

LINE WEST SITE

- Flexible space for offices
 - Spin-off activities
 - Research Laboratories
 - Meeting Rooms
 - Lounge Area
 - Internet Point
 - Data Center
 - Canteen
 - Library
 - Archive
 - Bar
- Warehouse for highway maintenance
Warehouse for general storage

Along the West side of the R3 Ring a Line 3.3 km long defines the backbone of an intervention that is typologically hybridized. The line itself is both building and earth-work connecting two interchanges. The line can be described as a tripartite intervention, where the two built parts located on the edges are connected by the middle landscape modification.

There is a northern interchange where next to it the railway runs and a southern interchange which is embraced by the tramway. On both interchanges there is located a stop for each rail line. These two highly infrastructure points define the tips of the line where the built parts find their reasons of existence. On the northern interchange a tower 100 meters tall hosts long-staying as well as temporary housing. This building is a frame made out of concrete inside which the glazed volume housing the dwellings is shifted on the east side leaving a gap of 10 meters between it and the frame. The air between is pushed forward from the site plan until the articulation of the architectural object.

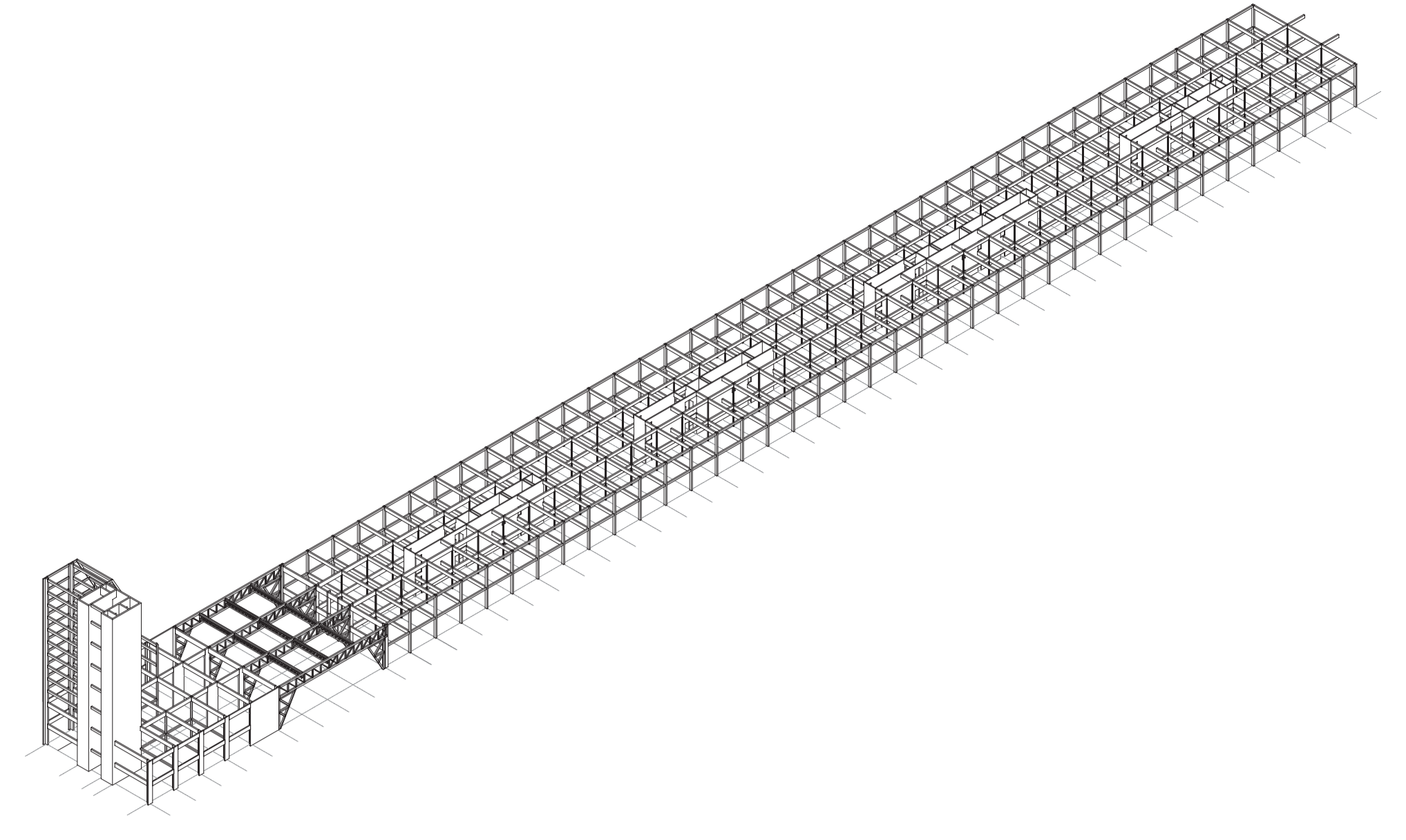
On the southern interchange a 1.3 km long and 30 meters thick wall-like construction (black) runs over the roads. This line one has to deal with the difference of heights due to the topography as well as the existing roads defining the cloverleaf shape of the interchange. These are the elements of the site that influence the volumetric aspect of the wall, so surface is carved with holes that accompany the directions of the existing roads. Moreover the context influences the construction method: the steel structure is first built around the streets, giving form to geometric points that define the gaps within which a more generic steel structure is going to be built up at a later time.

The south edge of the line which is also the terminal part of the wall ends with a tower 50 meters tall that rises from the wall-like building and resembles the form of one of the carved holes, like a piece cut and re-placed somewhere else. The program housed in the wall-like building are offices starting from the bottom of the line within the first 300 meters and then it continues housing one of the paths of the highway that enters in and runs inside. In addition there is space for two warehouses where materials and machines for the maintenance of the highway are stored.

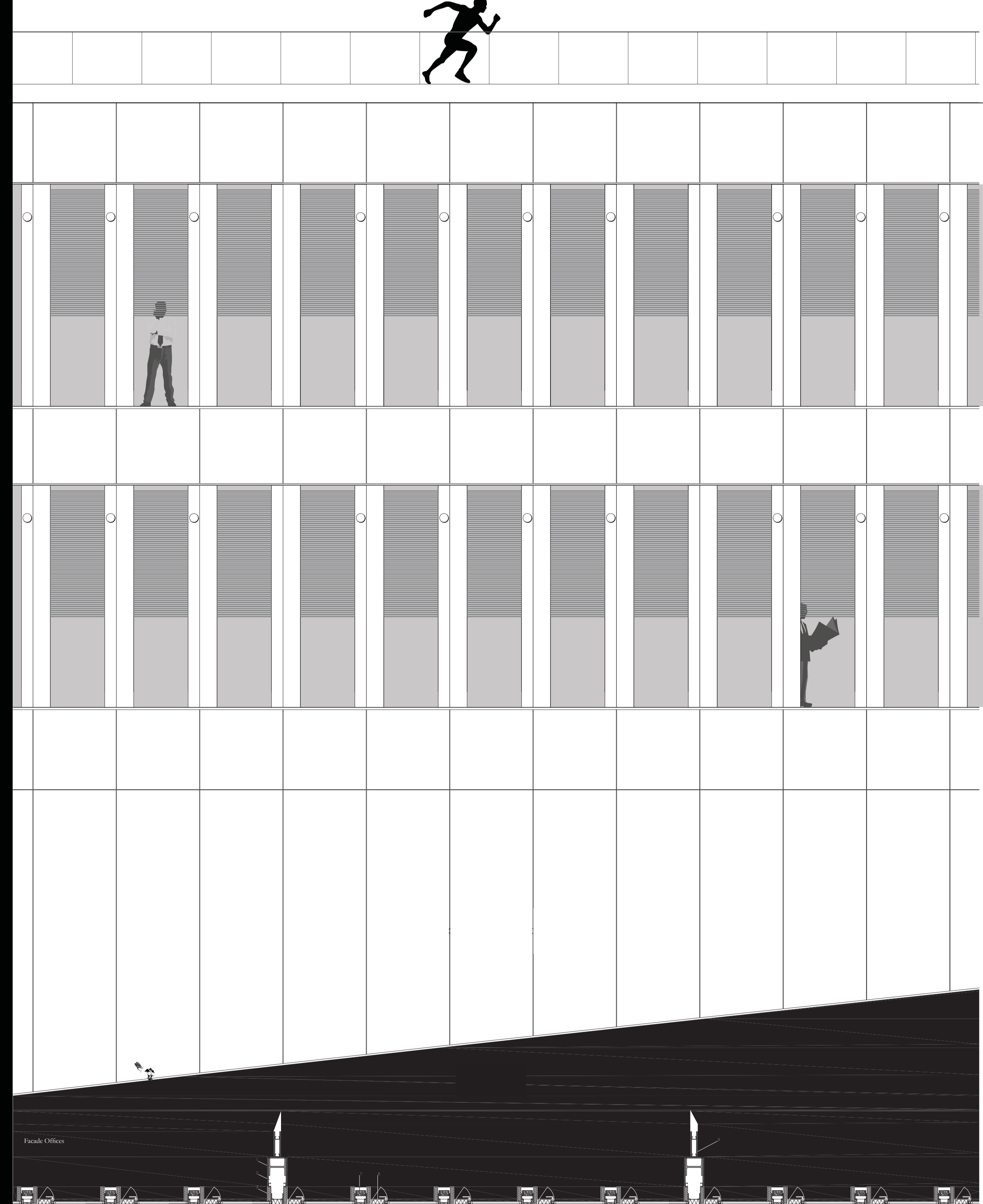
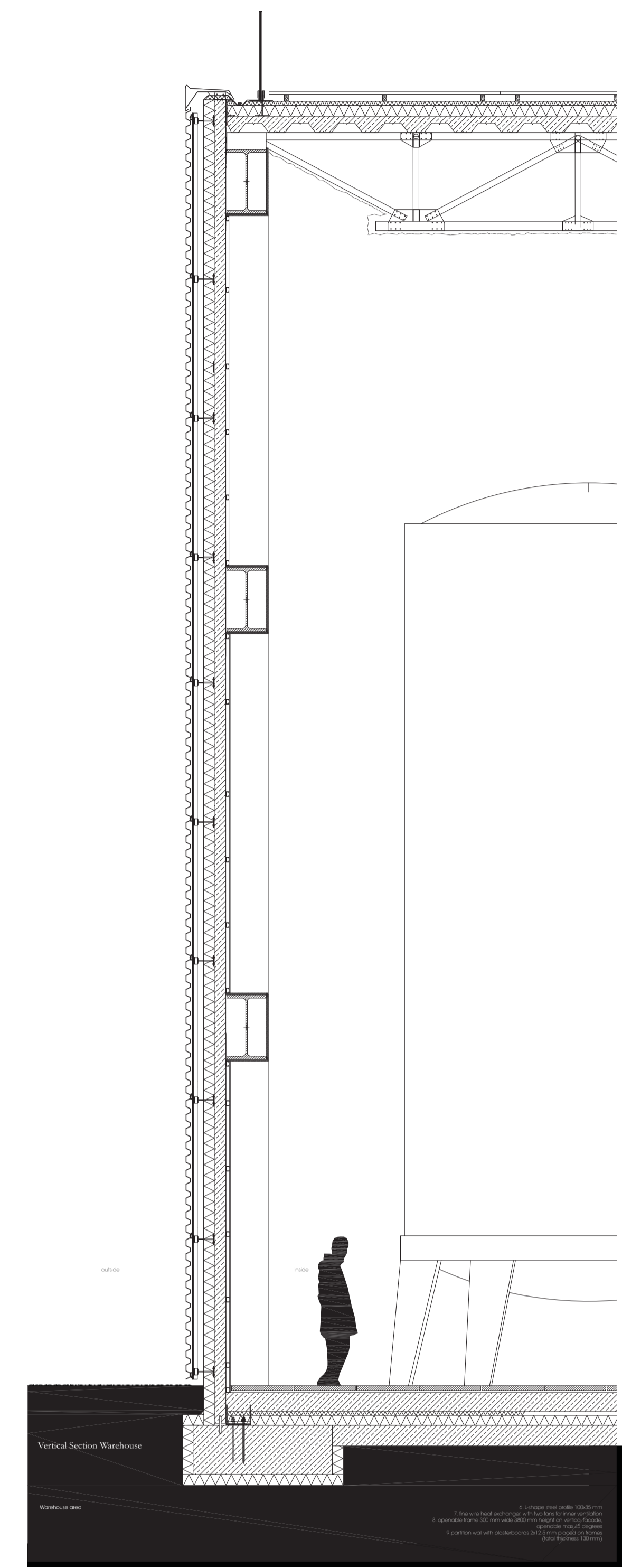
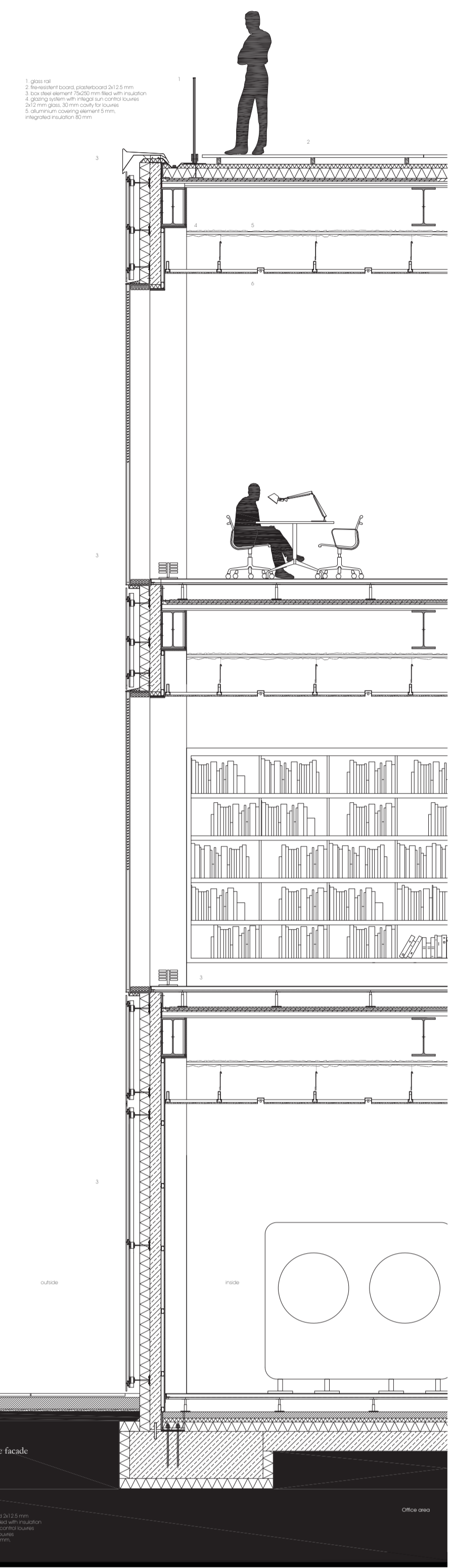
The interior layout of the offices is given by a structure of 7-2000 meters and a central strip of service boxes, staircases, lift shafts, mail-room shafts and toilets. The service strips represents the unique stable element present on the floorplans since all the rest is meant to be flexible according to the changing needs. According to an idea of flexibility the dimensioning of the vertical section and the kind of detailing have followed.

The middle part of the line is an earth-work that can resemble the idea of a dike. Because the line cuts through the existing landscape, while its inclination has been calibrated in order to achieve an even balance between slope and filling soil. Along this part of the intervention some programs related with the surrounding nature are located on the sides, such as a park, a vineyard, a water-basin and a belvedere-pick-nick area.

Considering the long vertical section of the line on the north interchange the ground level starts being 'flat' then sloping down going towards the south direction walking on the earth-work and finally becoming horizontal again when the wall-like building starts. The line has a roof configured like a walkable bridge that permits to reach the southern tip of the line. The west intervention operates an inversion of the modern idea of 'vertical offices' and 'horizontal housing' connecting the two opposites: the vertical tower and the horizontal blade. Ideally, the path that connects them is the route that some of the workers living in the tower can do daily when going to work in the opposite side of the line.



Vertical Section



Final Office

THE ENDLESS WORKING FIELD

