linking these prototypes to mobility corridors offers a transferable strategy for distributed cultural life in Izmir.

Building on this principle, the study reconsiders Izmir's industrial heritage buildings, especially those near existing and planned mobility nodes, as latent "formal embryos" within the urban fabric. Rather than treating them as isolated reuse projects, it repositions them as interconnected venues within a wider cultural network, opening possibilities for everyday civic activity as well as larger public events. The aim is to establish a more vibrant, accessible, and decentralized cultural life in Izmir.

cultural-network, reclamation, decentralization, reuse, mobility-nodes

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"Saclay, Palaiseau. View on Grand Paris Express' construction site". Image by the author (2024)

ON SPEED AND RESONANCE

Rethinking Public Space in the Age of Acceleration

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COLLATERAL
Mobility and the Cityscape

Today, speed is no longer merely a spatio-temporal metric: it has become a dominant cultural imaginary, a social device that deeply shapes our perception of the world. In the field of mobility, speed operates as the main parameter by which the efficiency of connections is measured: high-speed trains, direct flights, frequent metro lines, instant digital networks. However, as theorists like Jeffrey Schnapp (2025) and Hartmut Rosa (2015) argue, the imperative of acceleration permeates our daily lives, generating a widespread sense of alienation and disconnection.

Yet the response to this condition does not necessarily lie in slowing down. Rosa instead proposes the concept of resonance: the capacity to establish meaningful and affective relationships with the world, interrupting the automatism of acceleration without rejecting its advantages. Within this framework, architecture plays a fundamental role by exploring how to build spaces that transform the logic of speed into opportunities for experience and human connection.

Starting from these premises, an analysis is developed around the stations of the Grand Paris Express, interpreted through the lens of *spatial resonance*. The work of the architecture firm TVK provides a compelling example of how infrastructural nodes can be reimagined as places that resist the demand for pure efficiency and instead articulate new forms of urban life. The book *Places du Grand Paris*, along with selected projects by the studio, reveals how an architectural practice can emerge that symbolically restitutes speed - creating conditions for co-presence, pause, and meaning within spaces of transit.

Speed, then, is not to be resisted, but rather translated and made perceptible - opening up a space for reflecting on the political and poetic potential of movement in the contemporary urban landscape.

Public-space
Grand-Paris
Movement

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"Japão-Liberdade Station in São Paulo". Photo by the author (2025)

TRANSPORT STATION, MARKET AND URBAN VITALITY

Popular commerce and public space in Brazil's stations

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The intersection between the field of urban mobility and the disciplines of architecture and urbanism has recently been expanded, with a deepening understanding of the impacts of mobility and infrastructural interventions on urban transformation, planning, and social equity (Shannon, Smets, 2010).
A transport station functions as a network node and as a place within the city, therefore, spaces of urban collective encountering. Emphasizing collective space helps comprehending urban dynamics as Solà-Morales (2008: 190) explains; to improve conceptions of mobility spaces. In Brazil's two main metropolises, *São Paulo* and *Rio de Janeiro*, there are emblematic cases of commercial uses in the surroundings the access of transport stations.
They offer interesting perspectives on the question: "What forms of public space emerge along the lines of mobility?" Around stations, streets and squares of different sizes gain new flows of people, that use services directly related to the mobility system or not. Stations present design problems rooted in the conception of transport as place of passage - one to be designed with maximum control and parameters within the paid areas, minimal space provision in the unpaid area, and limited openness to the surroundings.
Understanding spatial relations of formal and informal commerce is crucial to better plan mobility and infrastructure spaces (Lassance, 2024). To explore these issues, this study compares stations in Brazil that exemplify three types of commercial use: a) irregular informal commerce; b) street market; and c) shopping centre. Methodology includes characterizing architectural qualities and problems regarding commercial use on those spaces. Analysis by comparison with will be displayed in photographs and typology data will be organized in charts to better support the analysis. The research points out directions to designs that foster the station's potential as a public space that articulates the territory and promotes rich urbanity.

Transport-stations, reclaimed-spaces, facilities

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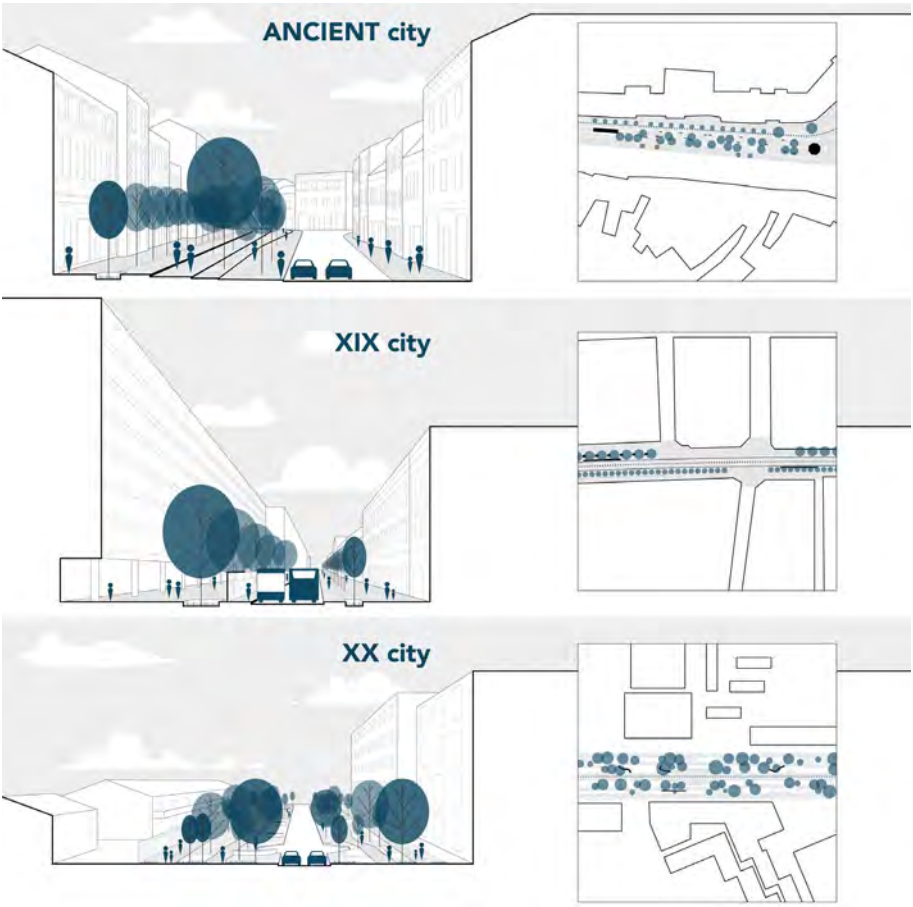

"Shared Streetscapes". Drawing by the author (2025)

SHARED STREETSCAPES: RETHINKING THE STREET THROUGH GROUND DESIGN

Balancing mobility, ecology, and social life within the limited surfaces of the contemporary street

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Paraphrasing the thought of Allan B. Jacobs (1993), it is possible to say that the street is the framework that shapes urban experience and architecture. Indeed, streets have always played a primary role in architectural design since they both determine the form of a city and the urban life that takes place there. However, with the advent of the Modern Movement and the automobile, streets have been progressively reduced to mere technological infrastructure and designed following merely engineering and functional logic. Once places of social interaction, collective identity, and multifunctional spaces, they have gradually become only traffic corridors.

Today, due to the pressures of climate change and the rising demand for social spaces, the street once again stands out as the key site for implementing design actions in public space. In response to the needs for multifunctionality and regeneration (rather than expansion), *shared spaces* appear as particularly paradigmatic cases where the technical demands of mobility and the needs of places require particular forms of balance. In the *shared spaces*, the street is redesigned as a multidimensional and multifunctional place for which the landscape architecture is extremely crucial to proactively contribute to the rebalancing between the needs of mobility, sociality, and climate resilience.

Starting from these premises, the study aims to explore how ground design and design actions specific to landscape architecture can be used in the creation of *shared spaces*. The research uses cases of redesigning shared spaces, within existing urban environments, where the street is viewed as a connective and porous area, and as part of a dense system of spatial, ecological, and social relationships, rather than just a simple channel for movement.

shared-mobility-space, public-space-quality, landscape-design, architecture, open-spaces

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"A new Oasis Street in Milan". Maquette by Quinzii Terna Architecture (2024-2025)

STREETS / OASES

A new vision of the Streets as Public Spaces

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"It simply never occurs to us to make streets into oases rather than deserts."[1]

What if we think of the streets of our cities as places of wellness rather than vehicular tubes? What if we describe them as livable places rather than uninhabited remains of urban motorways? What if we can search for smells, voices, and human behaviors hiding in the traffic noise? What if we propose transforming our cities starting from the most extended element of their public space?

If most people on the planet live in urban areas, as researchers and designers, we must intervene in those community spaces that allow society to meet, clash, discuss, equalize, relating: they are places that fall within what we define as public space, that is, open, free, publicly accessible urban space.
Public space is the place of the future of the cities, on which it is necessary to work to build a communal identity, as a recognition realm for the entire community. Within the public space, streets represent, quantitatively, the most extensive and the most characterizing element: public space is born with the street, a place of connection of communities, a primordial space of agreement and disagreement between citizens, an essential element for urban settlements on the planet.
Communities from all over the planet are here, in these large spatial apparatuses, which allow people to move, work, recreate, play, rest, and build economies. They are the spaces of the new nature in the city, of the attempt, increasingly necessary, to bring environmental issues back into extremely impermeable urban fabrics, often poor in biodiversity, which tend to increase the effects of the heat island dangerously: the new approach on streets is an optimistic catalogue of possibilities, of glances at the future, or rather at present, at the extraordinary opportunities we have to improve our living space, our city, our neighborhood.

public-space, renaturalization, walking, usable-space, community

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Forms of mobility based on emerging technological developments, explored from an architectural point of view, offer innovative perspectives on the logistics and circulation of people and goods.

The twentieth century saw the emergence of visionary scenarios that explored alternative approaches to movement, mobility and time, anticipating future developments and transforming spaces. Under the pressure of a changing world and the emergence of contemporary challenges, they are becoming a tangible reality. Pioneering projects – from the utopian past to advanced scenarios for the future – aspire to conceptualize the integration of cutting-edge technologies into everyday space, more integrated with blue and green infrastructures.

«Transformation of mobility networks will redefine how people move through the city [...] to create urban corridors that allow seamless movement between work, living, and leisure, integrating high-speed transit, slow mobility, and pedestrian-friendly environments » (Cavallo et. al., 2018).

pioneering scenarios, futuristic visions, logistics, advanced air-mobility, alternative mobility

Evolution

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Evolution

UNFOLDING NEW MOBILITY

SESSION CHAIR:

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UNFOLDING NEW MOBILITY

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Infrastructure shapes the landscapes we inhabit: roads, highways, railways, and airports allow people to travel for work or pleasure by car, train, and plane. Not only large-scale infrastructure, but also slow-moving lines like cycle paths and pedestrian walkways enable safer travel for cyclists and pedestrians.

Infrastructures have a decisive impact on shaping cities, sometimes defining barriers and limits but, at the same time, they are an exceptional opportunity for the architecture. In recent decades, Italy has seen the partial completion of the new high-speed railway, making connections, such as Milan-Rome and Milan-Naples, extremely fast and convenient. The construction of this impressive infrastructure has sparked projects devoted to build new train stations. In Reggio Emilia, the architect and engineering Santiago Calatrava designed the station dedicated exclusively to high-speed trains, while in Naples, the Afragola one was built on the design proposal defined by an iconic architect like Zaha Hadid.
Between October and December 2020, for the first time in its history, the MOSE (Experimental Electromechanical Module) was raised to protect Venice from high water. The system of mobile dams designed to protect the Venice lagoon from the rising Adriatic Sea is a massive and pioneering infrastructure project, built over more than twenty years, which has protected the historic center and the city from increasingly frequent and dangerous flooding. Its construction represents one of the longest and most controversial stories in Italy, at the center of numerous judicial investigations and many delays. The project saw the light after over 17 years of work and at a cost far higher than initially estimated. These are just a few examples, among many, that demonstrate the need to enrich design research around the relationship between mobility, architecture, and context. They also demonstrate how the advent of new forms of mobility represents a crucial opportunity to imagine spaces and architecture designed to accommodate passengers, and that regulations, tools, and imagination are needed to build new infrastructure within a reasonable timeframe, at least in Italy.

The *Unfolding New Mobility* section will explore the emergence and evolution of new forms of mobility and new infrastructure, pushing the boundaries of visions and scenarios that could transform our cities and, above all, the ways we travel. It is interesting to outline ongoing research on these topics because it allows us to understand the potential intersections with architecture. Specifically, how the project can contribute to the design of new devices imagined to make the movement of people and goods more agile, sustainable, and rapid. The selected contributions bring together a variety of approaches to the topic, particularly observing and studying pioneering forms of travel, such as the use of drones and electric vehicles, and how the advent of Urban Air Mobility will create a new layer in cities' air transportation systems. The collected contributions explore design strategies and regulations currently being developed for a transportation sector that is still partially unexplored. Some studies, however, reflect on the potential, which has yet to fully emerge, of self-driving vehicles and, therefore, the revolution this type of transportation could bring to urban contexts. Others study processes of transformation and regeneration of obsolete infrastructures that become new accessible and useful spaces for cities, or that can redefine forms of soft mobility, especially cycling. Or, again, how logistics spaces can be integrated along highways and into the surrounding landscape in more harmonious and sustainable ways. Clearly, the studies illustrated in this section attempt to describe a near, and possible, future where new infrastructures will be designed and will, in part, shape new urban and peri-urban landscapes.

The revolution – and evolution – of contemporary forms of mobility is a current and urgent topic that underscores the urgency of defining the relationship between architecture and infrastructure considering new developing technologies. The current scenario is very interesting because it observes a phenomenon in transition, where mobility is at center of a sustainable and ecological revolution and where design could be a key to imagine new and innovative perspectives.

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"The city of autonomous driving. Abacus for the three transformation scenarios of public space". Drawing by the author (2024)

THE POTENTIAL REVOLUTION OF AUTONOMOUS DRIVING FOR URBAN REGENERATION

Architectural and landscape issues for the sustainable transition of cities

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The legacy of an urban design led by the infrastructural project, which precluded the use of urban space as a relational place, is reflected today in settlements interrupted in their physical and social dimension. This condition calls for a paradigm shift - from the 'city of cars' to the 'city of people' - which aims to restore a human scale to settlements by rationalising infrastructure, that will be aided by the application of the Fourth industrial revolution technologies (Costi, 2022).
In this scenario, the potential of driverless vehicles, as a shared public transport service, is evident for the possibility of rethinking the areas used for mobility and mending the system of open spaces through a network of cycle-pedestrian routes conceived as a sequence of public spaces (Costi, 2025).
Pilot projects carried out by the Smart City 4.0 Sustainable Lab explored the 'promise' of autonomous driving for urban regeneration (Bobisse, Pavia 2019). The implementation of a multimodal soft mobility strategy of the case studies showed that the design of the 'city of autonomous driving' takes the form of an urban landscape design.
Verification of the Emilian case studies, through the 'Urban Strategic Design' methodology, it was possible to derive four design guidelines for the reconnection between natural and man-made environment at the territorial and urban scales. The emerging issues concern the possibility of assimilating autonomous routes to a cycle-pedestrian greenways winding through the urban fabric, capable of activating the transformation of entire parts of the city within a strategy that combines light infrastructure, landscape and architecture. At the scale of places, the architectural project will make it possible to enhance the interstitial spaces between the built-up area and the infrastructures, and will identify along the soft mobility frame a series of areas that, due to their strategic position or identity character, may constitute a system of places in which the new mobility hubs may trigger regeneration processes.

urban-design, autonomous-driving, regeneration, re-naturation

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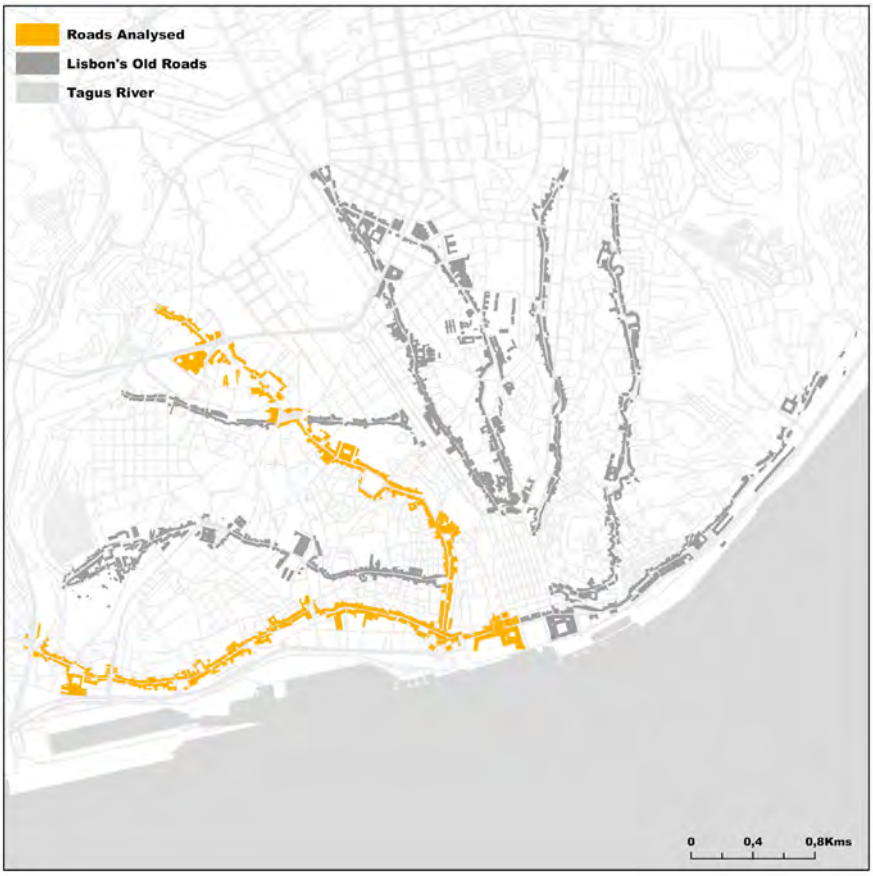

"The old roads of Lisbon within the city's grid". Image by the author (2025)

WALKING IN THE CITY AS KNOWLEDGE AND APPROPRIATION

The old roads of Lisbon

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Today technology helps bodies move around and are filters producing images of urban space based on social media subjective narratives, cancelling the body's own experience and provoking space disconnection, an absence of lived self-knowledge, and a feeling of alienation between real and virtual spatiality. In 1960, Kevin Lynch[1] highlighted the importance of the body's experience in creating powerful urban images and, more recently, Jan Gehl and Francesco Careri emphasized that walking is essential to understand space and to build healthy and lived places.

This paper questions the role of urban walking, with mobile devices off, to reconnect body and territory through sensory stimuli and to regain knowledge and appropriate space. Considering the old roads of Lisbon, that connected centre and outskirts, lines of movement and city expansion, that cross and connect urban fabrics, environments and ambience, it will focus on the impact that urban space elements have in a walking body, through the analysis of two roads. These are varied and sensorially stimulating landscapes, a result of the combination of elements, and walking here is a contact with geography and history, considering that they are public history[2], palimpsests[3] reused over time, possessing roughness[4] and record urban multi-temporalities/asynchronies[5]. They should be a network of walking paths that connect spaces, experiences, ambiances, history, reconnecting body and space and proving that walking is evolution.

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Old-roads, Lisbon, Walking

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"Design Strategies experimentation on the ex-slaughterhouse area in Milan". Drawing by the author. (2024)

FROM GROUND TO AIR

Exploring Design Strategies for the Future of Vertiport Integration

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This research explores how architectural design can support the integration of vertiports--key nodes in the emerging Innovative Air Mobility (IAM) network--within the existing urban environment. Addressing the spatial complexity and vertical layering introduced by this new infrastructure, the study develops and tests three design strategies: ecological interplay, adaptive reuse, and hybridization.

The architectural design is used as a method of inquiry. Through acts as addition, subtraction, and the insertion of new volumes and boundaries, the study works on the definition of spatial prototypes that inquire how vertiports can be integrated in different urban contexts. Three sites in Milan - a former slaughterhouse, an underutilized regional airport, and a multimodal transportation hub - serve as test grounds. Each location presents specific physical and programmatic constraints, which are explored through layered temporal scenarios (short, medium, and long term). The purpose is to test how architectural interventions can adapt to different configurations, scales, and programs.

This design experimentation allows a critical evaluation of the multi-scalar impacts of vertiport integration. At the architectural scale, it explores how vertiports articulate new spatial thresholds. At the urban scale, it examines how they repurpose obsolete or residual space. At the territorial and ecological scales, it assesses their interaction with mobility flows and environmental systems.

Rather than treating vertiports as isolated technological artifacts, the research frames them as infrastructures with relations to the layered structure of the city. The project moves away from predefined solutions toward a design process that responds to specific urban conditions and evolving needs. In doing so, it contributes to a broader discourse on how aerial mobility can reshape architecture's urban role.

design-strategies, vertiport, innovative-air-mobility

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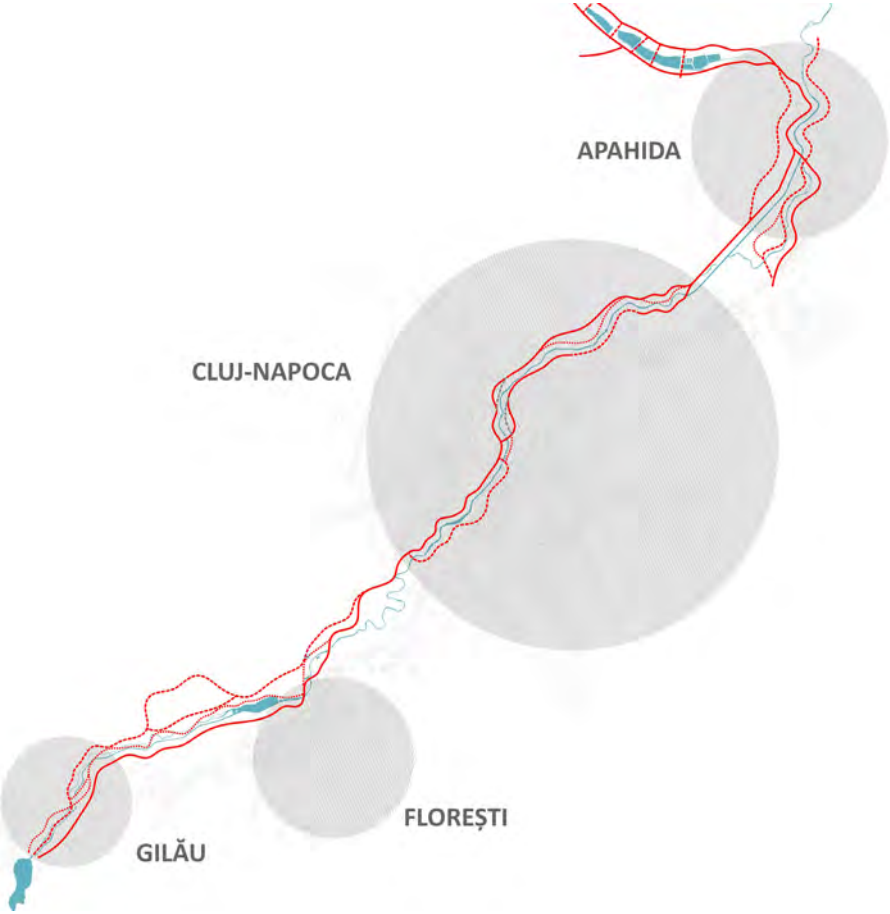

"Lines of movement along the river landscape, Somes Mobility Corridor and the four municipalities". Drawing by the author

MOBILITY CORRIDORS AS INTERFACES BETWEEN MOVEMENT AND PLACE

Reimagining the Somes River Project through social-spatial design

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More than ten years ago, a series of small grassroots actions managed to bring the river Somes closer to the residents of Cluj-Napoca. What started with several protests, mainly concerning green spaces along the river, led in the end to a public competition for a portion of the river. Over time, the project evolved into the Somes Mobility Corridor, a large-scale infrastructure project that proposes a network of pedestrian and cycling routes along the river. The project aims to connect four municipalities, not only in terms of mobility, but also by creating a continuous blue-green corridor. Its development integrates infrastructure interventions with a set of urban planning regulations that will guide future development along the corridor.

The research is focused on the Somes Mobility Corridor while also comparing it with similar initiatives across Europe. The case study is based on a sociological report conducted in the four localities, exploring how communities have perceived the river in the past and how they perceive it now. People relate to the river very differently depending on their personal connection to water, yet there are also some generalized patterns of perceptions across the four localities. The corridor is, seen not only as a mobility link, but also a space of ecological, infrastructural, and social systems.

There are two scales of analysis, a macro scale focused on continuity and connection, and a micro scale that examines different segments of the landscape. The project does not have uniform spatial impacts, resulting in specific focal points of interest. Although the project proposes coherence, it is perceived unevenly along the river.

In the end, the project challenges us to think about mobility infrastructure not just in terms of flow, but as a living environment - one that negotiates between movement, memory, and the everyday lives of those who live alongside it.

Soft mobility, river-corridor, blue-green-network, infrastructure, Cluj-Napoca

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"Urban Airways for Tomorrow: Mendrisio's vision". Collage by the author (2025)

ELEVATING URBAN MOBILITY

Drones, air corridors and mobile nodes for the extended and sustainable city of the future

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In 1935, Frank Lloyd Wright anticipated the concepts of urban air mobility with his sketches of Broadacre City, introducing the idea of air corridors traversed by "aerotors" (Wright, 1935: 253), precursors to modern drones.
This insight foreshadowed a decentralized and sustainable city where aerial technology would reduce road congestion and enhance accessibility.
Today, the U-SPACE initiative, supported by the European Union Aviation Safety Agency (EASA), revitalises this vision. Defined as a well-defined geographic portion of airspace extending vertically up to 120 meters above the ground and horizontally beyond visual line of sight (BVLOS), U-SPACE serves as a passage or urban air corridor for the mobility of remotely piloted vehicles, ensuring the circulation of goods, people, services, and also supporting recreational and artistic practices.
The presentation explores how this new aerial mobility could redefine urban architecture. Architects and urban planners are called to integrate this innovation through dynamic infrastructure nodes for monitoring air traffic, as well as landing and takeoff bases and vertiports that are seamlessly integrated into the urban fabric. Wright envisioned a city that is "nowhere or everywhere" (Wright, 1932: 32), anticipating an era where mobility extends through technological tools capable of connecting numerous locations from a distance and expanding the scope of exchanges beyond physical action. U-SPACE, along with NASA's DRF project, aims to promote the air mobility of the future, realizing this idea by creating a network of urban centres interconnected by air arteries that facilitate transport, services, emergency interventions, and entertainment.
This new perspective challenges architects to rethink the city as an expanded, dynamic, and interconnected organism and to design sustainable and integrated solutions within the metropolitan and suburban fabric.

Advanced-air-mobility, urban-air-corridors, unmanned-aerial-infrastructure

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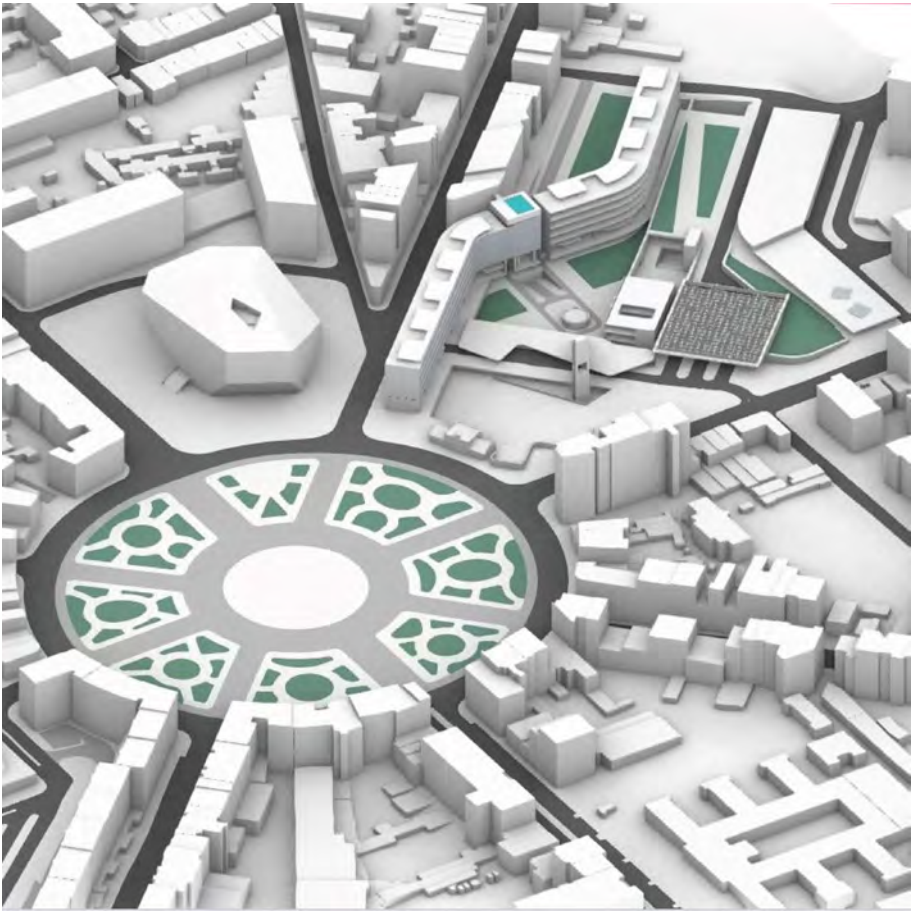

"Contextual articulation of the project within the metropolitan network and adjacent urban fabric". Image by the author (2025).

THE CONSTRUCTED VOID

Boavista's Railway Block Reimagined through Excavation and Suspension

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Within one of Porto's most intensely contested centralities, a residual void persists, caught between infrastructural retreat and speculative projection. Once defined by the surface terminus of the Póvoa railway line, the area has undergone successive ruptures: the burial of new metro lines beneath the site disrupted former alignments and displaced informal uses, including a lawn appropriated for recreation by local residents. That field of collective life was eventually overwritten by a construction yard, emblematic of a shift in priorities - from community-oriented potential to subterranean infrastructure and commercial intent.

This project reinterprets the void not as absence, but as a layered and contested urban field. Situated between the monumental presence of OMA's Casa da Música, the sober metro and bus interface by Souto de Moura, and a surrounding fabric of mid-rise housing, the intervention navigates a dense landscape of spatial interruptions and latent continuities. Rather than proposing a singular form, the design introduces a framework of civic, collective, and private programs - spaces of encounter, support, and representation - that seed a renewed neighbourhood life grounded in spatial specificity, while allowing for privately managed areas within the urban fabric.

The proposal approaches the void as both passage and cut: a fracture in plan and section, but also a site where new forms of connection can be composed. In doing so, it engages with the obsolescence of infrastructural forms not as a residue to be erased, but as a condition to be transformed. Architecture, here, becomes an instrument to read and recompose the progression of urban form: one that does not smooth over difference, but renders it a medium for new continuity.

Infrastructural-obsolescence, urban-voids, collective-space, intrablock-spaces

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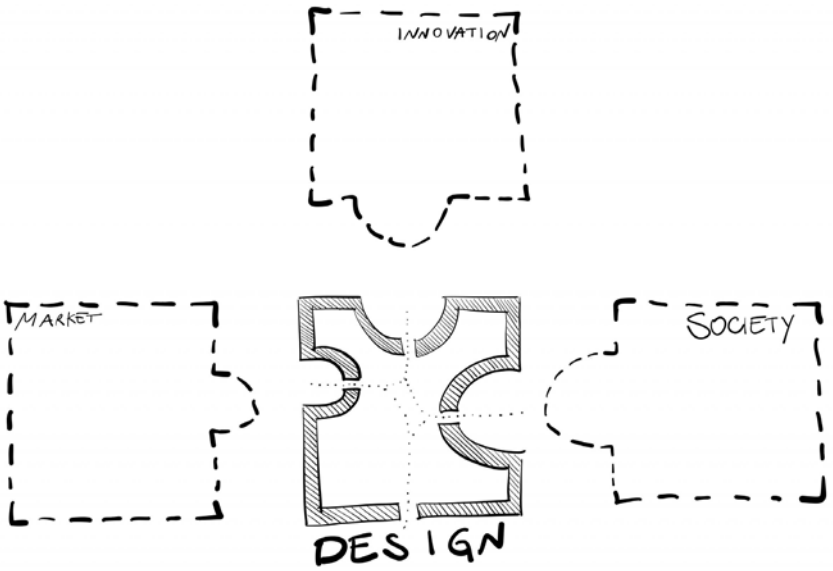

"The mobility puzzle. Within mobility innovations, design is the linking tile, translating innovations into spaces". Author (2025)

IN THE PUZZLE OF MOBILITY INNOVATION, THE DESIGN IS THE SWINGING FACTOR

Two failed stories, Bresso and Rotterdam-The Hague Airports, as track to proof architectural and urban design role in innovative mobility projects

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Mobility is not only the sum of technology and cost analysis, but also of spatial practices linked to land-use, accessibility, and mobility design (Eckart & Vockler, 2023). As a consequence, innovative mobility solutions (should) bring (direct/indirect) benefits to the entire community, to be accepted and succeed. This is the case of Urban Air Mobility (UAM), a new type of infrastructure under development, that uses electric aircraft to move quickly around the city. Even though social acceptance constitutes a source of concern for its implementation (EASA, 2021), developing scenarios proposed by companies feed a market-driven approach, where mobility design follows back. Design instead should be addressed from the initial stage of planning (Triggianese, 2023), to effectively integrate mobility in the urban and social environment.

This paper, therefore, highlights how mobility design (both architectural and urban) plays a crucial role in shaping mobility places, contributing to its success.

The investigation method through which these spatial relationships will be emphasized is through an analysis of failed case studies, Rotterdam-The Hague Airport (NL) and Bresso Airport (IT). Both represent air mobility cases embedded in an urban context. By learning from these two "failing stories", it is possible to stress the role of the design in integrating mobility projects within the urban environment. This contribution sets a link with the narrative of UAM network and project design, which, even though they are linked to a market factor, can still address social and land-use practices.

In the form of mobility design, architecture and urban design has the power to act as a mediator of interests (Triggianese, 2023), between the market, technology and people, translating innovation into spaces. This position can feed future research on mobility design projects, re-centring architecture and urban design's role in the mobility implementation, to shape new common visions.

Failed-projects, inclusivity, innovation, integration, accessibility

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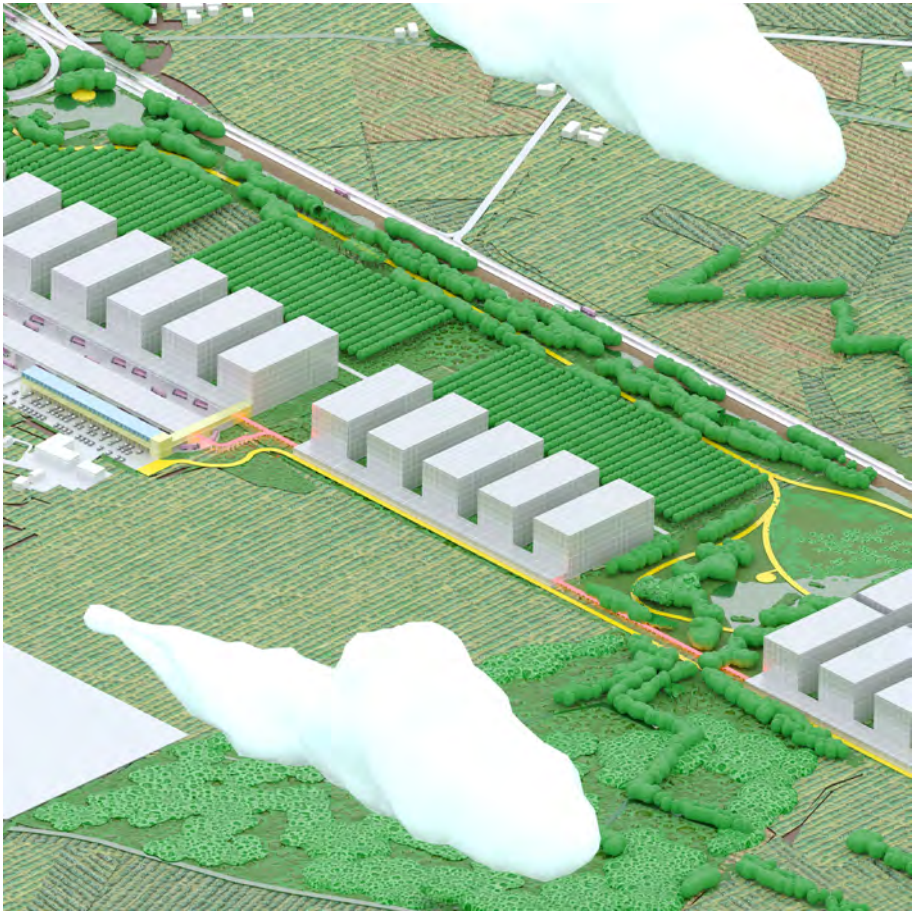

"Project for a fulfillment center in Villamarzana (Rovigo)". Render image by the Authors (2023)

LOGISTICS AND TERRITORY ALONG SS434 HIGHWAY

How can logistics coexist with territories in rural areas?

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The issue arises from a question: how can logistics coexist with territories in rural areas? The landscape crossed by the SS434 motorway, which connects Verona and Rovigo, is under a deep transformation due to the settlement of numerous logistics mega-warehouses while the small municipalities are struggling to keep up with this huge transformation due to a weak regional planning policy.
Logistics takes advantage of great infrastructural connections, low-cost lands and high unemployment rates of these areas while giving back very little. Aiming to enhance the relation between logistics and the landscape, the thesis defines four strategic objectives and develops them into three different design proposals along the motorway, seeing it as an attractor for multiple facilities.
In order to cover the logistics spatial request until 2030, the three chosen sites host multiple programs: logistics needs have the same weight as environmental ones. The three locations are chosen according to different parameters and avoiding agricultural soil consumption. Given the urgency of the issue, the proposal avoids uncertain futuristic scenarios in order suggest already existing technological solutions whose combination keeps warehouses compact, meanwhile the other working facilities are designed to offer employees better working conditions. Various landscape interventions are implemented for each site construction, all located along the territories crossed by the motorway, specifically in the compromised areas identified by the plan of intervention. This development method, combined with site focused ecological measures, aims to enhance the local landscape and offers a useful support to rural activities.
A deep change in the logistics settlement model is more than urgent, overcoming current practices and proposing an integration with local needs and resources in order to enhance not only logistics itself but the territories in which it sets up.

Logistics, rural-landscape, administrative-planning, supply-chains-combination

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"Cycling and socio-ecological strips on reclaimed open space at Park Belle Vue in Leuven". Image by the author (2025)

FROM AN URBAN RAIL FRINGE TO A CENTRALITY FOR A VÉLOTERRITORY

Park Belle Vue in Leuven: transformation of the margins of the railway station into a local and interurban cycling hotspot

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The recovery of cycling mobility as a major mobility agent requires the claim for open spaces that operate as urban and regional connections for cyclists. Nevertheless, adapting an infrastructural margin to biking so that it fits with comfort and safety standards has been a challenge in order not to replicate a parallel corridor that reinforces the barrier effect created by those concrete lanes. The Belle Vue Park, attached to the eastern side of the Leuven railway station, shows an alternative design in order to tackle cycling mobility without replicating an edge.

The rearrangement of Martelarenlaan into three different spaces enables a reinterpretation of the relation between its facade and the rail margin. By restricting the car access to parking on the residential side and concentrating car mobility close to the railroads, a more comprehensive open space structure is developed. By these means, the street is transformed into a fietsstraat, so that cyclist have the priority on the asphaltic surface. In addition, the intermediate space between the two corridors is designed as a neighbourhood park with the pass of the *Fietssnelweg* F24, a playground for children and a full-scale vegetation area. This way, the car externalities are distanced from the street facade and a soft mobility and activity corridor is created by the residential side on a holistic environmental basis. Furthermore, the continuity to the south of the F24, leading to the city of Tienen, lowers its position as it approaches a crossing street, so that the residential privacy is protected while avoiding a car intersection for the cycling highway.

Cycling infrastructure, as well as a necessary tool for ensuring biking mobility, is a tool for creating cycling-friendly environments. Its strategic use can create regional connections that transform the urban landscape. By also incorporating the need for a fully-developed social and ecological streetscape renovation, véloterritories can be configured.

Véloterritory, cycling-infrastructure, public-space, urban-reclamation, play-friendly-city

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Contents

Evolution

BETWEEN UTOPIA AND HISTORY

SESSION CHAIR:

Leonardo Zuccaro Marchi

Assistant Professor, DAStU

BETWEEN UTOPIA AND HISTORY

Leonardo Zuccaro Marchi

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"Any map of the world that does not include Utopia is not even worth glancing at."— Oscar Wilde (1891) [then quoted by Lewis Mumford (1921), Bernardo Secchi (2005)]

Utopia has always been adopted as a critique of coeval societies. Sir Thomas More's "Utopia" (1516) is an artificial island that serves as an imaginary laboratory to reveal the decline of customs and socio-political issues in 16th-century England, while proposing alternative solutions in his non-place (based on Greek "ou 'not' + topos 'place'"). Utopia is not an urban model but a form of critical thinking tool. Two centuries later, Jonathan Swift depicts the utopian floating island of "Laputa" in his "Gulliver's Travels" (1726), which hovers above the surface of the world due to its magnetic, adamantine soil. Its inhabitants have one eye looking outward to the cosmos above, and the other looking inward, resulting in a loss of contact with the earth, the community, and social gatherings. Swift's floating island again serves as an allegorical critique of the widespread decline of scientific knowledge, disconnected from tangible social issues.

In the modern era, Utopia has embodied several ideological persuasions and political acceptances, in a tension between criticism and hope regarding Utopia as a tangible potential tool for transforming reality: from Weber's democratic utopia to Bloch's emphasis on its concrete essence of transformation, to Tafuri's criticism of utopia and the role of architecture, to name a few. The 20th century has exhibited many radical and utopian projects in various geographical and cultural contexts, with similar efforts to showcase their diversity from the past, aiming for a new relationship between individuals, society, and territory (Secchi 2005). Of particular interest is Walter Benjamin's role in the passage, the topic of this conference, which embodies an idealistic and utopian vision of progress for oneiric flaneurs who criticize and attempt to change society as well.

Vis-à-vis these multiple political and philosophical perspectives of Utopia, our primary question as architects, urban designers, and historians is what role Utopia might play in studying the socio-spatial structure of the city and in envisioning future transformation

scenarios. How can we rethink Utopia through the passage as a positive tool for thinking, mapping, and design? How can we reconceptualize historical case studies of Utopia and passage as both critiques in history and imaginative visions of possible futures? How can we rethink Utopia, like the inhabitants of Laputa or modern Janus-faced architects, by looking to the future and the past, while grounding our practice in the present?

According to Bernardo Secchi, we need "extreme efforts of imagination" and also radical projects and utopias to express fundamental changes in society, "exploring possible futures by abandoning commonplaces" (2012, 2018). This session will be devoted to critically abandoning commonplaces while exploring the passage and utopian thinking through a constellation of case studies in different geographies. It features nine contributions where utopia and radical projects related to passages, mobility, and events influence and critically examine local society, sparking new projects or collaborations for future scenarios.

Papers relate to radical spatial-political transformations of society, from traffic circulation changes in Sweden (Eugenio LUX), to high-speed rail line controversy proposals in Switzerland (Marco FELICIONI), to a visionary infrastructural utopia for a circular bridge over the Stretto di Messina in Italy (Cristian SAMMARCO), to integrating active mobility into German riverfront redevelopment projects (Sanja AVRAMOSKA), to early carscapes and car-centric architectural visions (Alberto RONCELLI). Modern radical and utopian projects of circulation and "motopia" are reevaluated in America's postwar future development (Jana CULEK), as suspended structures and patterns in Berlin and Tokyo (Elisa MARUELLI), as well as tabula rasa landscapes from Tange's legacy (Giona CARLOTTO), and case studies of inhabiting dysfunction and spatial allegory (Radu Mihai MĂLDĂRESCU).

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"Stockholm streets on the first day of right traffic: 3 September 1967". Photo credits DigitalMuseum.

3.9.1967

The day Sweden switched sides of the road

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On the morning of Sunday 3 September 1967, Sweden enacted one of the most ambitious infrastructural and socio-technical transformations in its history: the shift from left- to right-hand traffic, also known as *Dagen H* or *Högertrafikomläggningen* (lit. "the right-hand traffic reorganisation"). The event mobilized an unprecedented range of design, planning, and communication strategies - spanning urban spaces, rural roads, signage systems, vehicle components, and public transport networks, as well as the collective psyche of an entire nation--including the popular song *Håll dej till höger, Svensson*. This proposal considers *Dagen H* as more than a logistical feat; it suggests to read the event as a design experiment at the scale of the nation, a performative reprogramming of public space grounded in the values of the *folkhemme*t (the Social Democratic welfare state policy, 1932-1976). Within this framework, mobility is not treated as a neutral flow but as a spatial, political, and symbolic construct - designed, rehearsed, and performed. This contribution aims at rethinking infrastructures of movement beyond engineering rationality, by framing *Högertrafikomläggningen* as a prototype of spatial transformation where architecture, planning, and communication merged into a coordinated national choreography. Particular attention is given to the often-overlooked design aspects: temporary signage, gloves and decals, public education campaigns, redesigned intersections and bus stops, tramline conversions, bus adaptations, and reconfiguration of road markings and signage. These elements suggest an expanded field of architectural agency -one that inhabits the in-between spaces of infrastructure, design, governance, and daily life. Drawing on archival material, visual culture, and the rhetoric of modernity in mid-20th-century Sweden, the text questions how design mediates large-scale behavioural change and reflects on the temporality and adaptability of infrastructural systems.

swedish-welfare-state, swedish-mobility, swedish-right-day, swedish-traffic, swedish-infrastructures

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"Alyson and Peter Smithson, the Plan for the Centre of Berlin". Drawing by the author (2024)

ALTERNATIVE URBAN FORMS: THE CHARACTER OF SUPERIMPOSITION IN URBAN CONTEXTS

The Role of Mobility in suspended patterns

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EVOLUTION
Between Utopia and History

In the context of urban studies of the second half of the twentieth century, several contributions proposed a reflection on alternative urban forms. In particular, various experiments addressed the issue of urban densification through the idea of constructing new settlements suspended above existing parts of cities. The strategy had a dual purpose: to separate levels of use, but even to address the complex relationship between the historical and the new settlement.

This paper aims to investigate the role of infrastructure in the settlement of the suspended pattern. The methodology involves the selection and analysis of case studies considered significant in demonstrating how this issue has been addressed differently in several urban contexts and at various scales. In some cases, mobile infrastructure plays a central role in the relationship with the historical fabric of the city (Berlin Haupstadt - Alison and Peter Smithson); in others, it represents the main framework on which urban densification interventions are structured (Plan for Tokyo Bay - Kenzo Tange); in others still, it contributes to questioning the traditional separation between public and private spaces to introduce a logic of integration between different urban functions (Factory 798 - Bernard Tschumi).

Today, in the context of the debate on the transformation of the contemporary city, and especially in areas with high levels of population density and severe restrictions on land use, the potential offered by suspended structures could be relevant. This approach isn't just about adding new buildings or functions to an area to be densified, but also rethinking the relationship between the new development and existing resources, to cover the option of creating a new way of interacting between buildings and nature, between history and transformation, between infrastructure and public space.

superimposition, suspended-patterns, superimposed-fabric, urban-transformations, urban-densification

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"Aurelio Galfetti and the Reflection Group on Alptransit". Collage by the author (2025)

ALPTRANSIT TICINO

The design of an infrastructure as a vision for a territorial city

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In 1992, a Swiss referendum gave the green light to the *Alptransit* high-speed rail line, a complex infrastructural project destined to redefine travel across the Alpine region. In response to the initial project designed by the engineers of the Federal Railways and upon a specific request by architects Mario Botta, Aurelio Galfetti, Luigi Snozzi, and Livio Vacchini, in 1993, the Council of State granted the Canton of Ticino to come up with its counterproposal, based on a more constructive dialogue with the territory.

Shortly thereafter, architect Galfetti was commissioned to set up and lead an interdisciplinary think tank on the subject: he invited experts from different backgrounds, such as civil engineers Giuseppe Grignoli, planner Pierino Borella, economist Remigio Ratti, and historian Raffaello Ceschi. Each contribution was coordinated by the architect's work. For the first time, spatial design choices seemed to interfere with, and perhaps prevail over, the technical component in identifying the route.

The so-called "Reflection Group" wished to avert the new rail line from becoming a mere transit corridor and grasped the urgent need to plan for its interaction with the territory. They took the chance to design the infrastructure as a guide for the development of the *Ticino City*, a diffuse alpine region taking shape in a hybrid urban sprawl in need of a reconnection.

While analysing the design at different scales, the intervention proposal aims to point out how the *Alptransit* project eventually resulted in a unique opportunity to draft a territorial vision. The research also wishes to reconstruct the internal dynamics of the Group's teamwork, its methodology, its interaction with the political authorities, and the real outcomes of its work. Finally, it aims to establish a comparison with present-day infrastructural design, raising questions on the role of architects and planners in their development from today's perspective.

Alptransit, sprawl, Ticino, railway-infrastructure, Alps

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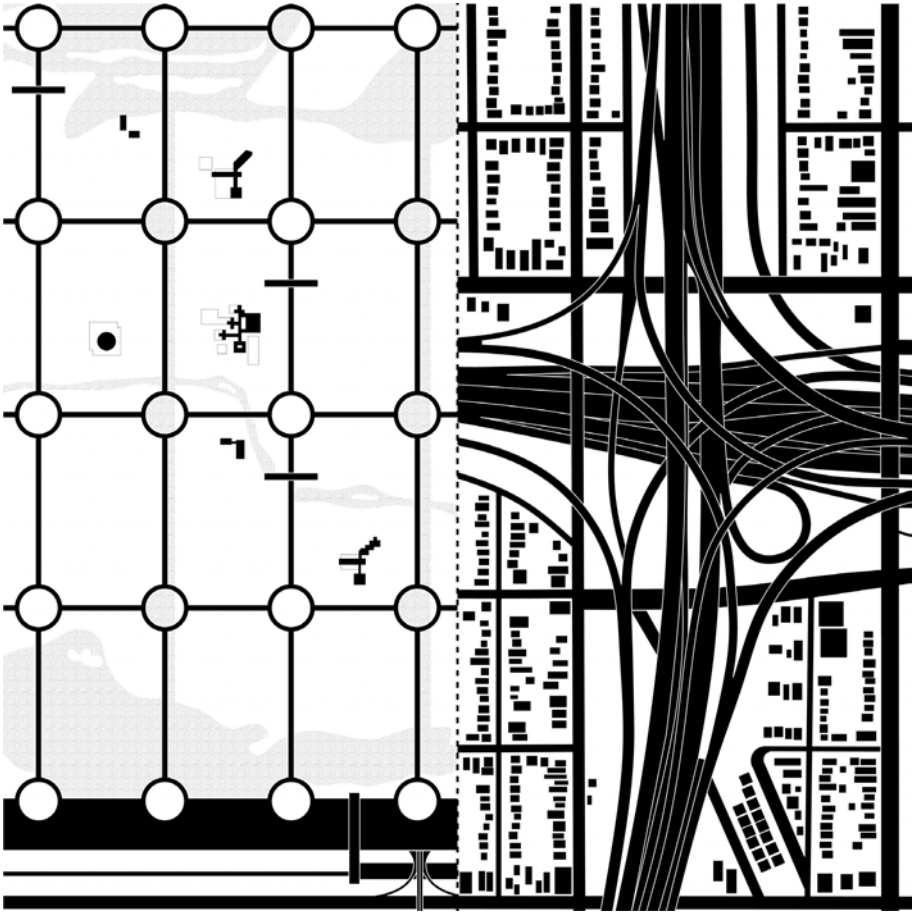

"Comparative drawing of Jellicoe's Motopia vs an American interstate junction, digital drawing". Drawing by the Author (2025)

KEEP YOUR EYES ON THE ROAD AHEAD

A Utopian View of Personal Transportation

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Utopian thinking has long functioned as a critical tool for testing possible futures and responding to challenges of its time. In the mid-20th century, a period marked by rapid suburban expansion and the growing dominance of the automobile, utopian narratives became a space for articulating aspirations and anxieties about mobility. The paper examines two contemporaneous yet radically different visions of the future - Disney's *Magic Highway U.S.A.* (1958) and Geoffrey Jellicoe's *Motopia* (1961) - and explores how utopian discourse critically reflected on and tested divergent approaches to transportation, landscape, and the human experience.

While both projects revolve around the increased use of personal vehicles, they differ in underlying values. *Magic Highway U.S.A.* centres around exploring the possibility of global connectedness and the convenience of the personal vehicle, presenting a highly consumerist, techno-optimistic vision of society where automated cars and highways reshape everyday life - echoing American postwar ideals of progress and freedom. In contrast, Jellicoe's *Motopia* offers a more human-centric and ecologically sensitive approach by segregating pedestrian and vehicular flows to preserve the integrity of public space and social interaction.

The narratives illuminate key tensions of the era: the rise of the suburban model and the simultaneous decline of dense, multi-layered urban environments. Their spatial logic suggests, albeit in different ways, that mobility has become the central organizing principle of urban spaces. Both projects embody the hopes and fears of their time: one projecting a seamless future of consumer convenience, the other warning of its dehumanizing effects. Comparing the two cases, the paper argues that utopian mobility imaginaries are not only aimed at mapping technological potential, but also critique the social and spatial consequences of emerging paradigms, remaining vital tools for understanding and reshaping the future of cities.

Utopian-mobility, urban-design, mid-20th-century-visions

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"Kenzo Tange + Tange Lab, A Plan for Tokyo 1960". Drawing by the author (2025)

TANGE AS A TOOL FOR TABULA RASA

The relevance of the Plan for Tokyo 1960
through the urban research of Rem Koolhaas

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The advent of the modern metropolis unleashed innovative urban visions developed in the sixties specifically for Tokyo Bay by the architects of the Metabolism Group. Changing definitely the way of thinking about urban design, the group defined a unique and heroic moment in architectural history, working on ideas that may seem utopian today, but which responded to a cultural climate that looked to the future. In fact, looking at that international situation of the hyper-engineering trend, "the inhabitation of Tokyo Bay seems plausible" (Koolhaas, Obrist, 2011: 267).

What was previously a geographical limitation became a free space to be built with the support of modern technology, a sort of tabula rasa found exactly next to the capital.

Among the dozens of plans that have been proposed at the time by Japanese architects, the most relevant is that of Kenzo Tange. The Plan for Tokyo 1960 developed by Tange Lab consisted of a civic axis that had to cross the bay with a linear infrastructure leading to megastructures. As Tange shows, infrastructure has the potential of constructing the site itself. Infrastructure prepares the ground for future buildings as well as creates the conditions for future developments.

The research developed by Rem Koolhaas on Asian cities is visible in many of OMA's projects, of which the 1991 plan for the Mission Grand Axe in Paris is a key example of the revisitation of the tabula rasa approach. Thirty years later, Tange's project is used as a tool for design. Starting from the name of the plan, which with its Grand Axe recalls Tange's Civic Axis, it can be noticed OMA's attempt to create a sort of artificial bay in the center of La Défense through a selective tabula rasa in order to design a new designed territory upon which to construct.

Tabula rasa is a Latin expression used to define the wax tablet used by the Romans for writing. After its use, the tablet was erased to write again, and then to design again, and then to construct again...

Kenzo-Tange, Tokyo, Rem-Koolhaas, Paris, tabula-rasa

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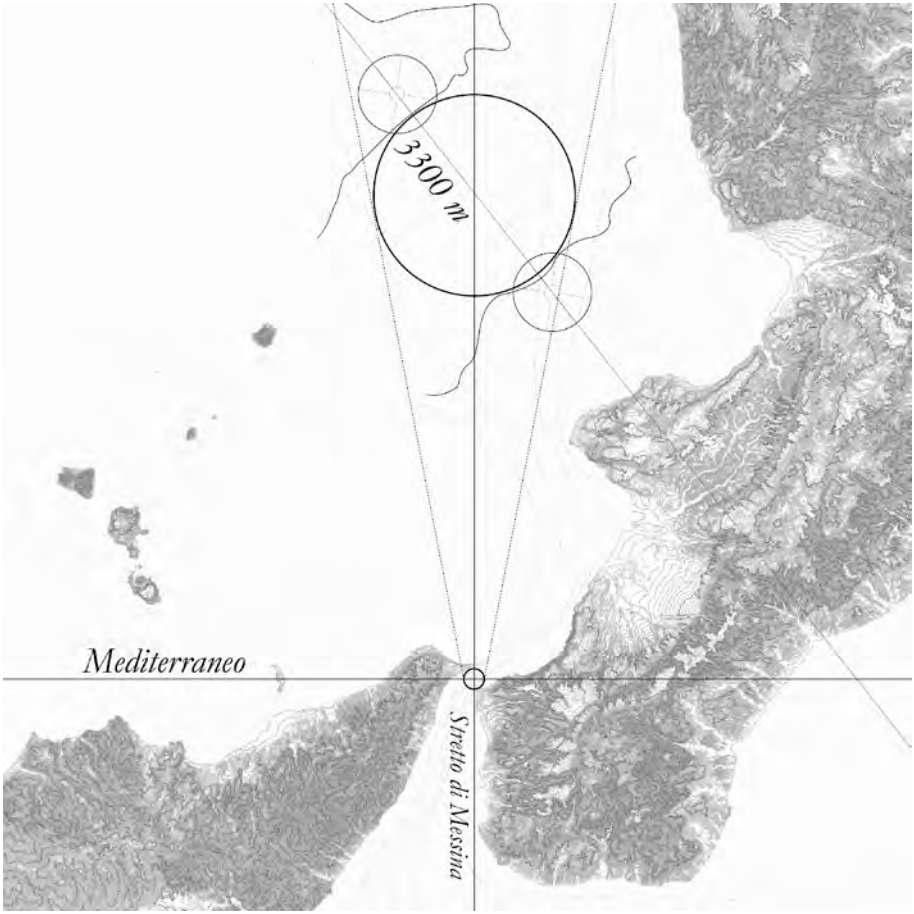

"A ring to marry two lands: a geographical project". Drawing by the authors (2025).

CIRCULAR UTOPIA

Cinematic Vision for the Stretto di Messina by Perugini and de Plaisant (1969)

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The paper explores Giuseppe Perugini and Uga de Plaisant's visionary infrastructural utopia for the bridge over the Stretto di Messina, conceived for the 1969 competition. Far from conventional engineering solutions, the two architects imagined a kinetic architecture integrated into the landscape through an unusual approach: a circular bridge. A spatial experience of movement. Because as Edgardo Scott states in his book "Viandanti" (2023), Borges: "every journey is spatial".

The vision of the two architects transcended the mere connecting function, proposing an infrastructure that itself became a dynamic experience. The concept of a rotating ring suggested an interactive relationship with the surrounding environment, capable of changing configuration in response to specific needs or simply as an expression of an aesthetic in constant evolution. This interpretation of the bridge - as kinetic architecture - opened new perspectives on infrastructure design, challenging static definitions and promoting an idea of a work that breathed and evolved with the territory. A territorial infrastructure permeable to the environment.

Perugini and de Plaisant's approach was not limited to structural functionality, but embraced a profound dialogue with the cultural and landscape context of the Stretto. The circular bridge was an architectural gesture of strong symbolic impact, an affirmation of modernity that at the same time respected and reinterpreted the natural grandeur of the site. It will be analysed how this proposal, although never realised, anticipated crucial themes in contemporary architecture, from sustainability to man-environment interaction, and how it continues to represent an emblematic example of innovative and unconventional design thinking on the Italian and international architectural scene.

bridge, utopia, infrastructure, geography, circle

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"Spatial maps and actor-network maps of the case studies' redevelopment process networks". Image by the author (2025)

ACTOR-NETWORKS OF ACTIVE MOBILITY IN GERMAN RIVERFRONT REDEVELOPMENTS

Active Mobility Dynamics in HafenCity, Neckarbogen and 3Land Projects

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This paper focuses on the integration of active mobility in German riverfront redevelopment projects through the perspective of Actor-Network Theory (ANT) (Latour, 2005). The research traces the socio-technical networks that shape mobility infrastructures along riverbanks and in urban river corridors, and it focuses on three case studies: HafenCity in Hamburg, the Neckarbogen district in Heilbronn, and the cross-border 3Land project between Weil am Rhein, Huningue, and Basel. The implementation of active mobility infrastructure in riverfronts is not only a functional response to urban needs, but a mix of city image building, city development strategies, and infrastructural performance (Kondolf, Pinto, 2017). That is what also characterizes riverfront redevelopment projects from the last 30 years in Germany - they are re-imagined as resilient, accessible, and symbolically enriched urban corridors (Prominski et al., 2023).

By mapping relations among municipal governments, planning, engineering, and design firms, experts, civil society, advocacy groups, material infrastructures, and legal instruments, this research examines how active mobility infrastructure in riverfronts becomes an outcome of negotiation between human and non-human actors. Furthermore, the paper compares the ANT maps of HafenCity, Neckarbogen, and 3Land by examining actor types, network structures, and translation processes in each case. The comparison is between the networks' density, centrality, and the evolution of actors and their relations over time and how they shaped the active mobility in each case. The findings reveal key actors and relationships that stabilize or disrupt active mobility objectives. Finally, the paper shows the potential of ANT as a method for decoding design processes and offers a transferable methodological framework for observing and evaluating the spatial politics of active mobility in waterfront redevelopment processes.

3Land, Actor-network-theory, HafenCity, Neckarbogen, riverfront-redevelopment

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"Carscape". Image by the Author (2021)

THE INVENTION OF THE CARSCAPE

A historical analysis of early car-centric architectural visions and their materialization throughout the 20th century

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Exactly a hundred years ago, the Western world was pervaded by a frenetic enthusiasm for a new invention that began to invade cities: the automobile. While poets and painters devoted their imagination to it, engineers and architects envisioned new urban imaginaries to accommodate its arrival. Existing studies on cars and architecture have largely focused on the built form, but have paid comparatively little attention to the early architectural visions that helped construct the car's cultural legitimacy. This paper addresses that gap by investigating these early visions and their role in laying the groundwork for what would become the most dominant spatial and cultural condition of the twentieth-century city: the carscape.

Through a historical reading of projects such as Melnikov's car-bridge in Paris, the Futurama exhibition in New York, the Lingotto rooftop circuit in Turin, and Wright's Motorcar Observatory, this research examines which car-centric visions were proposed, debated, built, or mythologized—and how they were conceived not as neutral infrastructures of mobility, but as powerful spatial expressions of modernity's ideology of speed, separation, and control. Some took physical form as entirely new typologies; others endured as provocations. Together, they redefined the relationship between architecture, movement, and territory around the logic of automobility.

Today, as we confront a new technological rupture—AI and self-driving vehicles—and an urgent sustainability agenda centered on walkable and resilient cities, the spatial legacy of the car enters a phase of mutation. Tracing its origins and the visionary responses that first gave it form is essential to understanding how those ideas continue to shape our cities—and how they might now be critically reimagined.

Carscape, urban-planning, automobility, infrastructure, architecture-visions

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"Villa Nautilius". Digital drawing by the Author (2025)

VILLA NAUTILIUS

A comical allegory about architecture

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Alexander Brodsky and Ilya Utkin were part of the Russian avant-garde of the 1980's, forming the group BR:UT.
Known for their numerous series of etchings produced between 1980 and 1990, they brought to light critical visions of everyday life of that era, experiences familiar to many, yet rarely expressed openly or boldly. Thus, the two architects explored themes from which we can still learn today, or recurring issues we continue to face in our daily lives.
This paper focuses on one such etching, namely *Villa Nautilius*, a spatial allegory that highlights the condition of a man angry at the society in which he was born, one who chooses to sabotage it through his everyday actions.
More specifically, it depicts the home of a misanthrope who decides to settle in the middle of the largest and busiest boulevard of his metropolis. The very act of placing himself in the center of the city's most active and densely populated highway becomes a deliberate act of rebellion. His role is to amplify the existing condition of that space, to draw attention precisely to those moments we often try to overlook. Agitation, bustle, and slowness become inevitable for anyone passing through, as a single spatial deviation from the norm triggers an avalanche of events that disrupt the city's innate mobility.
Thus, although presented with a touch of humor, this scenario becomes a reality that people still face in large metropolises around the world, issues related to urban mobility that may manifest in less obvious ways. From a car parked in the first driving lane to a misplaced street sign or any small obstacle in a commuter's path, such interruptions cause a chain reaction that contemporary cities are still unprepared to deal with.
Finally, this transversal reading of a cartoon-like drawing seeks to redirect attention to the idea of inhabiting the dysfunction, those moments within the city that cause disruption and whose effects stand in stark contrast to planned efficiency.

Alexander-Brodsky, Ilya-Utkin, etching, house, avant-garde

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Biographies

V

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[2] École nationale supérieure d'architecture Paris-Malaquais – PSL Department of Architecture. Laboratoire Infrastructure Architecture Territoire – LIAT. Guest Researcher

Raffaella Cavallaro is an architect and researcher in the Architectural, Urban and Interior Design Program (AUID) at the Department of Architecture and Urban Studies (DAStU) of the Politecnico di Milano, Italy, where she has been researching and supporting teaching since 2019. She is, currently, a visiting researcher at ENSA Paris Malaquais in the Laboratoire Infrastructure, Architecture, Territoire (LIAT). Her research, "Learning Spaces in Contemporary Metropolitan Cities. «Common Ground» design strategies to care and update Milan's primary and secondary state schools", which deals with architecture for education and explores models and strategies for innovative learning spaces, is part of the national PNRR program (within the European NEXTGeneration EU program) in collaboration with the Municipality of Milan's Schools Technical Area. She is committed to defining strategies for updating school buildings, a topic she has explored in recent years through research collaborations, workshops, publications and design competitions. She has contributed to publications on architecture for education, such as "Una scuola condivisa: per una cultura della felicità "(2022) and "Inventing Schools. A School as Big as the World" (2023).

CHIERICHETTI, Nicolò

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[2] Delft University of Technology (TU Delft). Faculty of Architecture and the Built Environment (BK). Department of Architecture. Theory Territories Transitions Section. Architectural Design Crossovers Group. Guest Researcher

Nicolò Chierichetti is an architect and researcher at the Department of Architecture and Urban Studies (DAStU) of the Politecnico di Milano, Italy. Currently, he is also guest researcher at TU Delft in the group of Architectural Design Crossovers. His research interests focus on the intersection of urban infrastructure, landscape architecture, and residual spaces, with a particular interest in the marginal areas adjacent to ring road systems. Nicolò is currently pursuing research under the national PNRR program (within the European NEXTGeneration EU program) and with FNMGroup-Milano Serravalle fundings – dealing with the challenges of the green transition for the Ring Roads system of the Metropolitan City of Milan – and framing Sustainable Mobility as an opportunity for Urban and Landscape Regeneration. His methodology refers to research-by-design, adopting meta-design explorations to provide strategic design visions. In Politecnico di Milano, he is also elected representative in the PhD board council across faculties and in the Council of Department of Architecture and Urban Studies, as a member of the Guarantee Committee Act, and part of the European Researcher Charter Group.

Keynote Speakers

DELALEX, Gilles
[1] Architect founder of Studio Muoto | studiomuoto.com
[2] Full professor an Co-director of the Liat research Lab at ENSA Paris Malaquais

Gilles Delalex is a French architect. He studied architecture in Grenoble and Montreal. He holds a Master in urban planning and a Doctorate of Arts from Alvar Aalto University, Helsinki. He is full professor at the School of Paris-Malaquais, where he heads the department "Theory, History and Project".

He has taught at ENPC Paris, Harvard GSD and TU Wien.He is also co-director of the Liat research Lab (Infrastructure, Architecture, Territory) focusing on modernity and infrastructures.
Studio Muoto is an architectural office based in Paris since 2003. Its activities cover the fields of architecture, urban planning, design, teaching and scientific research. Muoto's work features minimal structures that can combine different activities, evolve in time, and merge economical and aesthetic issues. Muoto means form in Finnish.

GEUZE, Adriaan
[1] Founder of West8 Architectural firm | www.west8.com
[2] Professor of Landscape Architecture. Delft University of Technology (TU Delft). Department of Urbanism

Adriaan Geuze is the founder and design director of the three branches of West 8 in Rotterdam, North America and Brussels and brings more than 35 years of experience in the fields of landscape architecture, urban design, and infrastructure.

Geuze is internationally acclaimed for his pioneering work in the Netherlands and abroad. Under his leadership, West 8 has realized more than two hundred projects in three decades. Many of these delivered projects resulted from major international design competitions, including: Governors Island in New York, Madrid RIO, in Spain, the waterfront of Toronto in Canada, and Jubilee Gardens in London.
Geuze received numerous awards for his work, including the Dutch Prix-de-Rome, the Maaskant Prize, the Oeuvre Prize for Architecture of the Mondriaan Fund, the ARC Oeuvre Award, and the ULI Netherlands Leadership Award. International prizes are the Veronica Rudge Green Prize for Urban Design (Harvard Design School) and several Honor Awards from the American Society for Landscape Architecture. In 2022, Geuze was appointed a Professor of Landscape Architecture at Technical University Delft.

BIRGENS, Mads
Architect. Head of Urbanism, COBE – www.cobe.dk

Mads Birgens trained to become architect at the School of Architecture in Aarhus, Denmark, and gained early experience working for BIG and OMA, before he joined the start-up of Cobe in 2006.

Since the early years of Cobe Mads accumulated a unique experience in strategic planning and urban design through his work. From leading competitions like Nordhavnen, Nørreport Station and North Campus in Copenhagen, to taking responsibility as Project Director overseeing a large number of projects and clients in the Nordic Region.
Today Mads works as Head of Urbanism, and is responsible for driving the professional development of urban and strategic planning at Cobe. He has lectured at Harvard GSD, The Royal Academy in Copenhagn and Universities across Europe and beyond.

Session Chairs

LEPRATTO, Fabio
Assistant Professor of Architecture and Urban Design
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Fabio Lepratto, an architect born in Milan, earned a master's degree from the Polytechnic University of Milan in 2009, completing part of his studies at the Technical University of Delft thanks to the Erasmus program. At the same time, he earned a diploma in Management of Innovation from the Alta Scuola Politecnica and a double master's degree from the Polytechnic University of Turin.
He is currently a research fellow at the Department of Architecture and Urban Studies, where he focuses on social housing regeneration and affordable housing production, as part of the Departments of Excellence initiative – "Territorial Fragility 2018-2022" project.

NIFOSÌ, Chiara
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Chiara Nifosì is a PhD architect and researcher in Urban Planning and Design at the Department of Architecture and Urban Studies of the Politecnico di Milano, where she has been involved in teaching and research since 2002. Her profile is characterised by a continuous and intensive practice of research by design, pursued at both academic and professional levels (since 1998), through a multi-scalar and multidisciplinary approach. Her research focuses on infrastructure and public space as critical elements for the socio-ecological transition of cities and territories, exploring the forms and roles of urban planning and design in regenerating the most fragile contexts.
In recent years, academic research has focused on everyday life public spaces like streets, parking space, space of mobility, with particular attention to marginalized areas, suburbs, and coastlines. This focus has also focused on the integration of integrated planning and design tools and forms of dialogue with the public and private stakeholders involved.

OLDANI, Andrea
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Andrea Oldani (MArch, PhD) is an assistant professor of landscape architecture in the Department of Architecture and Urban Studies at the Politecnico di Milano. He is a faculty member of the School of Architecture, Planning and Construction Engineering and is the vice-coordinator of the MSc in Landscape Architecture – Land Landscape Heritage programme. Since 2008, he has developed theoretical, didactic and design contributions by pursuing two main research lines that have many areas of intersection.

The first concerns the landscape of contemporary infrastructures, with a focus on riverscapes and waterscape architecture. Here, attention is focused on the relationship between description, critical interpretation, and the definition of modification strategies, investigating how the architectural discipline can contribute to complex, interdisciplinary projects. This research opens up the study of the effects and design consequences of climate change, as well as the improvement of environmental resilience, including the theme of 'plural' maintenance.
The second research theme focuses on the regeneration of underused, abandoned and degraded landscapes, including the architectural recovery of artefacts and the definition of reuse strategies.

SETTI, Giulia
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Giulia Setti, architect, Ph.D., Assistant Professor of Architectural and Urban Design at DAStU Departement, Politecnico di Milano. Her research focuses on design strategies for the reuse of industrial architecture and on the study of water architecture in India. She participates in the CRAFT project – Competence Center Anti-Fragile Territories coordinated by DAStU – Department of Excellence (2023-2027), as member of the Scientific Board. She involved in the MOST – Centro Nazionale per la Mobilità Sostenibile, within the Spoke1 of the PNRR project, focusing on design strategies for the integration of Urban Air Mobility in cities.

ZANOTTO, Francesca
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Francesca Zanotto is an Italian architect and researcher based in Milan, currently serving as a RTDa (fixed-term researcher) and Assistant Professor of Architectural and Urban Design at the Department of Architecture and Urban Studies of Politecnico di Milano, within the National Biodiversity Future Center (NBFC).

Since 2013, she has been actively engaged in research, teaching, and design both in Italy and internationally. She holds a Ph.D. cum laude in Architectural, Urban, and Interior Design from Politecnico di Milano; she served as visiting researcher at TU Delft and postdoctoral researcher at Università Iuav di Venezia, focusing on the concept of metabolism in architecture, resource consumption in building processes, supply chains, and material politics.
Within NBFC, her current research activity centers on the ecological implications of architectural design, specifically exploring forms of built environment production that contribute to the conservation and enhancement of urban biodiversity.

ZUCCARO MARCHI, Leonardo
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Leonardo Zuccaro Marchi is an Italian PhD architect who encompasses and tackles the ambiguous complexity and different ambassadorial roles and practices of architecture, both relying on fundamental historical-theoretical references and inspiring the improvement of innovative approaches. He graduated at PoliMI, PoliTO, A.S.P. Alta Scuola Politecnica. He received his PhD at IUAV and TU Delft Universities as a Joint Doctorate with research on "The Heart of the City" (published by Routledge in 2018).

After completing the PhD, he developed his research in the contents of various international post-doc research projects and fellowships in collaboration with renowned academic institutions (CCA-Montreal, TU Delft, KTH Stockholm, IIT-Chicago, ETH-Zurich). He has taught at TU Delft, PoliMi, UDEM, and IUAV Universities. He has collaborated in urban design/ landscape projects and theoretical research with international firms such as CZA-Cino Zucchi Architetti, MECANOO architecten, and LAND until a senior level.

He was awarded the "Europe 40 Under 40 Award," and was runner-up at Europan 11 in Leeuwarden. He is co-founder and lead designer for competitions of {Co-P-E} – Collective of Projects in Equipoise – which won Europan 14 in Neu Ulm and was selected for the development of the Europan 16 project in Wernigerode.

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Liviu G. Baicu (1987) is a teaching assistant and doctoral candidate at the UAUIM in Bucharest, Romania. His current research focuses on sustainable architectural and urban development, particularly examining the interplay between railway transport and urban form to improve quality of life.

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Riccardo M. Balzarotti (1981) arch., is a PhD candidate at the DAStU of the Politecnico di Milano, where his research focus is about the relationship between P.P. Pasolini work and landscape and architecture. He is a partner in the architecture firm AOUMM (with L. Astorri, R. Locatelli, and M. Poli)

BASILE, Beatrice
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Delft University of Technology (TU Delft). Faculty of Architecture and the Built Environment (BK). Department of Architecture. Theory Territories Transitions Section. Architectural Design Crossovers Group. Guest Researcher
Basile Beatrice is an architect, currently a Ph.D. candidate in Architectural, Urban, and Interior Design at Politecnico di Milano and a guest researcher at TU Delft. She collaborated with the Department of Architecture and Urban Studies (DAStU) for research projects and teaching support activities.

BELFIORE, Matteo
University of Ferrara. Department of Architecture. Postgraduated Architect
Matteo Belfiore (1999) gr
aduated in Architecture from the University of Ferrara and is a junior architect at Herzog & de Meuron Paris. He works on mixed-use and large-scale projects. He previously collaborated with Ferrier Marchetti Studio on both practice and research.

BESHTAWI, Basel
Architecture Association school of architecture (AA School). Department of Architecture. PhD Candidate
Basel Beshtawi (1997) is a PhD candidate at the Architectural Association School of Architecture, serving as first-year seminar tutor and diploma critique. An urbanist architect and critical investigator, he has published in many journals including the Urban Geography journal and recently presented at the Urban Affairs Conference in New York, contributing to critical spatial research and architectural pedagogy.

BLAGOJEVIC, Marija
University of Belgrade. Faculty of Architecture. PhD Candidate
Marija Blagojević (1999) is a junior researcher at Belgrade University's Architecture Faculty in her first year of Doctoral studies (PhD). Key themes in her work are preserving the identity of place, battling the hyperproduction of space and the importance of context when discussing heritage.

CAMPANINI, Stefano
Università di Genova (UNIGE). Dipartimento architettura e design (DAD). PhD Candidate
Stefano Campanini is an architect and PhD candidate at the University of Genoa. His research focuses on port cities and explores the role of port infrastructure as an active spatial threshold between logistics, urban development, and territorial transformation.

CARIDE FERREYRA, Sol
Universidad Politécnica de Madrid. Escuela Técnica Superior de Arquitectura de Madrid. PhD program in Advanced Architectural Projects. PhD Candidate
Sol Caride is an Argentinean architect and researcher currently based in Paris. She received her architecture degree from the University of Buenos Aires. She is a PhD candidate in Advanced Architectural Projects at ETSAM, UPM where she also worked as a teaching assistant and researcher.

CARLOTTO, Giona
Università Iuav di Venezia (IUAV). Doctoral School. Section of Architectural Composition. PhD Candidate
Giona Carlotto is an architect, graduated at Università Iuav di Venezia where he is a PhD candidate in Architecture. During his doctorate he spent research periods at Harvard GSD, USI AAM, and The University of Tokyo. In parallel with his research activity he carries on the practice as office G-OA

CARPI, Giorgia
University of Parma. Department of Engineering and Architecture (DIA). Smart City 40 Sustainable LAB. Research Fellow
Giorgia Carpi, PhD in Architectural and Urban Composition since 2025, trained between the University of Parma and the Politecnico di Milano. Since 2021 she has been collaborating with the Smart City 4.0 Lab on urban design issues, with a focus on autonomous mobility systems for city regeneration.

CESTARI, Mirko
University of Ferrara. Department of Architecture. Postgraduated Architect
Mirko Cestari (1999) is an architect graduated in 2023. He studied at the University of Ferrara and TU Delft. Focused on landscape architecture and environmental issues, he currently works at INOUTarchitettura, working on both public and open space projects.

CHOW, Yi Xing
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Yi Xing Chow (1992) is a 40th cycle Malaysian PhD student at Politecnico di Milano. He tutors for the Advanced School of Architecture Honors Programme and Camposaz, while also writing for Urbinary. His research interests include postcolonialism, heritage conservation, and care practice in architecture.

CIARCIA, Domenico
Università degli Studi di Ferrara. Department of Architecture. Postgraduated Architect
Domenico Ciarcia (2000) was born in Avellino, where he obtained the Scientific High School diploma and where his passion for urbanity originated. He attended a single-cycle degree course in architecture at the University of Ferrara, discussing a thesis on urban design and graduating with honours.

COLAKOGLU, Arda
Izmir University of Economics (IUE). Department of Architecture. Research Assistant
Izmir Institute of Technology (IZTECH). Department of Architecture. PhD Program in Architecture. PhD Candidate
Arda Colakoglu (1995) is a Research Assistant at İzmir University of Economics and a PhD student at İzmir Institute of Technology. His research focuses on architectural design approaches and history. His latest article is "'Contradictory Strands' of Modern Architecture."

DARBESIO, Sofia
Politecnico di Torino. Interuniversity Department of Regional and Urban Studies and Planning (DIST). PhD Program in Urban and Regional Development (URD). PhD Candidate
Sofia Darbesio (1998) is a PhD candidate in Urban and Regional Development at Politecnico di Torino, with a Master's in Architecture. She collaborates on international research and is a teaching assistant in the fields of architecture and heritage. She contributed to international conferences, including EAUH 2024, winning the student prize.

DRUHEN CHARNAUX, Chloé
Hydroscience Montpellier. IMT Mines Alès. IRD, CNRS. PhD Candidate
Université Mines Paris – PSL. Centre de Sociologie de l'Innovation (CSI). i3 UMR CNRS. PhD Candidate
Chloé Druhen Charnaux (1998) is a PhD Candidate at the IMT Mines Ales and Mines Paris-PSL. Specialized in urban studies and philosophy, she is currently working on a PhD (2nd year) on future urban underground imaginaries in France within the French national program « Underground as Common Good ».

DUARTE, Carla
University Institute of Lisbon. Centre for the Study of socioeconomic change and the Territory (DINÂMIA'CET-Iscte). PhD Candidate
Lisbon City Council
Carla Duarte is an Architect and works at Lisbon City Council, analyzing data and using walking as a method to understand and publicize urban dynamics. Currently finishing the PhD, focusing her research on the importance of walking in the old roads of Lisbon as knowledge and appropriation of space.

EITERSTRAUM, Bodil
Delft University of Technology (TU Delft). Faculty of Architecture and the Built Environment (BK). Department Architectural Engineering and Technology (AE+T). Section Heritage & Architecture. PhD Candidate
Bodil Eiterstraum (1996) is an architect and PhD candidate at TU Delft. Her research explores interventions in 'Everyday Heritage'—unlisted, often overlooked buildings—with the aim of bridging the gap between heritage and architectural transformation practice.

FELICIONI, Marco
Università della Svizzera italiana (USI). Archivio del Moderno. Visiting postdoc researcher
Marco Felicioni (1994) earned his PhD in History of Architecture from Iuav University of Venice in 2023. He is a postdoc visiting researcher at the Archivio del Moderno (Università della Svizzera Italiana), focusing on Aurelio Galfetti's territorial design strategies in the Ticino region.

FILIP, Oana Antonia
Technical University of Cluj-Napoca. Department of Architecture. PhD Candidate
Oana Filip is a PhD student and teaching associate at the Faculty of Architecture in Cluj-Napoca, Romania. Her research explores the urban enclave in architectural theory from the late 20th century to today. She has worked in offices in Paris and Cluj on award-winning competition projects.

FLAVIANI, Linda
Politecnico di Bari (POLIBA). Dipartimento di Architettura, Costruzione e Design (ArCoD). PhD Program in Progetto per il patrimonio. PhD Candidate
Linda Flaviani is an architect, graduated with honours in Architectural Design and History from Politecnico di Milano with a thesis on the historical landscape of the Roman Campagna. Since 2022, she is a PhD candidate in Design for Heritage at Politecnico di Bari, researching the "Lithic Forms of Water".

FRADDOSIO, Giuseppe
Univeristà degli Studi di Bari Aldo Moro. Dipartimento di Ricerca e Innovazione Umanistica. PhD Program PASAP Med. PhD Candidate
Giuseppe Fraddosio is an architect graduated with honours from Politecnico di Bari with a thesis on the Tiber Delta archaeological landscape. Since 2023, he is a PhD candidate in PASAP_Med at the Università degli Studi di Bari Aldo Moro, with a thesis on the interplay between sacred architecture and geography.

GONÇALVES, Luísa
Federal University of Rio de Janeiro (UFRJ). Faculty of Architecture and Urbanism (FAU). Architecture Design Department (DPA). Professor
Luísa Gonçalves is a professor of architecture and urbanism. Her research examines the intersections between architecture, infrastructure, and urban dynamics, with an emphasis on mobility facilities, stations, and terminals, considering both urban planning and architectural design perspectives.

GREGORIOU, Agni
Frederick University. Department of Architecture. PhD Candidate
Agni Gregoriou holds a BSc in Urbanism from Politecnico di Milano and an MSc in Urban Design from Aalborg University. She is currently a PhD candidate at Frederick University, Cyprus, researching youth mobility, environmental affordances, and restorative urbanism in Mediterranean cities.

GUAIANI, Alessia
University of Camerino (SAAD). School of Architecture and Design. PhD.
Alessia Guaiani (1992), Architect, PhD in sustainable Planning. Her research focuses on mobility infrastructures across different landscapes, from rural to urban contexts, emphasizing sustainable mobility spaces and the complex interactions these systems create within the landscape. She has published scientific articles and essays in national and international journals and edited volumes.

GUAN, Kaiyue
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Kaiyue Guan (1995) is an architect and a PhD candidate at Politecnico di Milano. Her research focuses on room-driven design methods, exploring how rooms act both as autonomous spatial units and as generative links within architectural continuities across multiple spatial scales.

LI, Dongni
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Dongni Li (1995) is a PhD candidate in the AUID program at Politecnico di Milano. With a background in art practice and a degree in Interior Design, her research focuses on informal spatial practices and architectural adaptability in the context of urban regeneration.

LOCATELLI, Rossella
Politecnico di Milano. Department of Design. PhD Program in Design. PhD Candidate
Rossella Locatelli, 1981, trained as an architect, is currently a PhD candidate in Design at Politecnico di Milano, researching on the border between exhibition design and architecture, focusing on trans-disciplinary approaches. Since 2011, she has been a partner of AOUMM.

LUX, Eugenio
Politecnico di Torino. Department of Architecture and Design (DAD). PhD program in Architecture History and Project (DASP). PhD Candidate
Eugenio Lux (1999) architect and journalist. He is PhD candidate in History of architecture at DAD–Politecnico di Torino. He collaborates with Domus, Il Giornale dell'Architettura, ArchAlp and Gizmo and he is the curator of the first Italian translation of acceptera (LetteraVentidue, 2024).

MARUELLI, Elisa
Politecnico di Milano. Department of Architecture, Built Environment, and Construction Engineering (DABC). Independent Researcher
Elisa Maruelli (1991) is a PhD in Architectural and Urban Composition (La Sapienza, 2024). Her research activity focuses on the topic of urban form and its relation with urban densification. Her thesis "Alternative models for city density" exploring superimposition in the construction of the city, was selected for the Biennale Architettura 2025.

MONTELEONE, Francesca
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Delft University of Technology (TU Delft). Faculty of Architecture and the Built Environment (BK). Department of Architecture. Building Knowledge Section. Complex Project Group. Guest Researcher
Francesca Monteleone (1996) is an Architect and a PhD candidate at the Department of Architecture and Urban Studies at Politecnico di Milano and guest PhD in Complex Project Group at TU Delft. Her research focuses on Urban Air Mobility, architectures of mobility, infrastructure and urban form.

MONTUORI, Nicolò
Univeristà degli Studi di Bari Aldo Moro. Dipartimento di Ricerca e Innovazione Umanistica. PhD Program PASAP Med. PhD Candidate
Nicolò Montuori is an architect graduated from Politecnico di Bari with a thesis in archaeological design in Kos. Research fellow for the CoHeN project on Apulian lighthouses and towers in 2020, in 2021 he started the School of Specialisation in Architectural and Landscape Heritage. Since 2023, he is a PhD student in PASAP_Med.

MĂLDĂRESCU, Radu Mihai
University of Architecture and Urbanism "Ion Mincu". PhD Candidate
Radu Mihai Măldărescu (1999) is an Architect and PhD candidate at the University of Architecture from Bucharest, where his research focuses on the built work of Alexander Brodsky. Working as an architect and university assistant, his practice is primarily oriented towards architectural competitions.

PARASCANDOLO, Mariantonia
Università degli Studi di Ferrara. Department of Architecture. Double Master's Degree thesis
Pontifícia Universidade Católica do Paraná (PUCPR). Department of Architecture and Urbanism. Double Master's Degree thesis
Mariantonia Parascandolo (1997) is an Italian architect based in Paris, with international experience in France, Italy, and Brazil. She holds a double degree in Architecture and Urban Planning from UNIFE and PUCPR. Her interests include sustainable design and urban regeneration.

PAROLA, Simone
Politecnico di Torino. Department of Architecture and Design (DAD). PhD programme in Architecture. History and Project (DASP). PhD Candidate
Simone Parola (1995) is an Architect and PhD Candidate at the Department of Architecture and Design (DAD), in the PhD programme Architecture. History and Project (DASP). His research studies the potential of underused and obsolete architectures/spaces in contemporary urban and extra-urban context.

PEDRETTI, Ottavio
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Ottavio Pedretti (1992), architect and Ph.D. candidate at Politecnico di Milano, is researching on the integration of Innovative Air Mobility in the urban environment. He has collaborated with SANAA and ION Fund, and tutors in architectural design. He graduated with a thesis on abandoned factories in India.

PICCOLO, Gianluca
Università degli Studi di Napoli Federico II. Dipartimento di Architettura (DiARC). PhD Candidate
Gianluca Piccolo is an architect and PhD Candidate in Architecture at the University of Naples "Federico II" where he earned his Master's Degree in 2021. His research is in the field of Architectural Composition and investigates the relationship between photography and architectural design.

POZZI, Lucrezia
Università della Svizzera italiana (USI). Academy of Architecture. PhD Program in History and Theory of Art and Architecture (ISA). PhD Candidate
University of Applied Sciences and Arts of Southern Switzerland (SUPSI). Department for Environment, Constructions and Design (DACD). Institute of Design (IDe). PhD Candidate
Lucrezia Pozzi (1997) is a PhD Student at Academy of Architecture (USI) and at Department for Environment, Constructions and Design of SUPSI. She is currently working within the SNSF project "Aerial Spatial Revolution" where she focuses on the impact of aerial technologies on city and territory.

PRESENTATI, Filippo
Università degli Studi di Ferrara. Department of Architecture. Postgraduated Architect
Filippo Presentati (1998) graduated cum laude from the University of Ferrara in 2024. He spent an Erasmus period at TU Delft, collaborated in various design competitions, and was a teaching assistant in Design Laboratory II. He is currently an intern at an architectural firm in Genoa.

PREVEDELLO, Filippo
Università Iuav di Venezia. Postgraduated Architect
Filippo Prevedello (1999) is an Architect graduated in July 2024 at Università Iuav di Venezia. His thesis, supervised by prof. Michel Carlana, explored the theme of the potential spatial qualities of garages. After an experience as a teaching collaborator at Iuav, he is working as an architect.

PRIMIANO, Mattia
Università degli Studi di Ferrara. Department of Architecture. Postgraduated Architect
Mattia Primiano (1999) graduated cum laude from the University of Ferrara in 2024. During his academic years, he collaborated in various design competitions and as a teaching assistant in Design Laboratory II. He is currently an intern at an architectural firm in Genoa.

RENUCCI, Andrea
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Andrea Renucci is an architect, currently a Ph.D. candidate in Architectural, Urban, and Interior Design at Politecnico di Milano. After earning his MSc in Architecture, Built Environment and Interiors from Politecnico di Milano, he collaborated with the DAStU on research and teaching activities.

RONCELLI, Alberto
Independent Researcher
Alberto Roncelli (1994) is an architect and researcher. He runs an independent practice focused on regenerative futures through architecture and design research. Previously, he worked at GXN as an architect and circular design specialist, contributing to international projects and research.

ROYO ZABALA, Peio
Escola Tècnica Superior d'Arquitectura de Barcelona. Laboratori d'Urbanisme de Barcelona. PhD Program in Architecture. PhD Candidate
KU Leuven. Urban Projects, Collective Spaces and Local Identities. PhD Program in Architecture. PhD Candidate
Peio Royo Zabala (1994) is a researcher on the relation between sustainable mobility and multiscalar urban design, currently working on the realm of vélomobility. He has published peer-reviewed articles and participated on seminars on the topic of streetscape design according to vélomobility.

SAMMARCO, Cristian
Sapienza University of Rome. Department of Architecture and Design (DiAP). Post-Doctoral Researcher
Cristian Sammarco (1990) is an architect, PhD and research fellow at the Department of Architecture and Design, La Sapienza University of Rome. From 2021 to 2023 he was tutor of the ALA (Architecture, Archaeology and Landscape) Master's programme and continues to investigate the themes of urban morphology and archaeological landscapes.

SANTINON, Edoardo
University of Ferrara. Department of Architecture. Postgraduated Architect
Edoardo Santinon (1999) is an architect graduated from the University of Ferrara in 2023. He currently collaborates with TaSca Studio in Bologna with whom he develops various projects throughout Italy, ranging from urban planning, landscape design and mixed used.

SANTONICOLA, Fabio
Università di Genova (UNIGE). Dipartimento Architettura e Design (DAD). PhD Program in Architecture and Design (ADD). PhD Candidate
Fabio Santonicola is an architect and PhD Candidate in Architectural and Urban Design at the University of Genoa, Department Architecture and Design (dAD). His research focuses on the spatial and ideological implications of large-scale commercial infrastructures, with particular attention to the supermarket as a paradigmatic device of late modernity.

SILVA, Nino
Università degli Studi di Napoli Federico II. Dipartimento di Architettura (DiARC). PhD Candidate
Nino Silva is an architect and a PhD candidate in Architecture at the University of Naples "Federico II". During his student years he won a scholarship for research, he successfully completed his master's degree in Architecture between the IUAV University of Venice and ETSA of Madrid in Spain.

SISAK, Camelia
Technical University of Cluj-Napoca. Faculty of Architecture and Urban Planning. PhD Candidate
Camelia Sisak is a Romanian architect and Ph.D. candidate at the Faculty of Architecture and Urbanism in Cluj-Napoca. Having served as an associate teaching member at the Faculty of Architecture in Cluj-Napoca for several years, she co-authored the ICR pavilion at the Venice Biennale in 2010 and 2012.

STOROZENKO POLAK, Magdalena
Cracow University of Technology (CUT). Faculty of Architecture. PhD Program in Architecture and Urban Planning. PhD Candidate
Places Foundation. President
Magdalena Storożenko-Polak (1993) is an architect, accessibility specialist, and PhD candidate at the CUT. Her research focuses on the implementation of universal design. She actively delivers training, audits public spaces for accessibility, and advises on creating inclusive policies.

STRONATI, Andrea
Università degli Studi di Ferrara. Department of Architecture. Postgraduated Architect
Andrea Stronati (2000) graduated with honours in architecture from the University of Ferrara with a dissertation on urban design. He has had various study experiences and workshops abroad such as at the Hochschule Fur Teckhnik in Stuttgart and at the TUC University of Crete.

TERNA, Diego
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architectural Urban Interior Design (AUID). PhD Candidate
Quinzii Terna Architecture. Partner

Diego Terna (1979), architect, PhD candidate, partner of Quinzii Terna Architecture, author of the books Milan Unlocked. Public Space after Pandemic; Milan Public Space. An in-progress atlas of everyone's space; The Book is a Small Architecture. Interior of an Interior; Ritorno all'abitare. Una cooperativa in città.

TOMITA DA SILVA, Kadu Kennjiro
University of Porto. Faculty of Architecture (FAUP). PhD Candidate
Kadu Tomita is an architect and urbanist, PhD candidate at FAUP. Educated in Brazil, Portugal, and the US, he investigates urban voids, infrastructure, and territorial boundaries, focusing on architecture's role in shaping mobility networks and public space.

TURHAN HASKARA, Gozde Damla
Izmir University of Economics (IUE). Department of Interior Architecture and Environmental Design. Assistant Professor
Dr. Gozde Damla Turhan Haskara (1992) is an Assistant Professor at İzmir University of Economics. Her research focuses on global urban space, material science and computation across disciplines. Her current work explores decolonial perspectives in design.

VADGAMA, Pavan
Princeton University. School of Architecture (SoA). Post-Professional Master of Architecture Program. Independent Researcher and Architect
Pavan Vadgama (1992) is a Berlin-based architect and researcher exploring spatial reuse, urban ecologies, and interspecies cohabitation. He holds an M.A. Architektur from UdK-Berlin and a Post-Pro M.Arch from Princeton, with projects across India, Germany, and the U.S.

VILLALONGA MUNAR, Pablo
Universitat Politècnica de Catalunya (UPC). Escola Tècnica Superior d'Arquitectura de Barcelona (ETSAB). Departament Projectes Arquitectònics (DPA). Lecturer and researcher
Pablo Villalonga (1988), is a PhD Architect cum laude (2020), School of Architecture Barcelona (ETSAB) Universitat Politécnica de Catalunya (UPC), Post-doc degree in Urbanism Faculty of Architecture of the University of Lisbon. Senior Lecturer at Architectural Projects ETSAB-UPC.

WEI, Lan
University College London. The Bartlett School of Architecture. MA Architecture and Historic Urban Environments. MA Student
Lan Wei (2002) is a postgraduate student at The Bartlett School of Architecture, UCL. Her work explores cultural heritage, infrastructure reuse, and emotional spatiality in post-industrial cities, focusing on transforming mobility spaces into inclusive public interfaces.

ZAMPROGNA, Alessandro
Università degli Studi di Ferrara. Department of Architecture. Postgraduated Architect
Alessandro Zamprogna (2000) graduated cum laude from the University of Ferrara in 2024. He spent an Erasmus period at TU Delft, collaborated in various design competitions, and was a teaching assistant in Design Laboratory II. He is currently an intern at an architectural firm in Treviso.

ZHONG, Yue
Politecnico di Milano. Department of Architecture and Urban Studies (DAStU). PhD Program in Architecture, Urban, Interior Design (AUID). PhD Candidate
Yue Zhong is an Architect and PhD Candidate at the Department of Architecture and Urban Studies at Polimi. Her research is about modern Chinese architecture influenced by Beaux-arts, focusing on the work of Yang Tingbao from the 1920s to the 1960s from linguistic point of view.

ČULEK, Jana
University of Zagreb. Faculty of Architecture. Post-Doctoral Researcher
Studio Fabula. Founder and lead
Jana Čulek is an architect and post-doctoral researcher at the Faculty of Architecture in Zagreb. She gained her doctorate from TU Delft (2023) exploring the topics of utopia, fiction, and narrative in architecture and their potential for addressing our ongoing crises.

Notes

« Ceci n'est pas une conférence sur la mobilité »

As infrastructures of movement often prioritize technical efficiency, they risk neglecting the qualitative and experiential dimensions of space, an oversight that architectural thinking is distinctively positioned to address. Architecture offers a special perspective to address this gap, particularly in light of SDG 09-Industry, Innovation and Infrastructures and SDG 11-Sustainable Cities and Communities, and in reference to the principles of the EAAE Charter.

By engaging with mobility through a transversal approach, the conference explores how architectural design can contribute to reimagining spaces to overcome functionalist engineering limitations, also considering the ecological, climate and social impacts of mobility spaces as something more than mere built objects.

Through the examination of design methodologies and prototype case studies, the conference attempts to unveil the potential of architectural design and research tools to enrich unconventional discussions about mobility in urban and peri-urban contexts, its spatial configurations and experiential qualities. Although mobility is intended as a framework, the discourse will focus on the spaces above, below, in-between, and to the sides of the ordinary boundaries of architectures of flow, as well as on the spaces of new forms of movement. The conference «Passages. Architecture for Flowing and Connecting Spaces» invited contributions which critically address the role of Architecture in the Shaping the spaces of mobility, and in their interference, around the sessions of "Intersection", "Collateral" and "Evolution".

ISBN 978-94-6518-101-1