

REINVENTING FLYOVER CORVETTO

POLITECNICO DI MILANO
MASTER OF SCIENCE DEGREE
SUSTAINABLE ARCHITECTURE AND LANDSCAPE DESIGN

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PROJECT INTRODUCTION	3
SITE ANALYSIS	7
PROBLEMS AND PROPOSALS	19
STRATEGY	28
MASTERPLAN	33
FLYOVER CORVETTO	39
CITY PUBLIC SPACE	63
SPORT PARK	88
REFERENCE	102

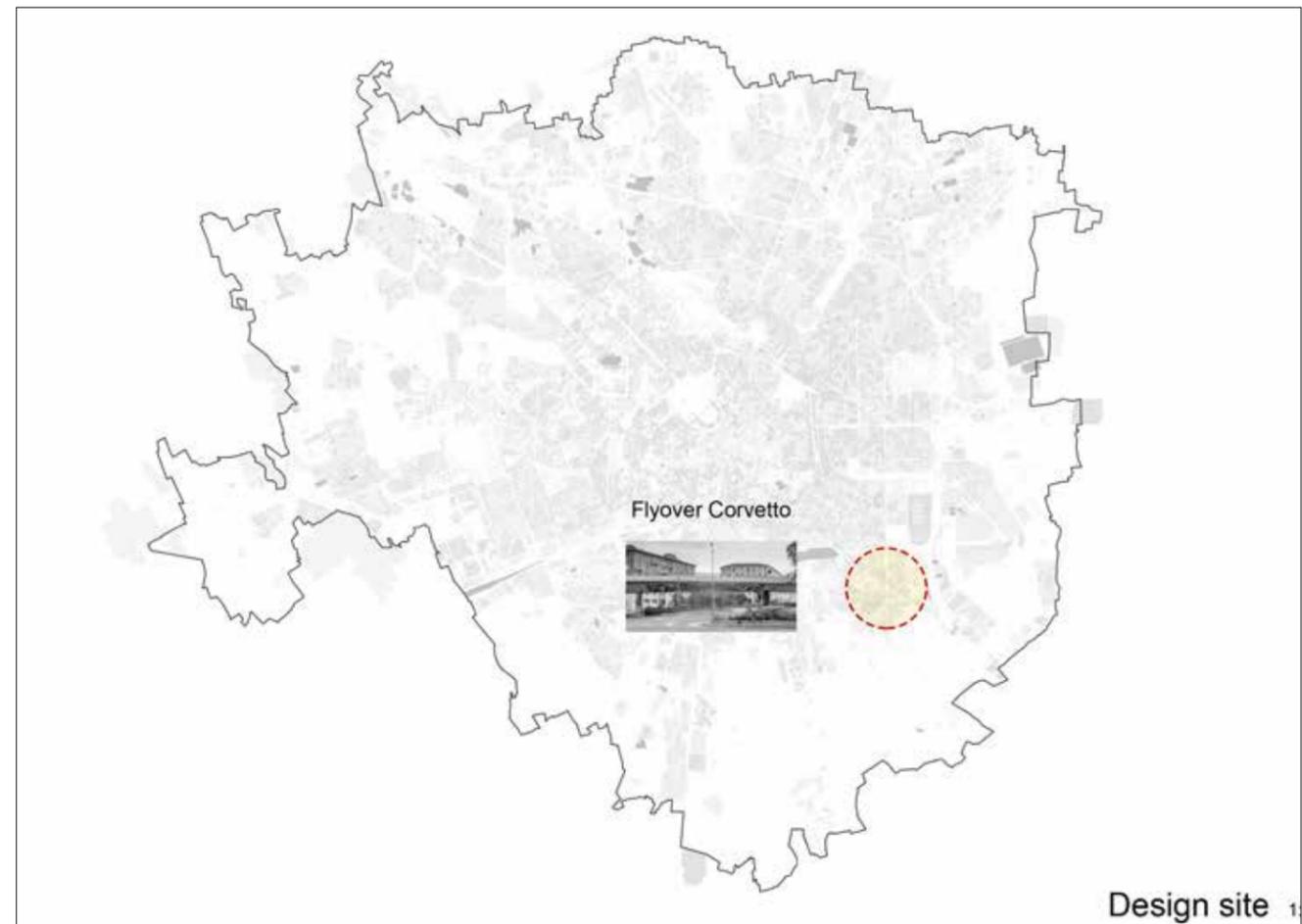
PROJECT INTRODUCTION

Project introduction

The proposed site is located in the south-east quadrant of the city and can be accessed via three Metro Line 3 stations, which connect it to the city centre from Rogoredo railway station.

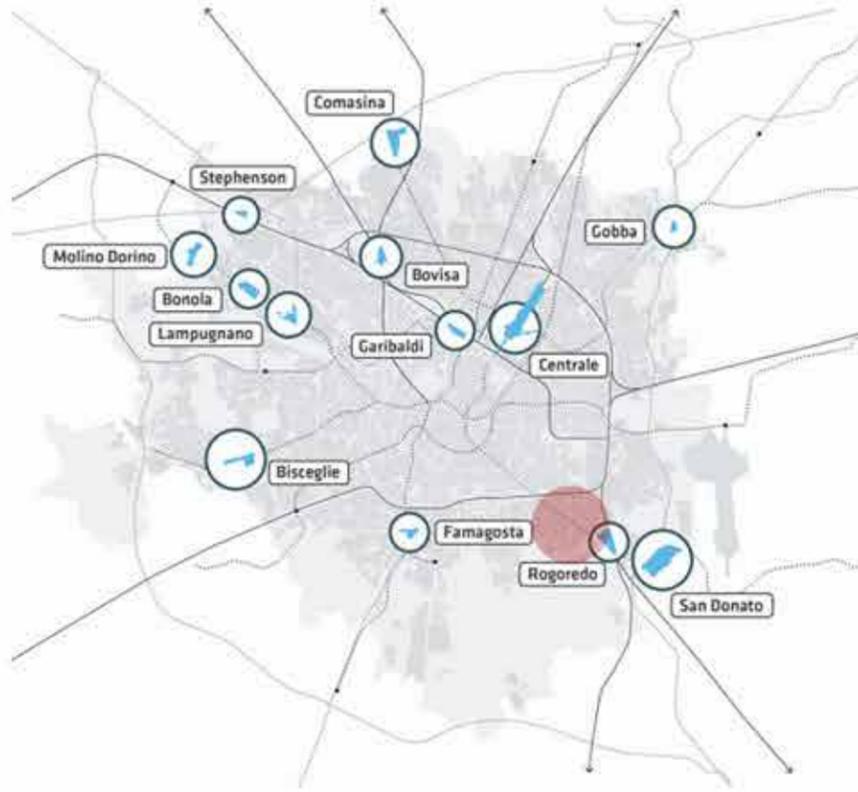
It is part of the regeneration process that began in the previous decade and features significant functional reconversions that create a new urban polarity.

The City of Milan's Urban Plan (P.G.T. "Milano 2030"), with the vision outlined by the Planning Document, identifies the flyover area and the neighbourhood in which it is situated as "regeneration areas," recognising their potential to both revitalise the neighbourhood by putting public spaces in the centre and to change the structural dimension of the City by bringing the centre closer to the suburbs and the Southern Agricultural Park.



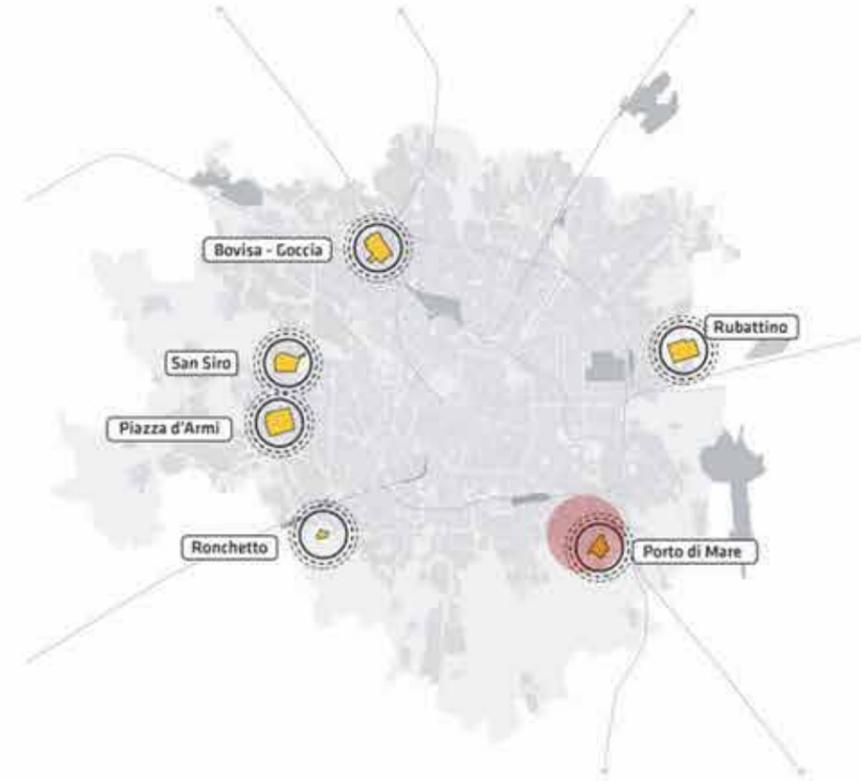
Milano PGT

13 NODES



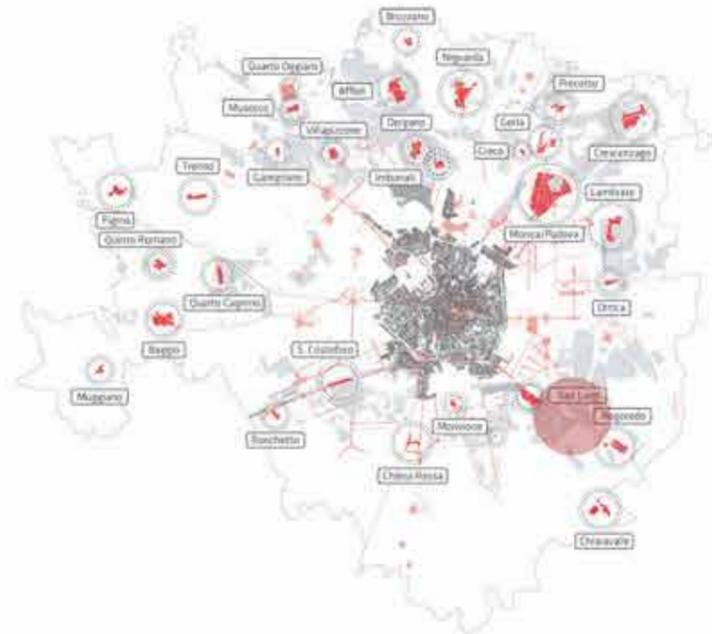
The basic transportation facilities occupy the current public space, which represents the degradation of community functions. The plan aims to establish new urban functions, redevelop public spaces, and improve the relationship between the city and surrounding areas.

6 GREAT FUNCTIONS



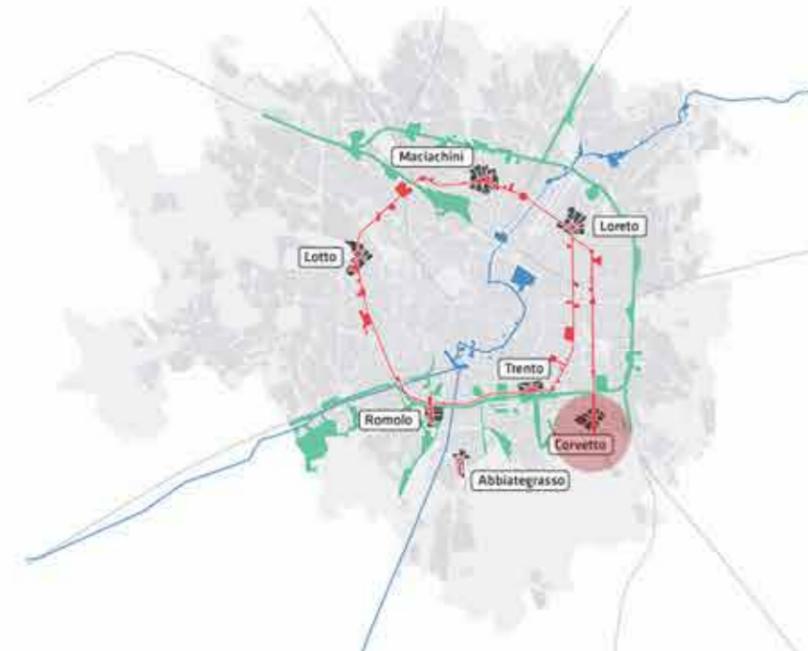
For some famous and attractive places, it is allowed to attract more tourists by adding more features.

88 QUARTERS



Integrate the connection between public spaces and buildings, promote small-scale commercial flow and private activities.

7 PIECES

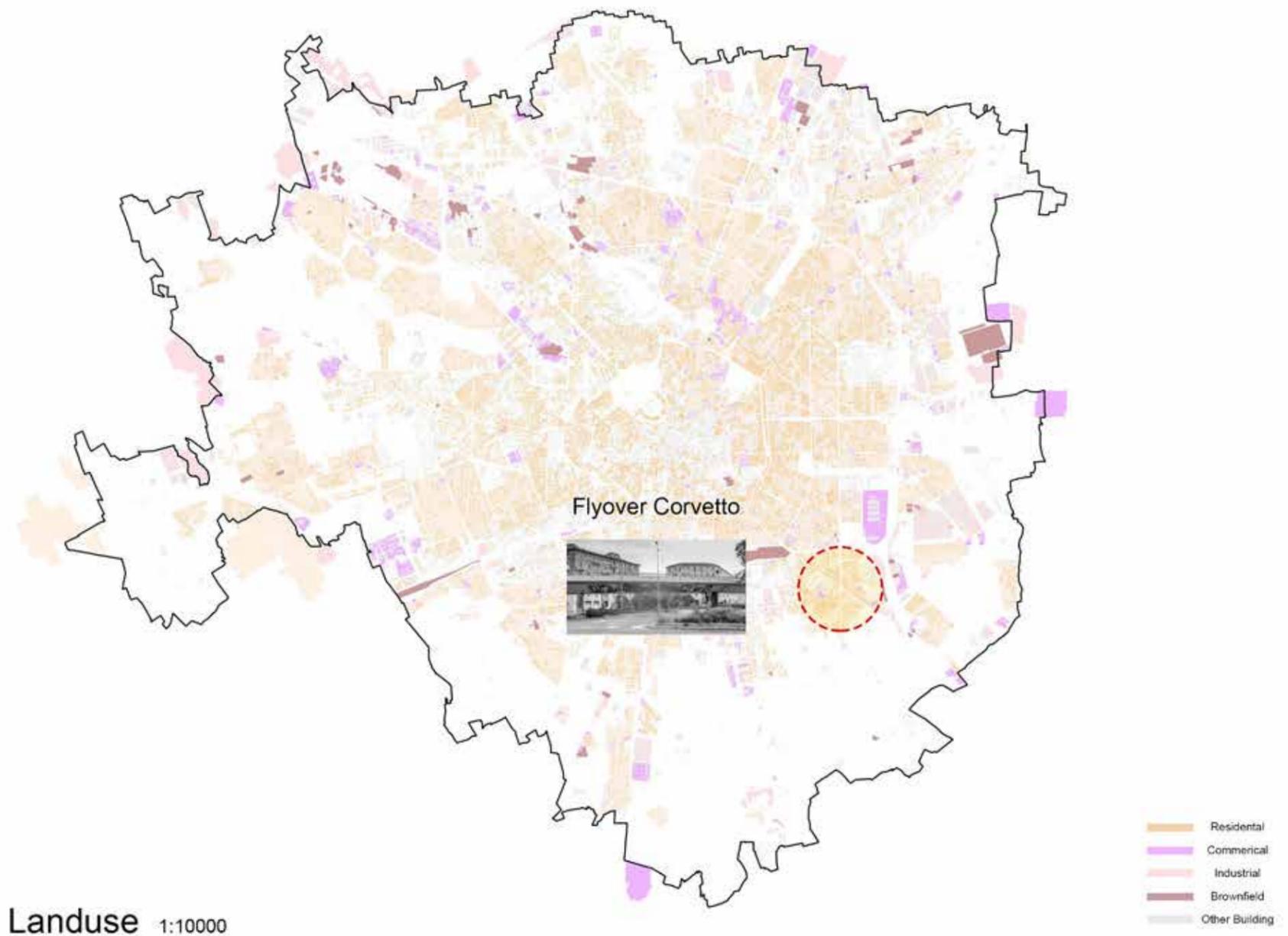


For the current transportation hub areas in the city center and suburbs, there is a need for transformation. Create a coexistence relationship between motor vehicles and pedestrians. Consider the connection between green and surrounding cities.

Analysis in city scale

The project area involves approx 65,000 sqm, including the flyover, as well as public spaces and connections to the existing road system.

Situated in the south-eastern part of Milan, in zMunicipio 4, the flyover is located within the Lodi - Corvetto Local Identity Core (N.I.L. Lodi – Corvetto), a complex area characterised by the presence of very different portions of land, in which the transition between the consolidated urban fabric to the north and the agricultural areas to the south is evident.

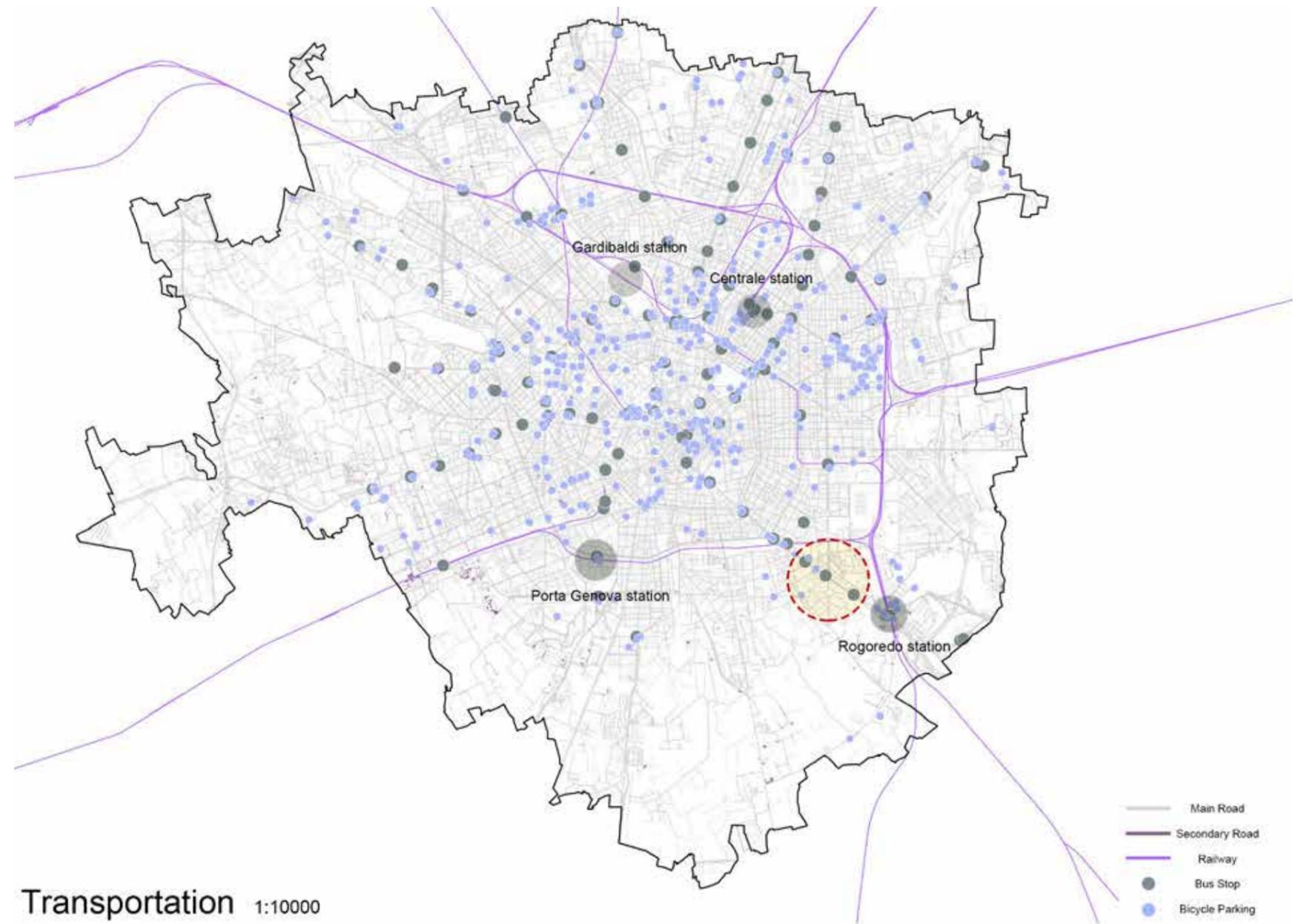


SITE ANALYSIS

Analysis in city scale

Focus on transportation, we reimagine the presence and role of the flyover Corvetto as an opportunity to connect the different parts that make up the N.I.L., which are currently isolated and poorly integrated into the urban fabric, according to the principle of proximity underlying the '15-minute city' model.

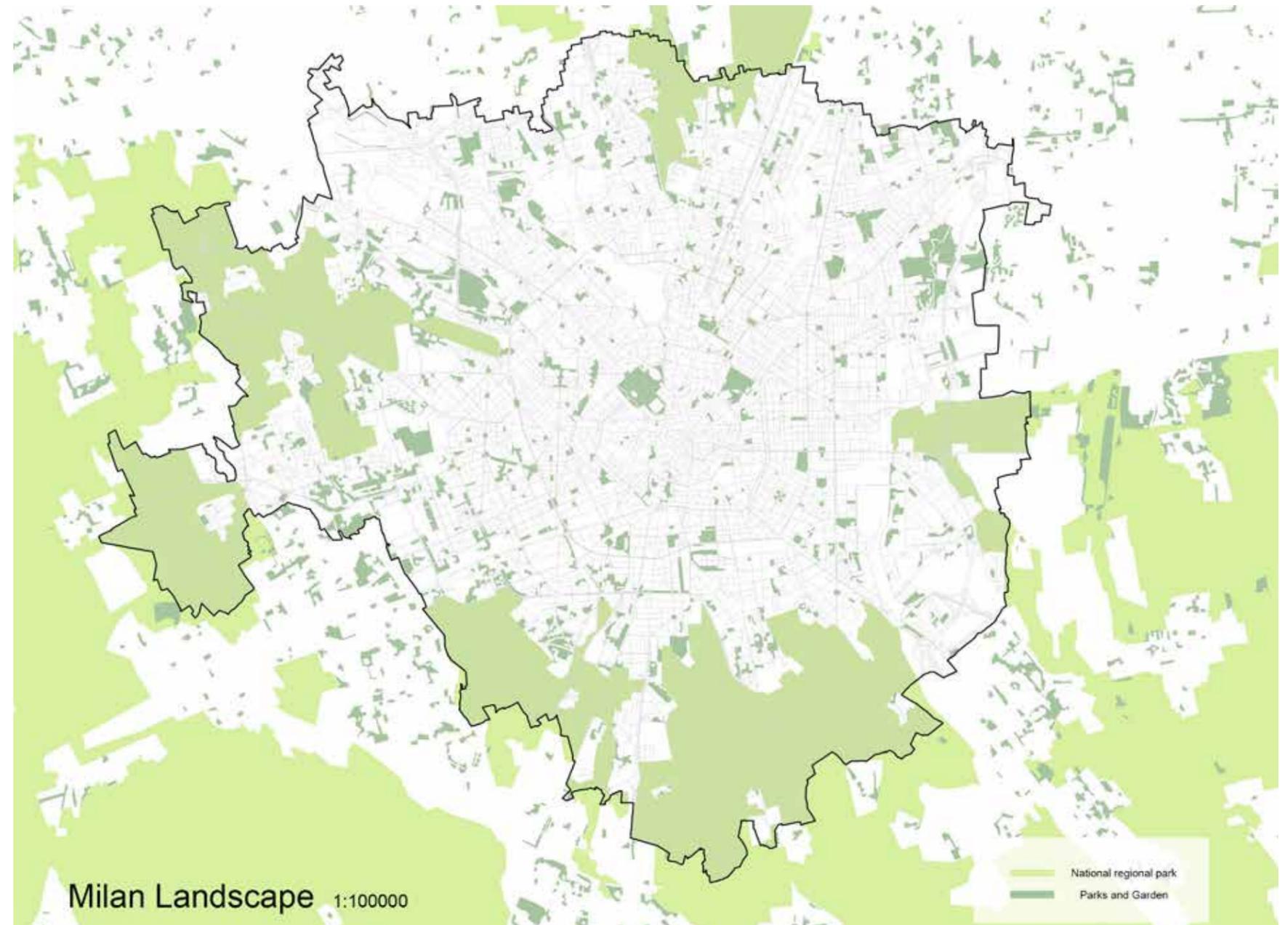
The flyover-barrier is one of the main road axes in the city and is a space solely dedicated to cars. The daily traffic generates a number of negative impacts especially in terms of noise and air pollution.



Analysis in city scale

The south-eastern part of Milan is experiencing a phase of strong transformation. In fact, there are numerous projects implemented by both public and private operators, which are planned to be implemented over the next decade.

One of the most significant interventions will be the transformation of the Porta Romana railway yard, which will include the construction of the Olympic Village in preparation for the Milan Cortina 2026 Winter Games. A new central park is being planned around which new offices, apartments, public services, and a student residence (temporarily the Olympic Village) will be built.



Analysis in site scale

The flyover Corvetto was built in the late 1950s and early 1960s to connect the A1 motorway (the so-called 'Autostrada del Sole') with Piazzale Bologna and the city in general. It is a symbolic infrastructure of twentieth-century planning centred around cars and the need to ease traffic flows at the expense of the city's quality of life. We seek to shift the current paradigm, which is increasingly being challenged today.

Similarly, the part to the west of Piazzale Corvetto is predominantly residential and majority of the building dates back to the 1960s. The main services are located on Via Mincio and Via Oglio, including a swimming pool, a multifunctional centre, schools, a library, the seat of Municipio 4 and the new seat of the Municipality of Milan. This area is characterised by its housing and social mix, in which a substantial number of foreigners coexist as well as a young, well-educated population.

History

In this photo – already well shaped
-piazzale Ferrara



1928

Construction of the flyover for
Autostrada de Sole



1960

Olympic Village planned for Milano Porto Romana



2022

1950



The image presented Viale Lucania from piazzale
Luigi Emanuele Corvetto

1991



The M3 subway line was opened,
including the Rogoredo FS station.

2030



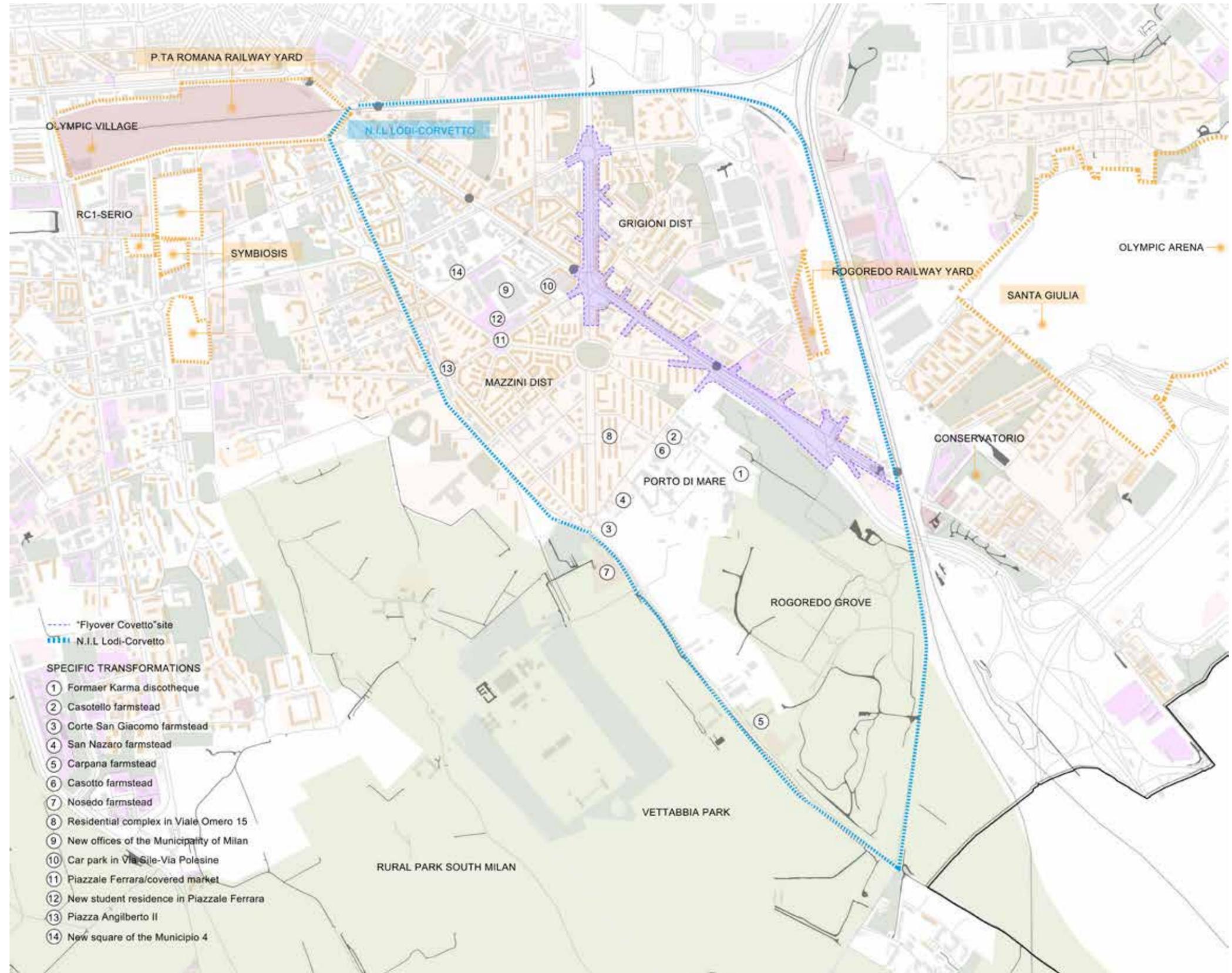
PGT identifies the area of the corvetto as a
"Nucleo d'Identita Locale".

Analysis in site scale -Existing nodes

On going transformations, The south-eastern part of Milan is experiencing a phase of strong transformation. In fact, there are numerous projects implemented by both public and private operators, which are planned to be implemented over the next decade.

One of the most significant interventions will be the transformation of the Porta Romana railway yard, which will include the construction of the Olympic Village in preparation for the Milan Cortina 2026 Winter Games. A new central park is being planned around which new offices, apartments, public services, and a student residence will be built.

Equally significant is the transformation of the Rogoredo railway yard, where it is planned to build houses (partly Social Housing), a student residence, commercial spaces, public services and a park.

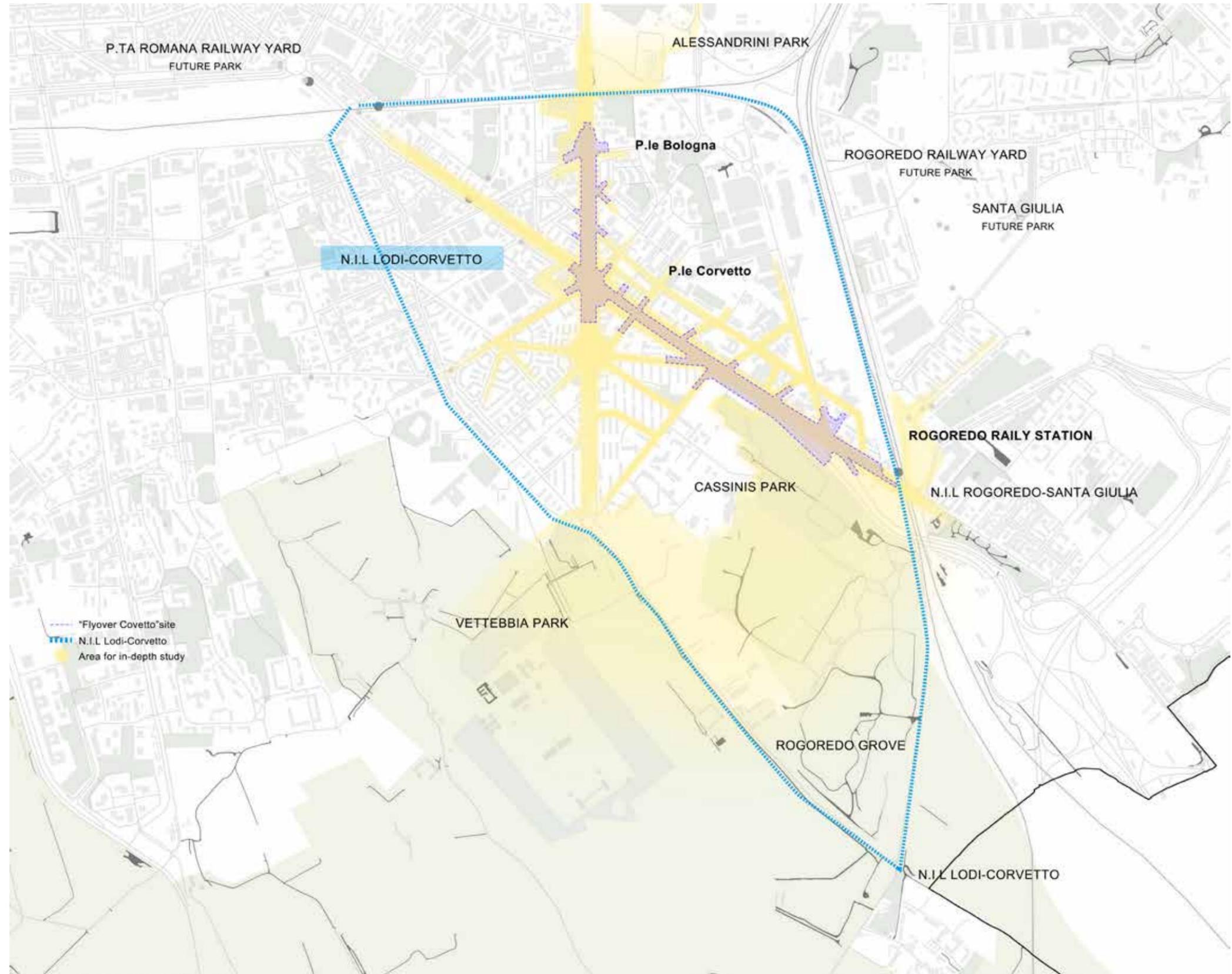


Analysis in site scale -Focus area

Situated in the south-eastern part of Milan, in Municipio 4, the flyover is located within the Lodi - Corvetto Local Identity Core (N.I.L. Lodi – Corvetto), a complex area characterised by the presence of very different portions of land, in which the transition between the consolidated urban fabric to the north and the agricultural areas to the south is evident.

The N.I.L. Lodi - Corvetto is densely populated, with more than 36 thousand residents with different social profiles. The portion of foreigners, which has experienced significant growth in recent years, accounts for about 25% of the population, well above the city average.

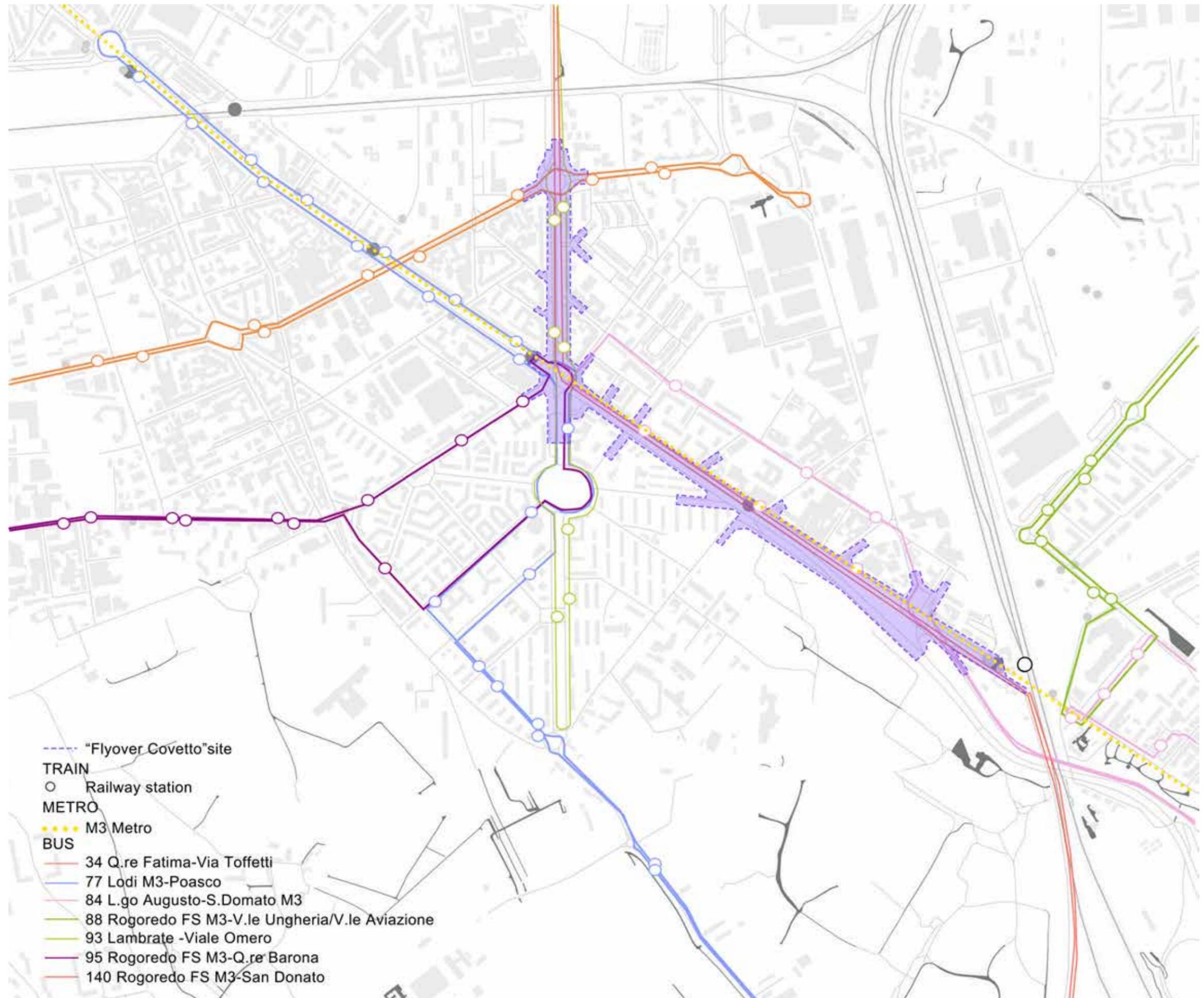
Equally significant is the presence of the population aged between 20 and 39, also attracted by the urban developments that have been affecting this portion of the city and the surrounding areas in recent years.



Analysis in site scale -Traffic network

Viale Lucania and the Via Marochetti - Via Cassinis axis, as well as Corso Lodi, are classified in the Sustainable Urban Mobility Plan (P.U.M.S.) as a secondary network. In terms of private traffic, the Cassinis - Marocchetti axis now serves as an alternative to the flyover Corvetto for entering the city from the south-east, connecting directly with Corso Lodi, and also serving the areas of Piazza Angilberto II and Piazzale Ferrara. During the morning rush hour (8.00 - 9.00 a.m.), the traffic load is around 1,800 units, which is comparable to the value on the flyover.

As far as the public transport system is concerned, the flyover area is connected to the city centre via the Corso Lodi - Corso di Porta Romana axis, along which the M3 line runs, with the Corvetto, Porto di Mare and Rogoredo FS stops near the site. The Rogoredo railway station is one of the city's main stations, served by suburban and regional trains (including lines S1, S2, S12 and S13 of the Passante Ferroviario) and by high-speed trains in the direction of Genoa and Bologna. Numerous bus lines also pass near the flyover: at urban level, lines 34 77 84 88.

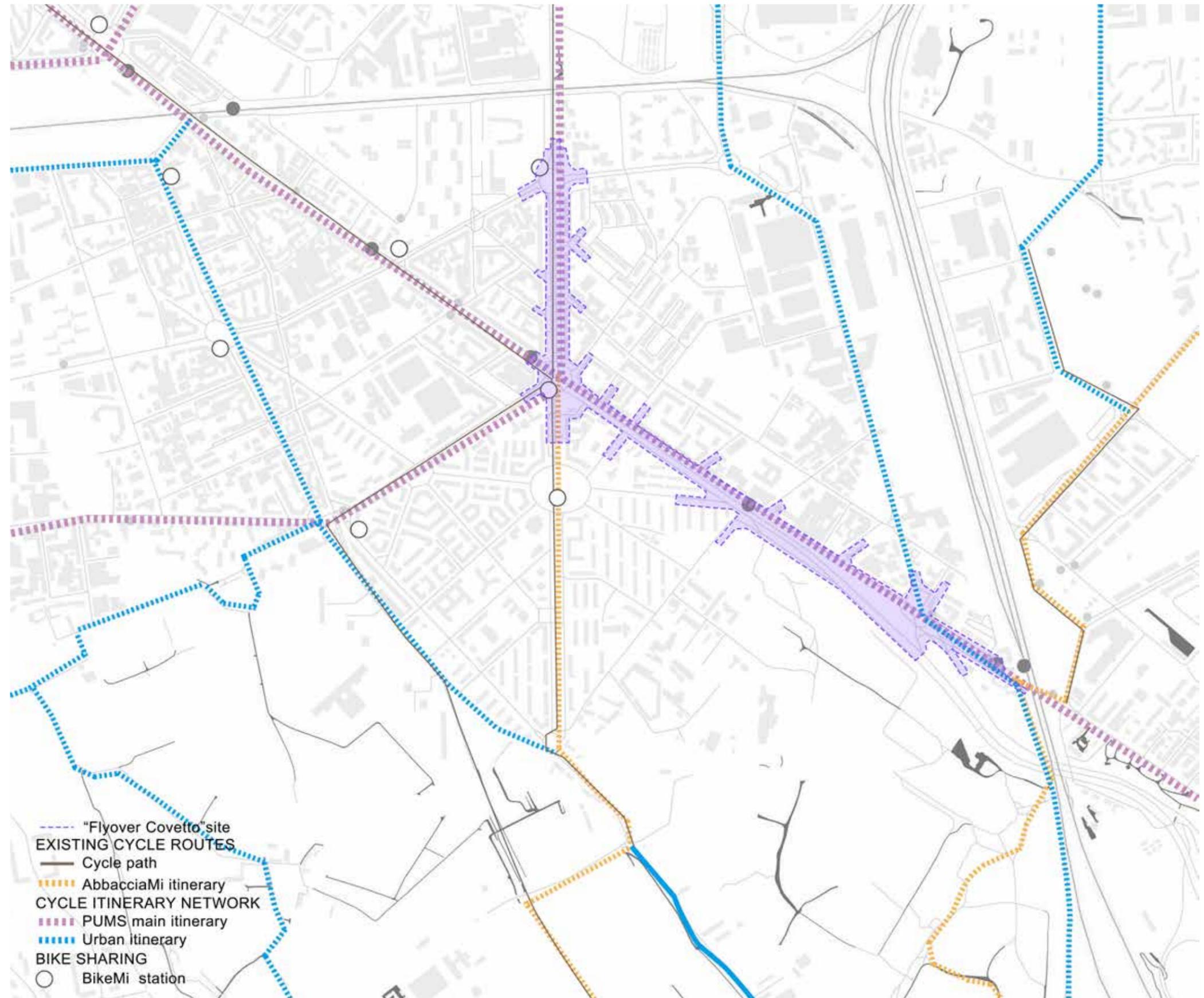


Analysis in site scale -Bicycle route

Regarding the bicycle network, the P.U.M.S. identifies a series of main and secondary itineraries, some of which have already been implemented, aimed at facilitating both movement between the city's various centralities and connection with the surrounding area.

Specifically, the site follows the main itinerary that runs from Piazzale Bologna along Viale Lucania to Piazzale Corvetto and then turns onto Via Marocchetti - Via Cassinis to Rogoredo station. Roads with only signposted cycle lanes converge at the site, such as the one in Viale Puglie, and in protected lanes, such as the one in Corso Lodi and in Viale Enrico Martini - Viale Omero. The latter connects to the 'AbbracciaMi' itinerary, as well as to the 'Strada della Abbazie' and the paths within the Southern Agricultural Park.

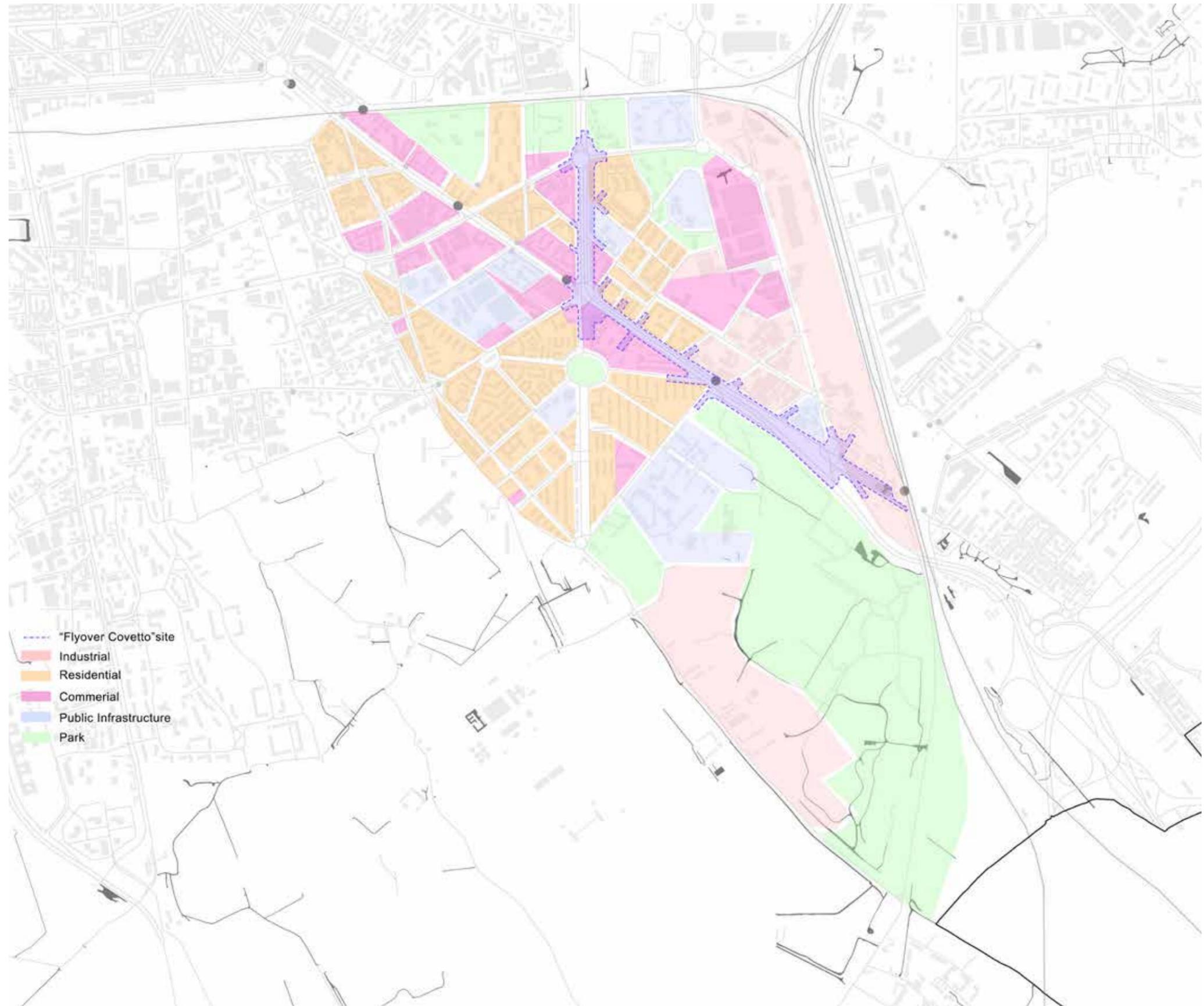
With regard to 'BikeMi', the bike sharing service of the Municipality of Milan, there are only three stations in the vicinity of the site, located in Piazzale Bologna, Piazzale Corvetto and Piazzale Gabrio Rosa.



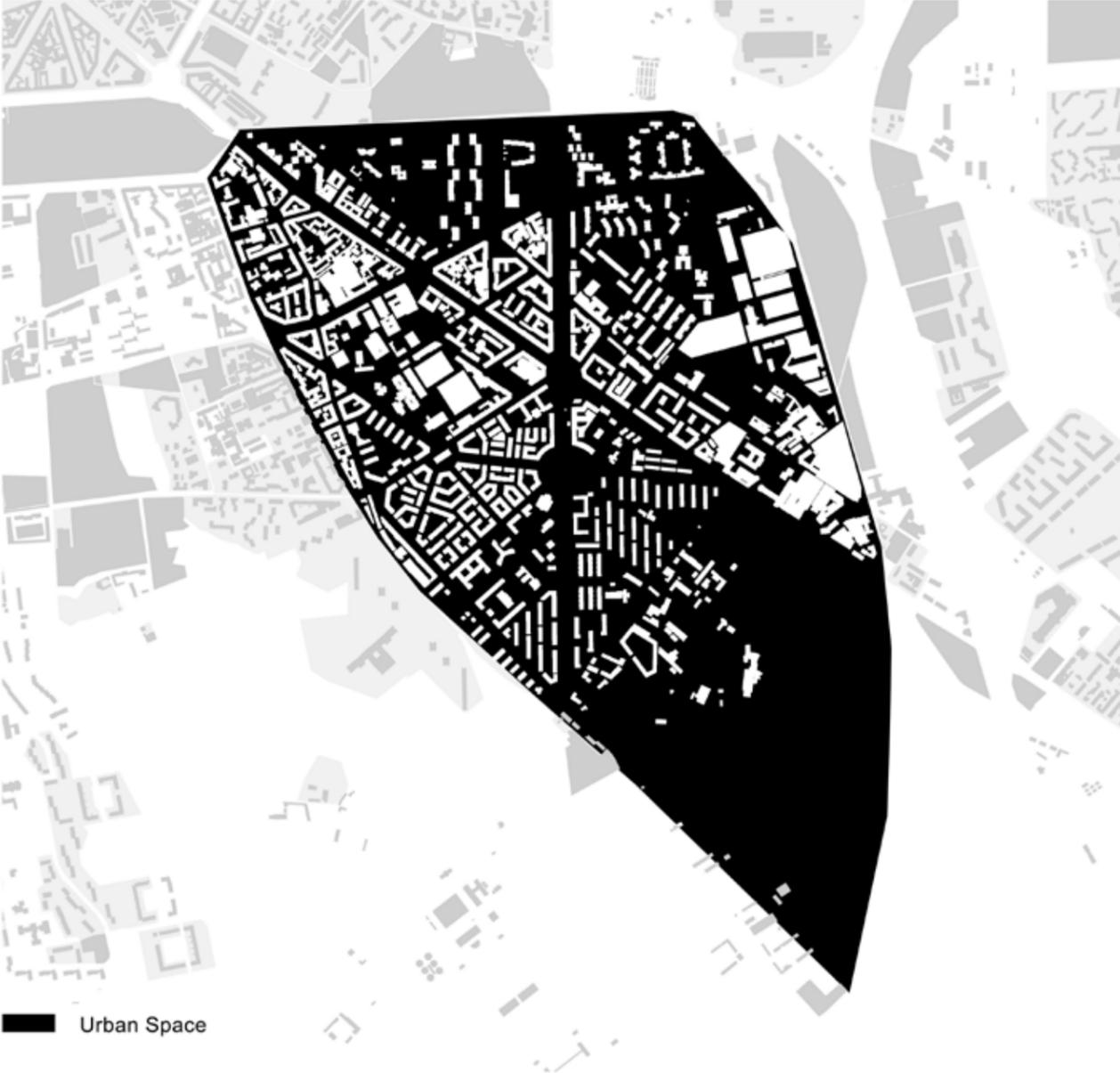
Analysis in site scale -Urban function

The Grigioni district, named after the company that created the residential complex situated between Viale Lucania and Via Boncompagni, is one of the various parts that make-up the N.I.L., to the east of the square of the same name. It has services that are primarily aimed at the quarter itself, making it a part of the city in its own right, almost independent of the context in which it is located.

Similarly, the part to the west of Piazzale Corvetto is predominantly residential and majority of the building dates back to the 1960s. The main services are located on Via Mincio and Via Oglio, including a swimming pool, a multifunctional centre, schools, a library, the seat of Municipio 4 and the new seat of the Municipality of Milan. This area is characterised by its housing and social mix, in which a substantial number of foreigners coexist as well as a young, well-educated population



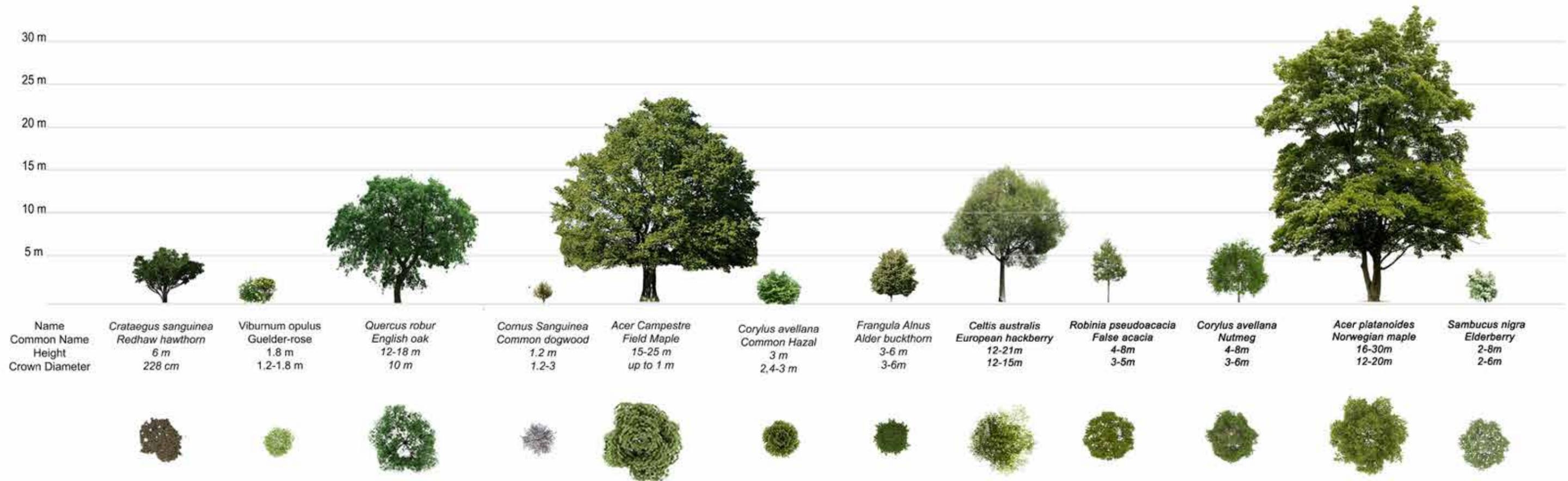
Analysis in site scale
-Current state of urban space



Vegetation Diagram



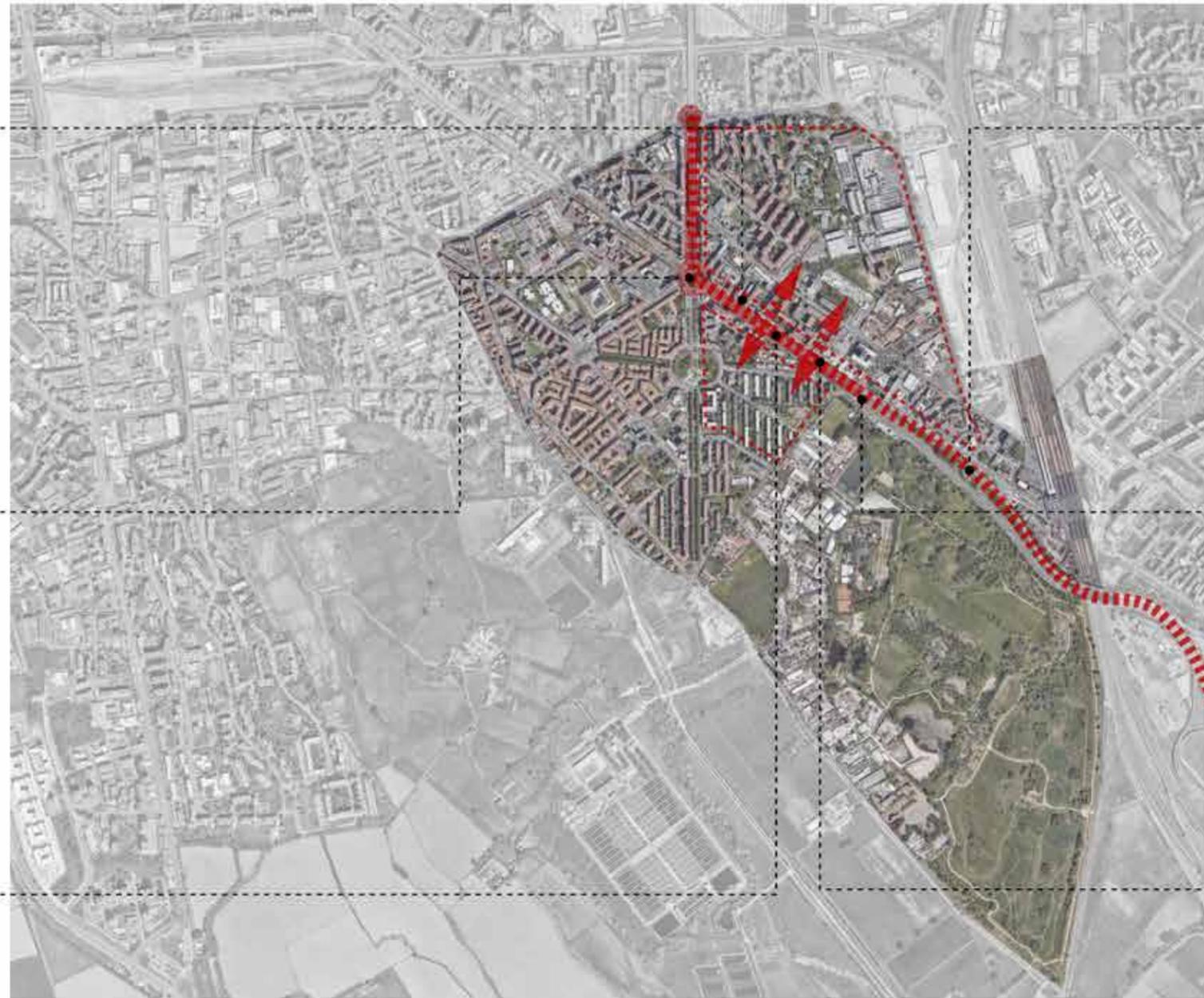
Vegetation Diagram



PROBLEMS AND PROPOSALS

Problems & Proposals

Site 1 problems: Through actual site research, we have found several obvious problems within the site. The first is that the overpass seriously hinders the passage of residents on both sides, resulting in commercial non circulation and other situations. At the same time, the space under the overpass was not fully utilized, but was occupied by temporary parking on the roadside, wasting public space. Moreover, there are relatively narrow and uneven pedestrian roads in existence.



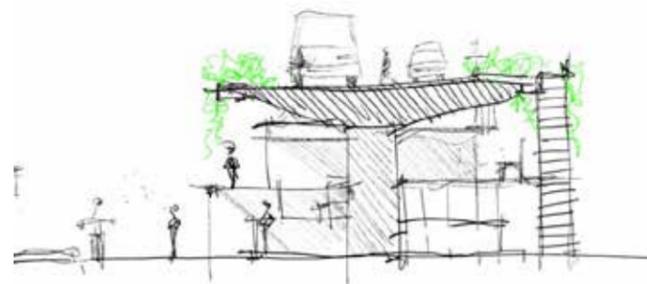
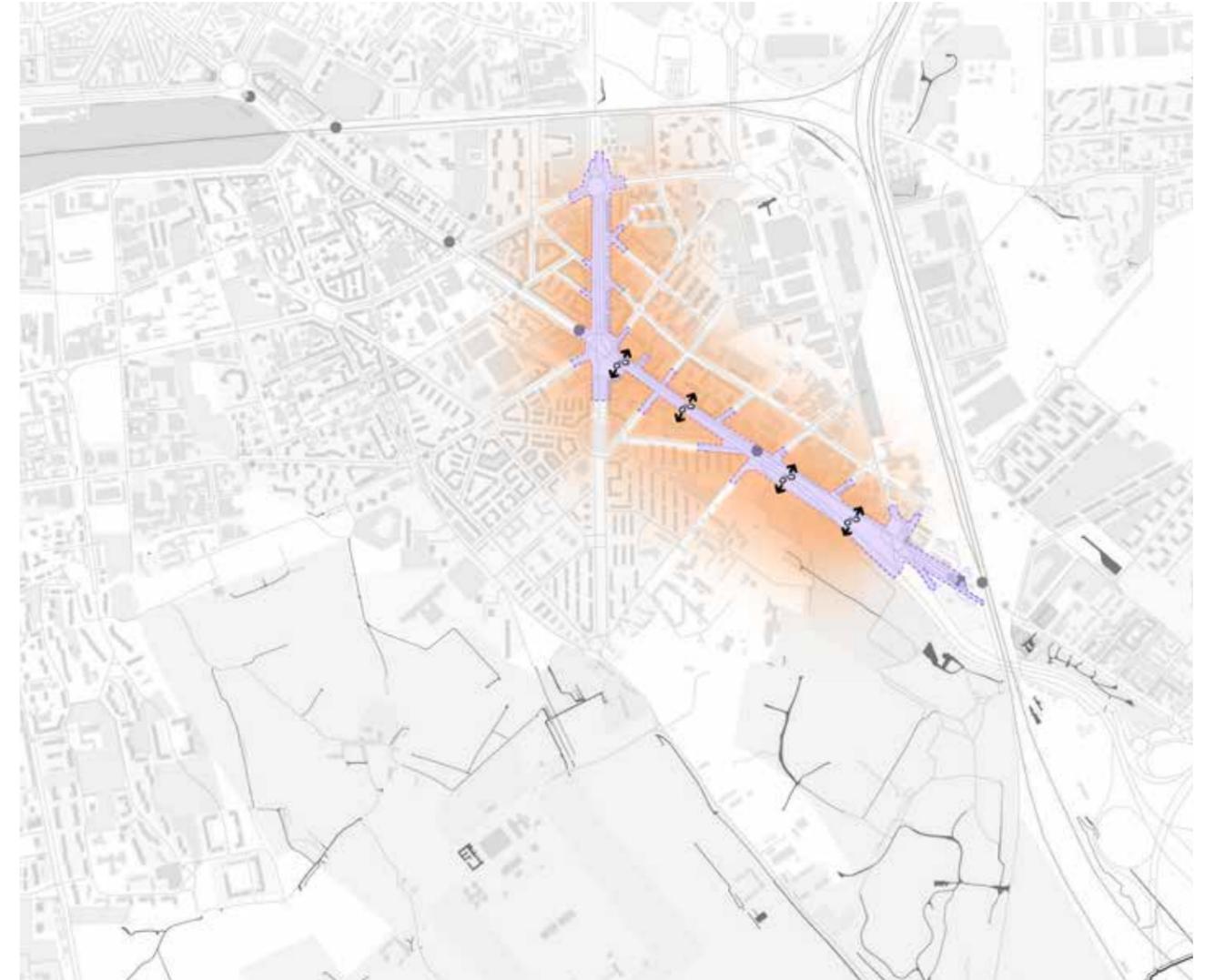
Proposal 1

Reimagine the presence and role of the flyover Corvetto as an opportunity to connect the different parts:

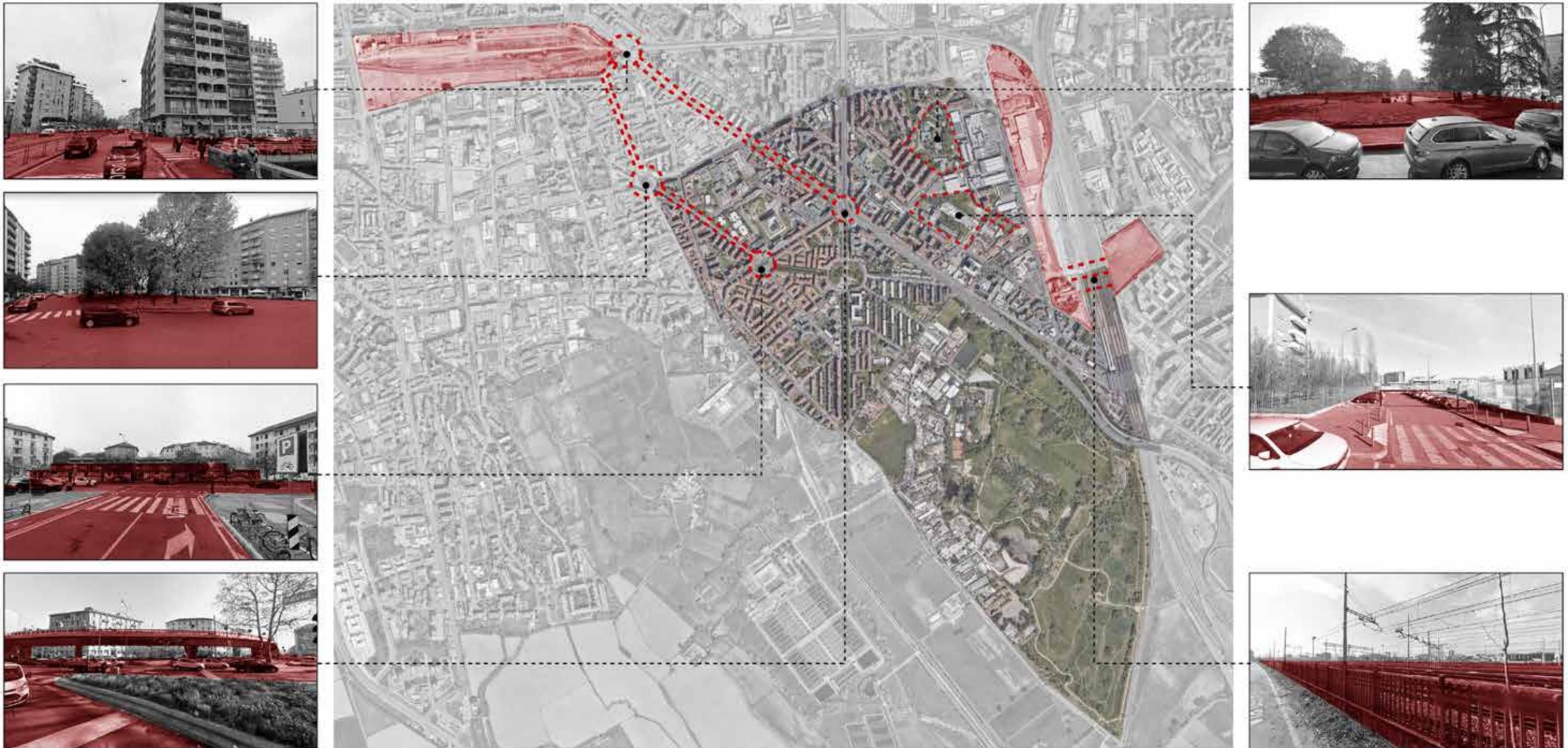
Redirect the traffic flow from the flyover to the surrounding roads can alleviate traffic congestion during peak hours on it, reduce air and noise pollution in the residential areas on both sides, and improve the environment under the flyover, which means we need to reconsider the transport system to connect the Corvetto area to city center.

Rethink the urban axis of the flyover so that it no longer constitutes a barrier, but rather becomes a connecting element between the main existing urban parks.

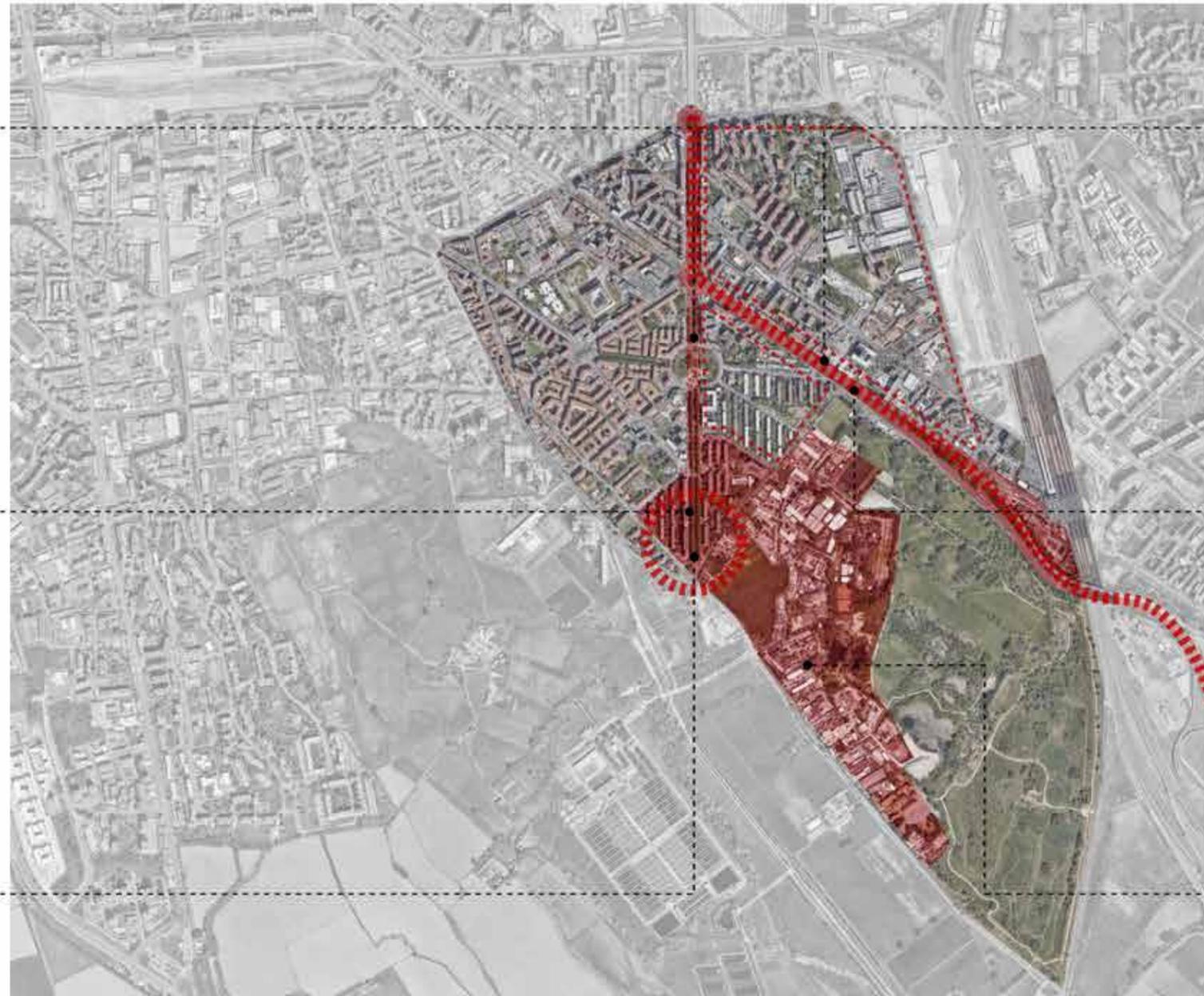
At the same time as the reorganization of the connections with the existing road system, the public space will have to be redesigned so that it is converted into an inclusive place, an area for individuals to socialize and congregate, easily accessible and of high quality.



Problem 2: According to the policy documents, we can know that in Milan's future planning, these red areas will play an important role in the future city, but currently, these places do not have relatively good links with other places. At the same time, public facilities are not very sufficient.



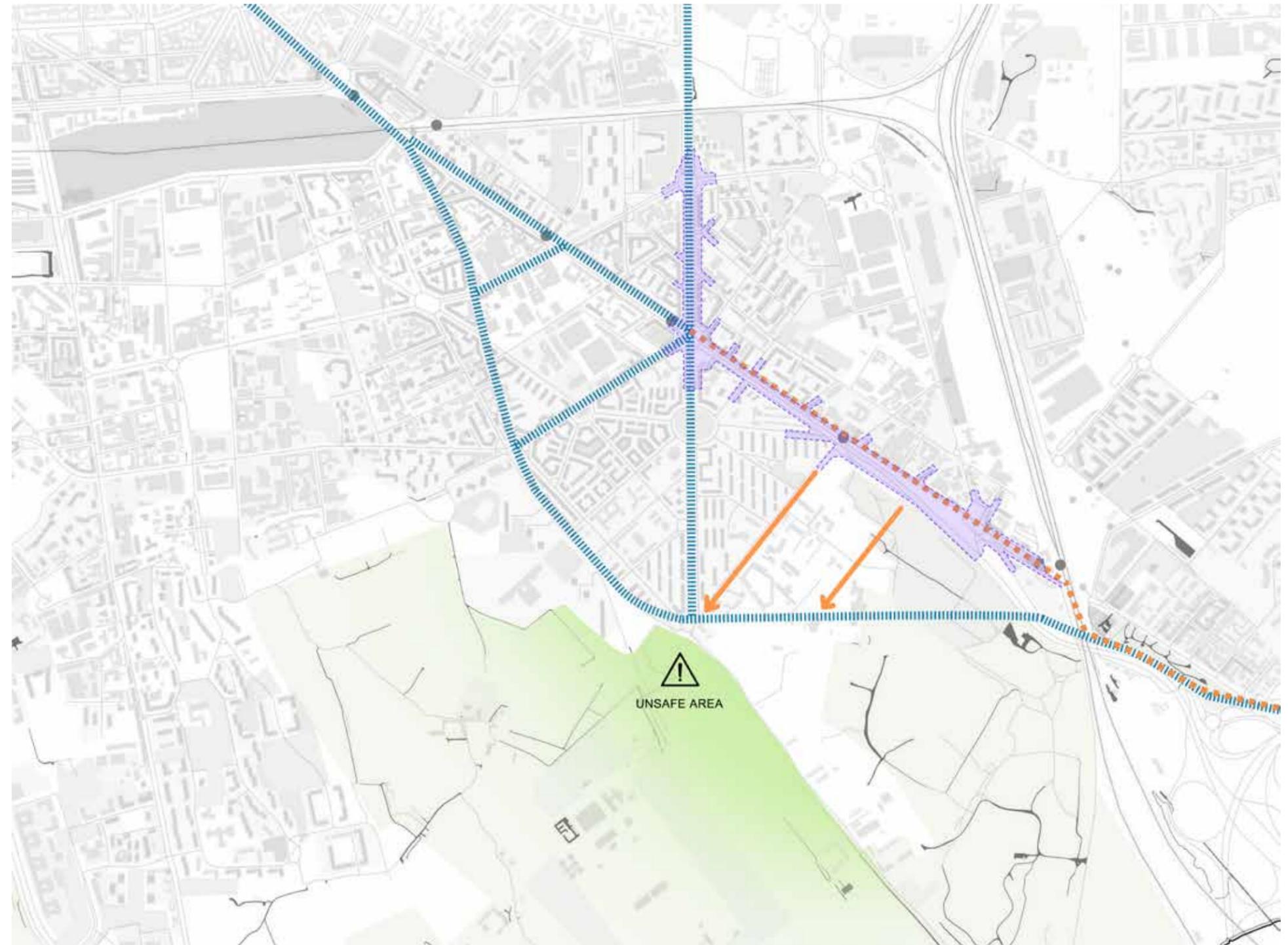
Problem 3: The Porto di Mare area it is characterized by the disorganized presence of sheds and open-air warehouses, sports facilities, and farmsteads, some active, others underutilized or in a state of abandonment. The public safety in this neighborhood is relatively chaotic and there are hidden danger factors. The population living in social housing have low levels of education and income, making it easier for crime to breed. In addition, there is drug trafficking in the shantytown located in the southern part of the area. Dangerous: drug, rob, violent



Proposal 3

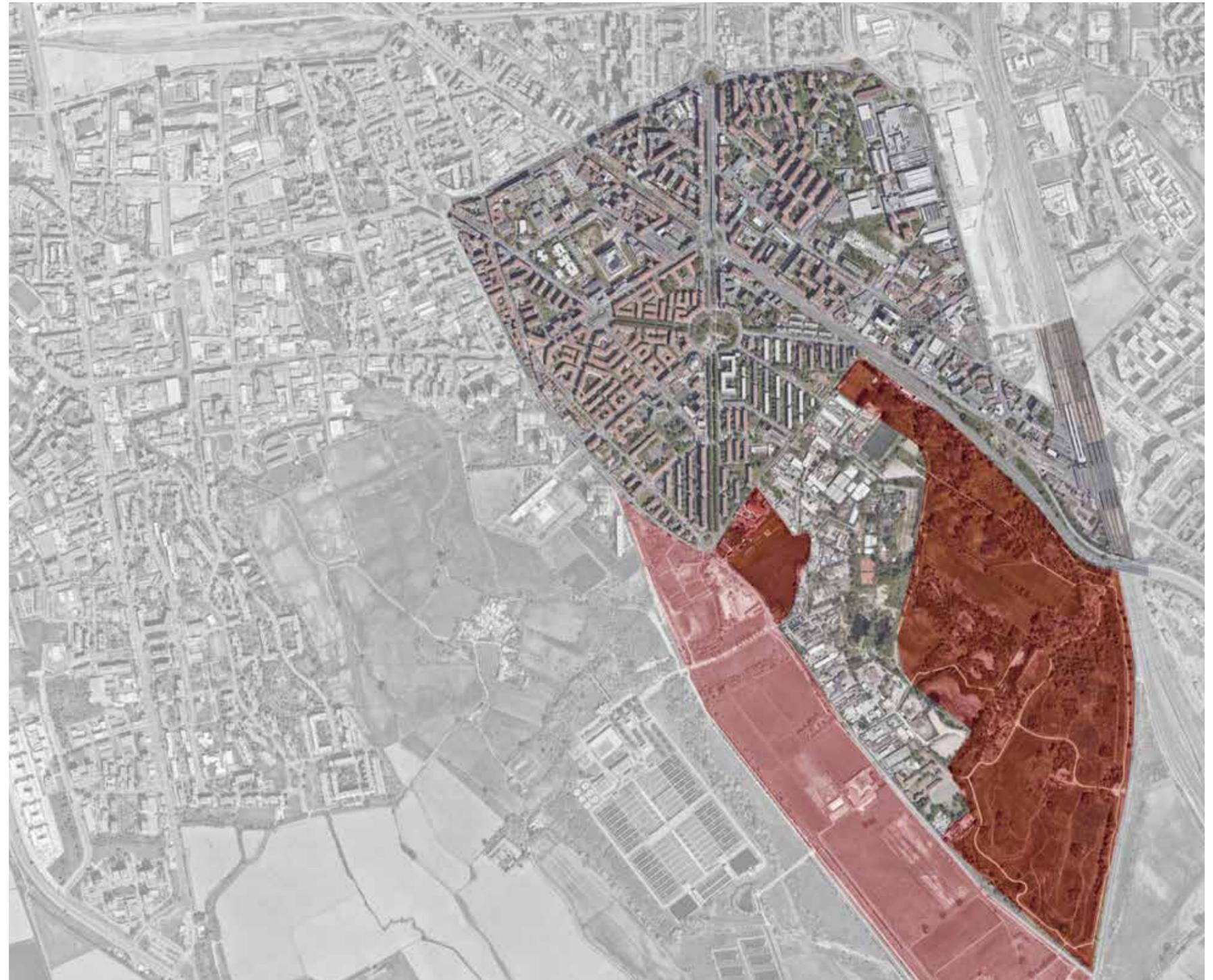
After canceling the original transportation function of the overpass, we first need to set up new roads as transportation hubs. At the same time, we have decided to set up new roads here to avoid becoming a traffic end. We want to make this place more prosperous by increasing pedestrian flow, so that it will also be safer than before.

The Porto di Mare area will be transformed, have recently been the subject of calls for use concession of buildings for the establishment of functions primarily of public interest.



Problem 4

The function of this area is currently quite chaotic, with many temporary shops and some factories scattered in the site, resulting in neither pure green space nor complete artificial areas in this area.



Proposal 4

We first classify the functions within the site, demolishing the temporary scattered shops, and then integrating the same functional buildings while maintaining the same texture as the surrounding sites.



STRATEGY

What is 15min city?



Regional elements

Regional elements

Major transport hub

Multiple area

Great potential for future development

Demand analysis

- Through Shuttle city experience
- Stop Rest stay
- Shopping Mobile market
- Tour Short break, immersive experience

Regional Characteristic

Regional Characteristic

- Adjacent to large residential area
- The huge flow of people brought by the surrounding transportation hubs
- High accessibility, extending in all directions

15min city spatial characteristics

- Connect
 - High accessibility
 - Multi-layer linking
 - Hyperchain corridors
- Resilient
 - Resilient construction
 - Multifunction
 - Variable scene
 - Versatility
- Fun
 - Spatial intersection
 - Recreational
 - Lines of sight intertwined

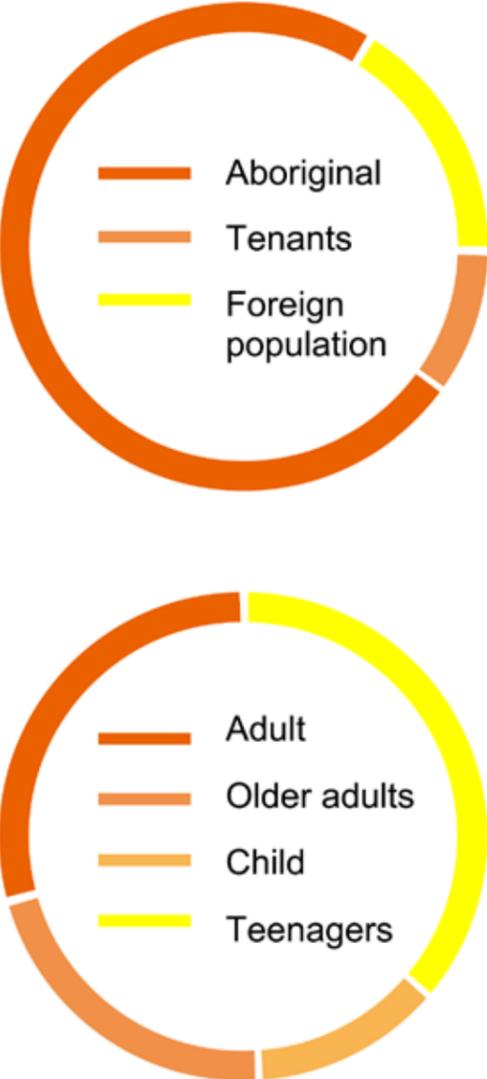
Future crowd

Space needs of different groups of people

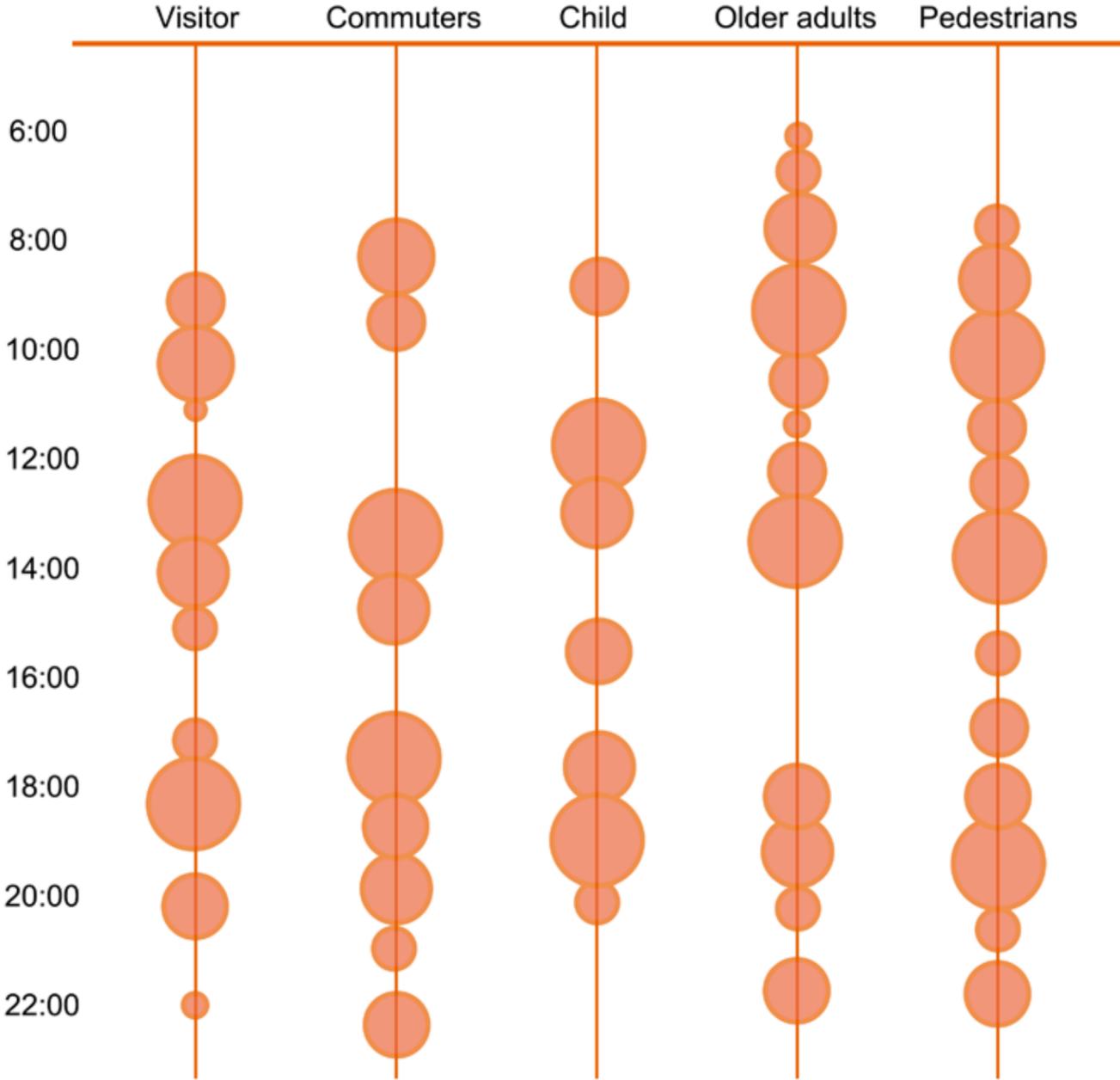
- | Short-time Groups | Student Groups | Working Groups | Residential Groups |
|--|---|--|--|
| <ul style="list-style-type: none"> ■ Social space ■ Short time leisure ■ Featured scene <p>A short break from city life</p> | <ul style="list-style-type: none"> ■ Outdoor practice ■ Close to nature ■ Chat Soace <p>Life time after school</p> | <ul style="list-style-type: none"> ■ Social space ■ Fragmented office space ■ High quality public space <p>Residents during the day</p> | <ul style="list-style-type: none"> ■ Interactive Experience ■ Entertainment space ■ Social/Leisure space <p>Resident at night</p> |

Site positioning

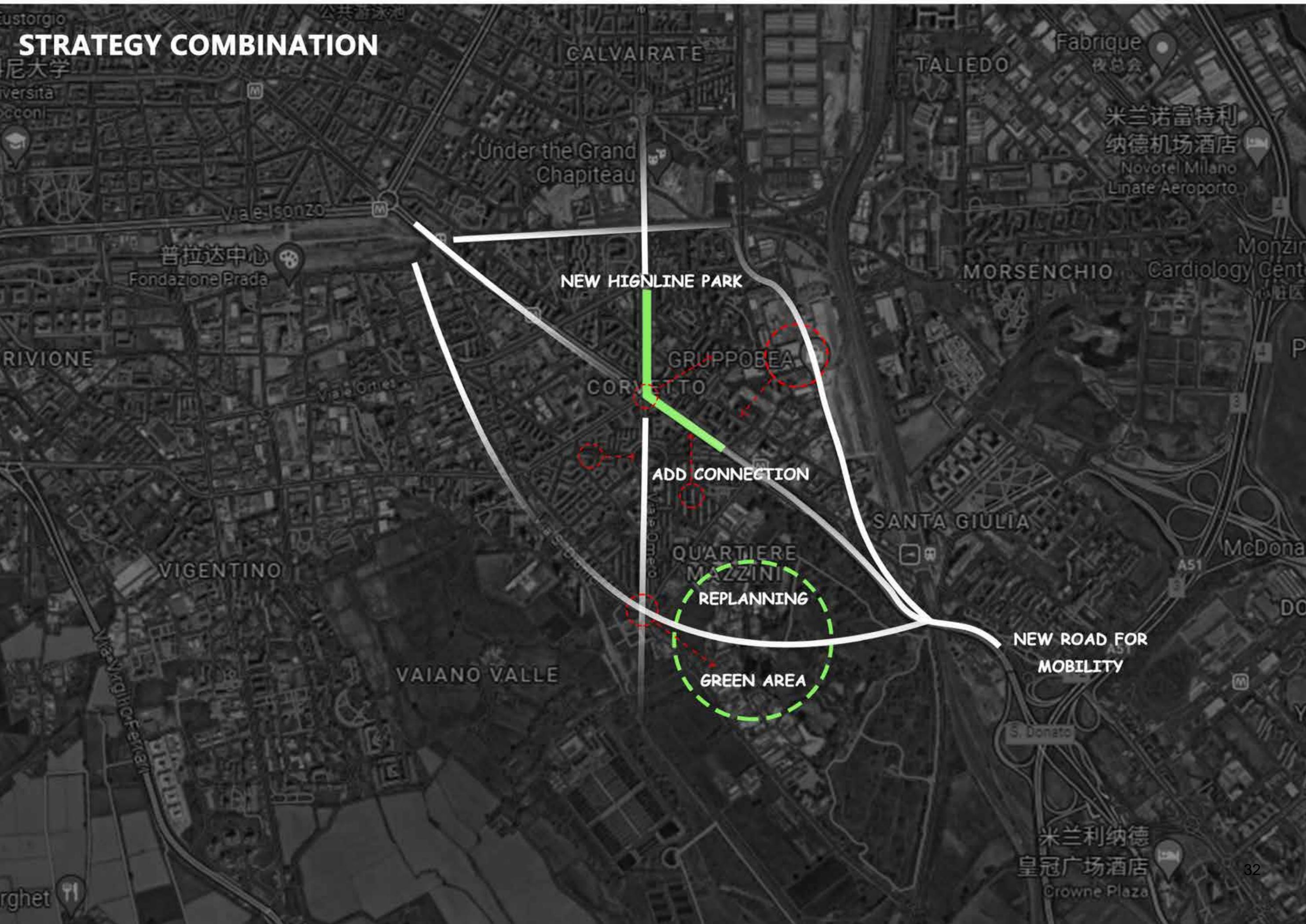
People structure analysis



Crowd flow analysis



STRATEGY COMBINATION



NEW HIGHLINE PARK

ADD CONNECTION

REPLANNING

GREEN AREA

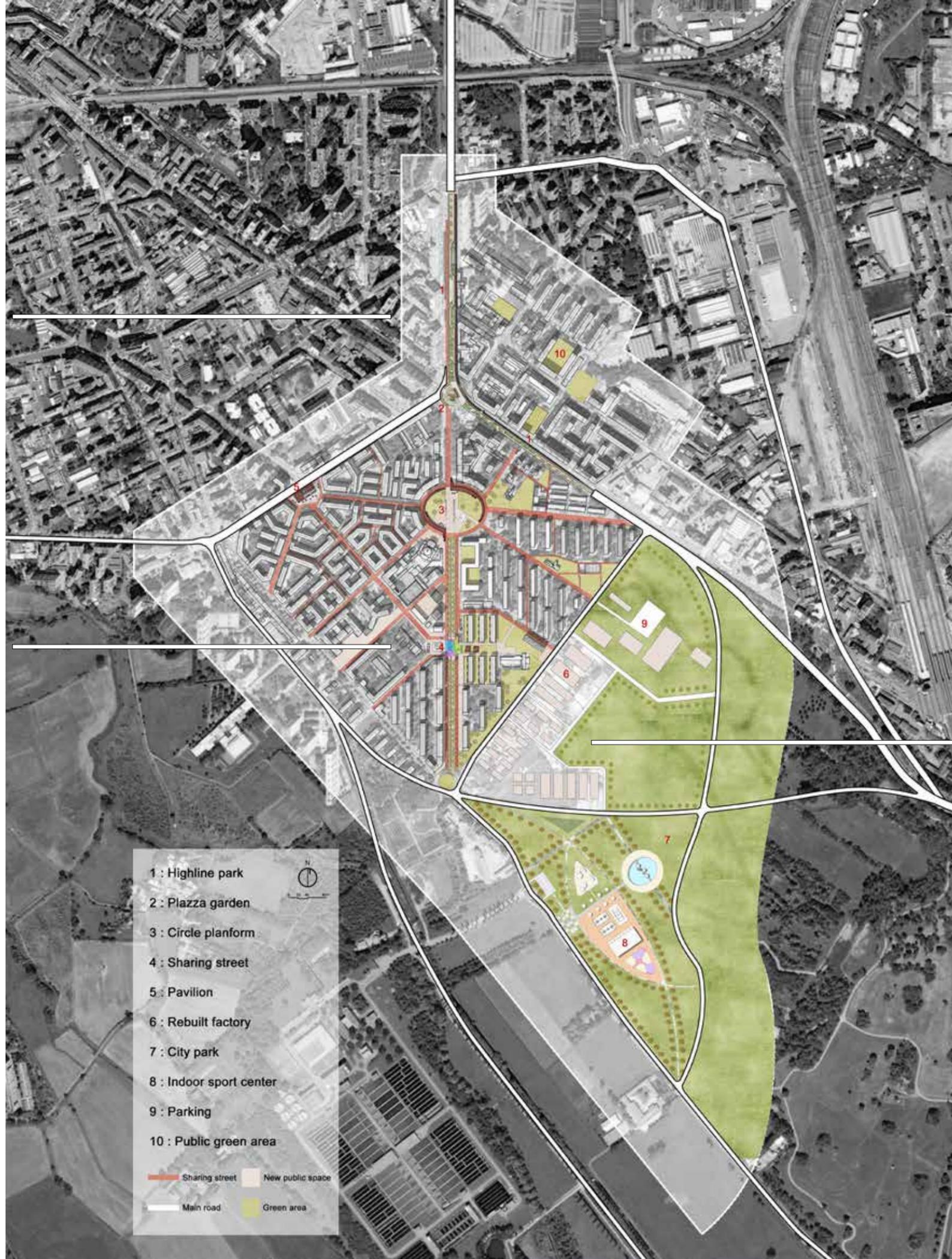
NEW ROAD FOR MOBILITY

MASTERPLAN

Masterplan

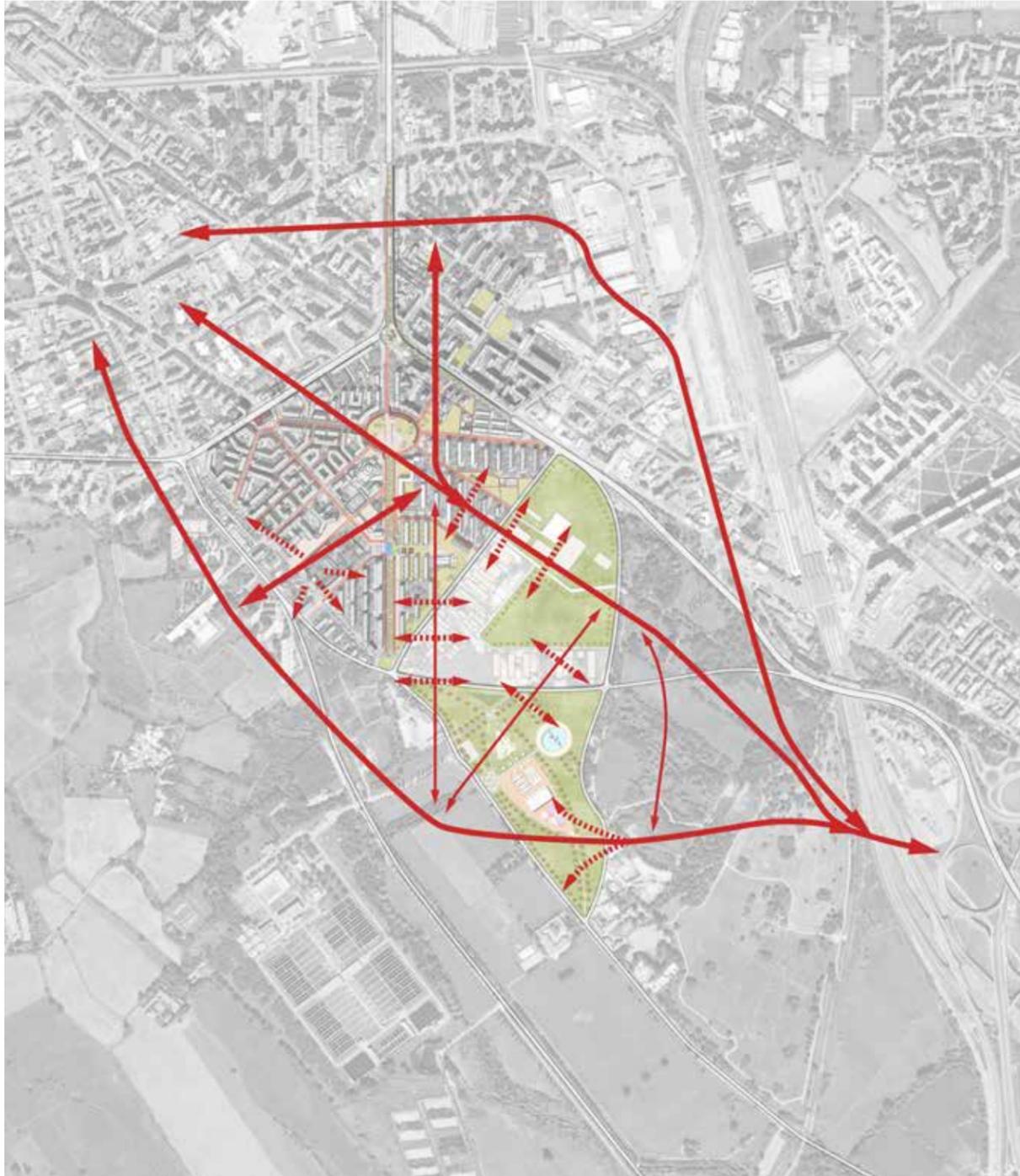
Regarding the overall layout, it can be seen that our biggest change is to abandon the original transportation function of the overpass and transform it into a green corridor, which can significantly improve the quality of life of residents in the entire area. At the same time, in order to solve traffic problems, we have built two new roads connecting the east and west of the city, north and south, and also renovated the original line on the east side.

We have also renovated the urban public spaces around the overpass. We have addressed some of the issues within the site through architectural and landscape methods, and have also added more public spaces and connections between the city and flyover.

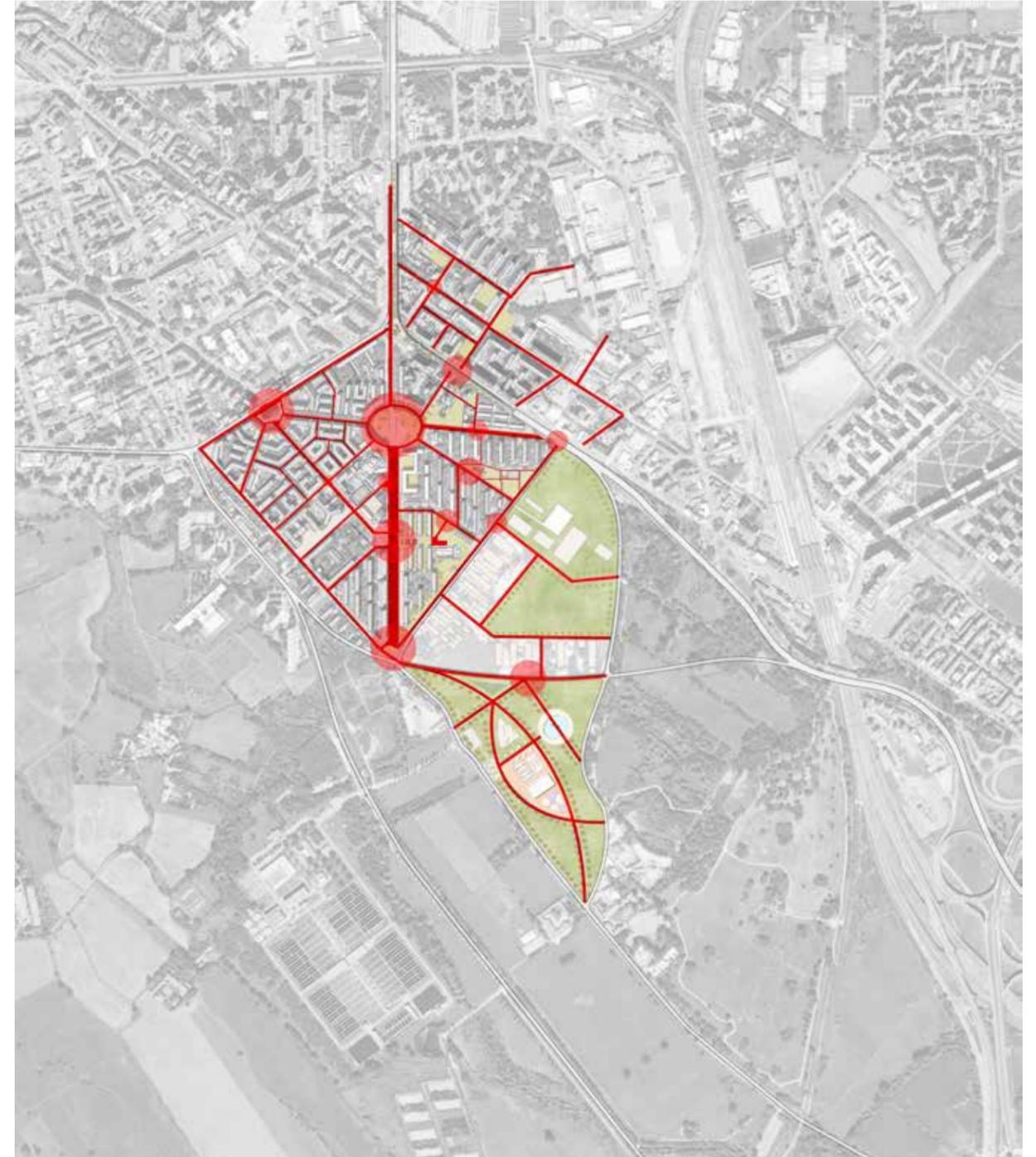


In terms of urban green space, we can see that we have demolished and renovated the existing temporary buildings and factories on the site, while preserving the original functions and making the new buildings more in line with Milan's urban texture. After the re planning, new roads were added to connect the north and south directions, while also connecting the green spaces more completely. After removing some of the original sports facilities, a new sports park was designed to maintain the original functionality of the area.

Masterplan analysis



Connection



Pedestrian Road

Masterplan analysis

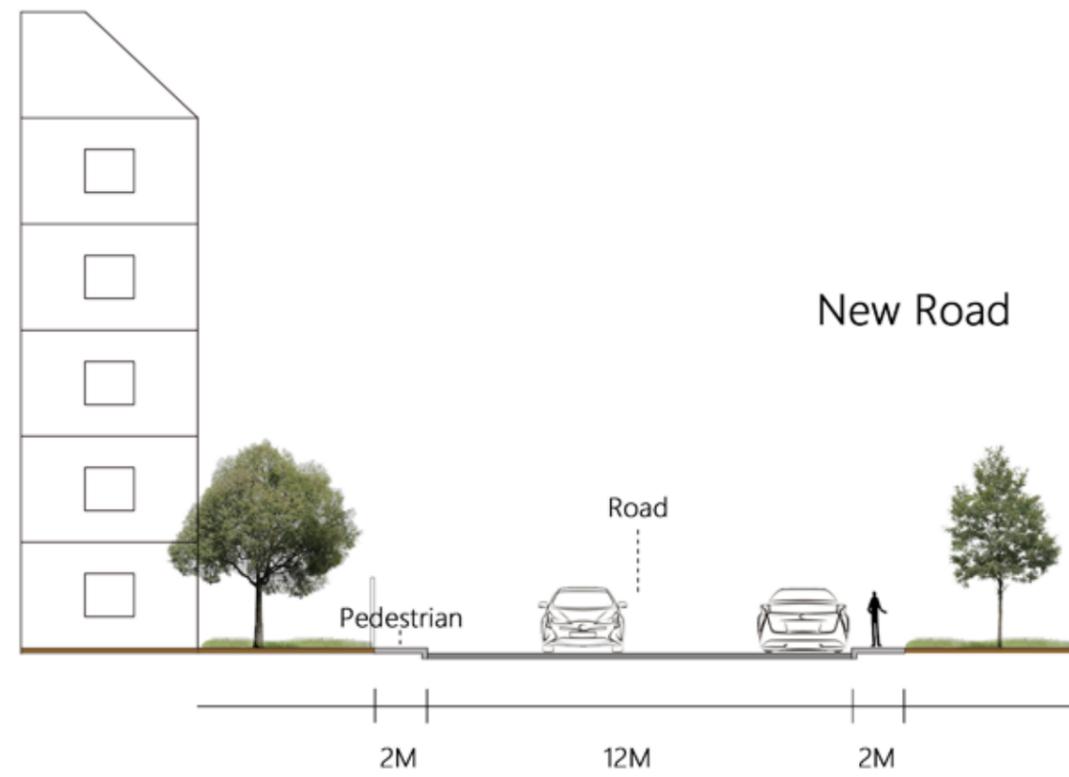
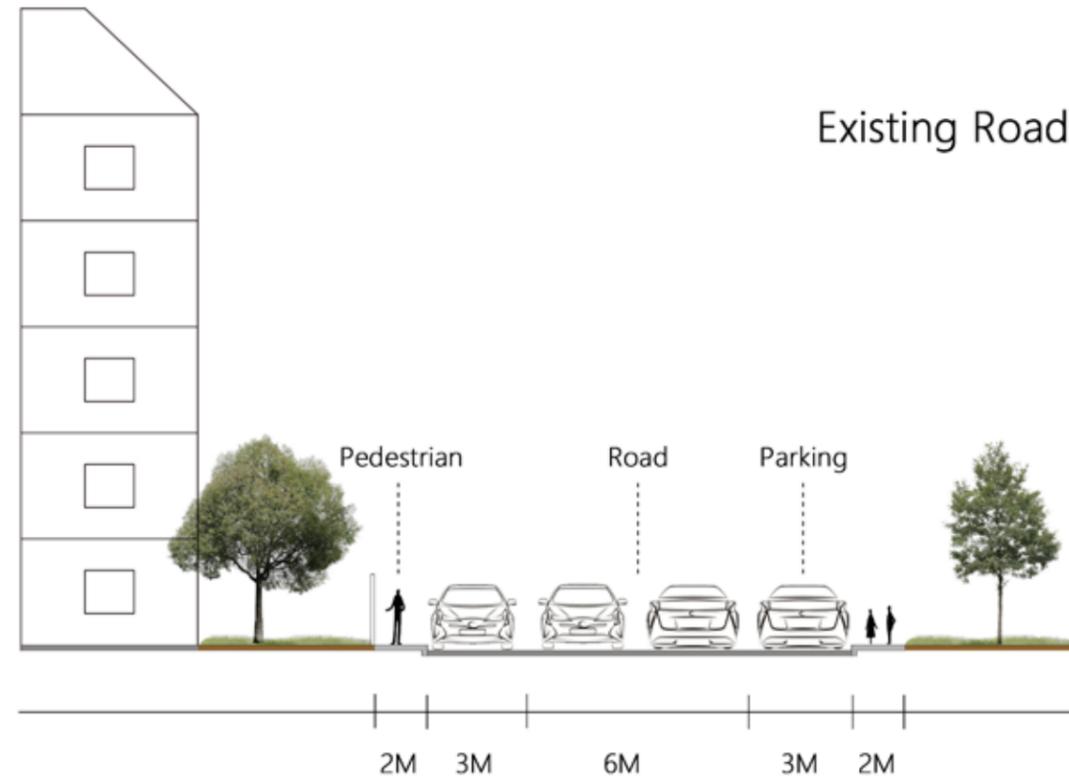


Public Facilities

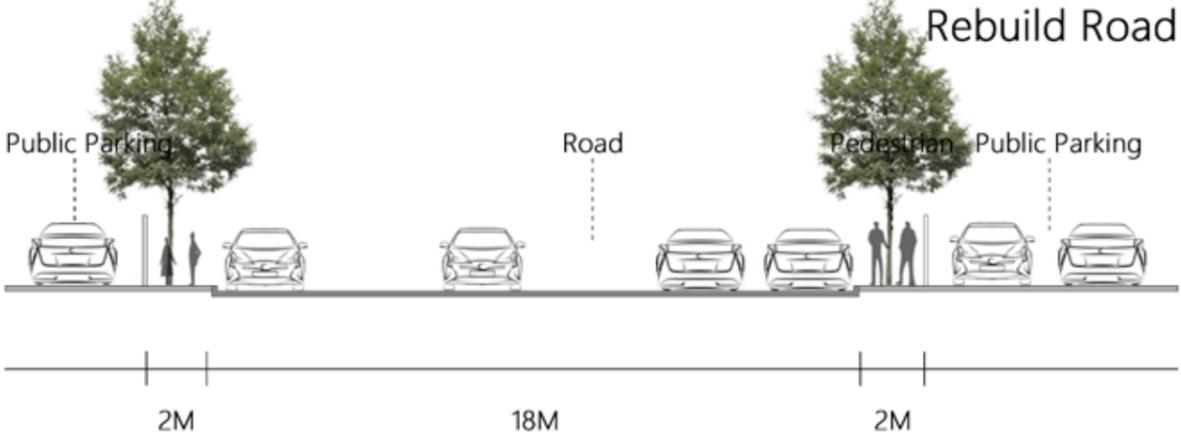
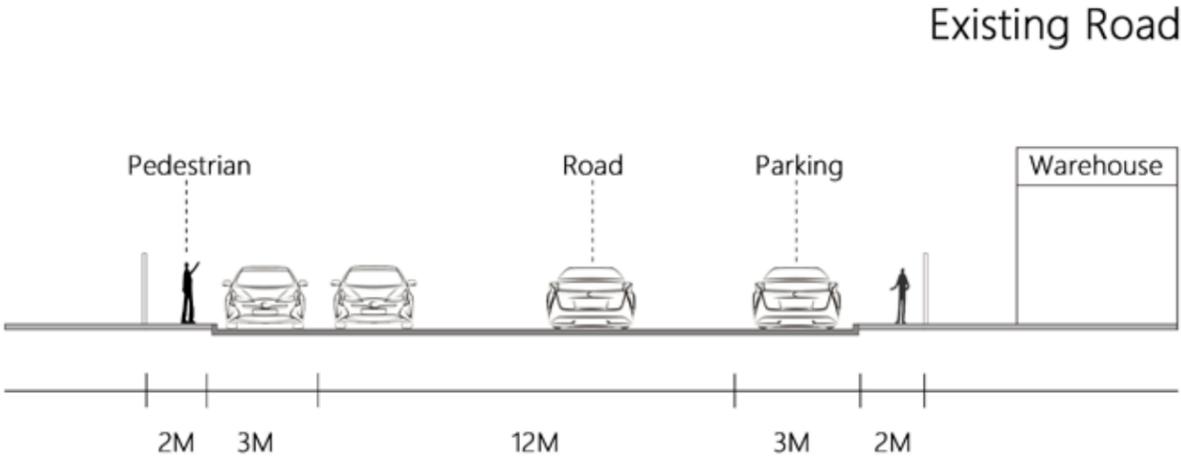


Green Area

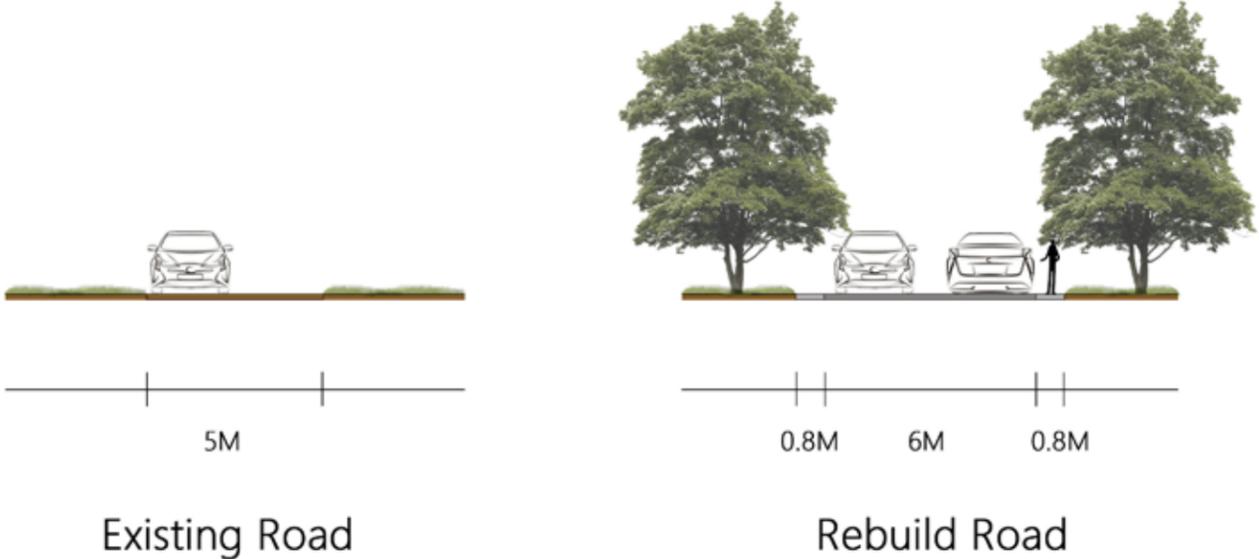
Road section 1



Road section 2



Road section 3

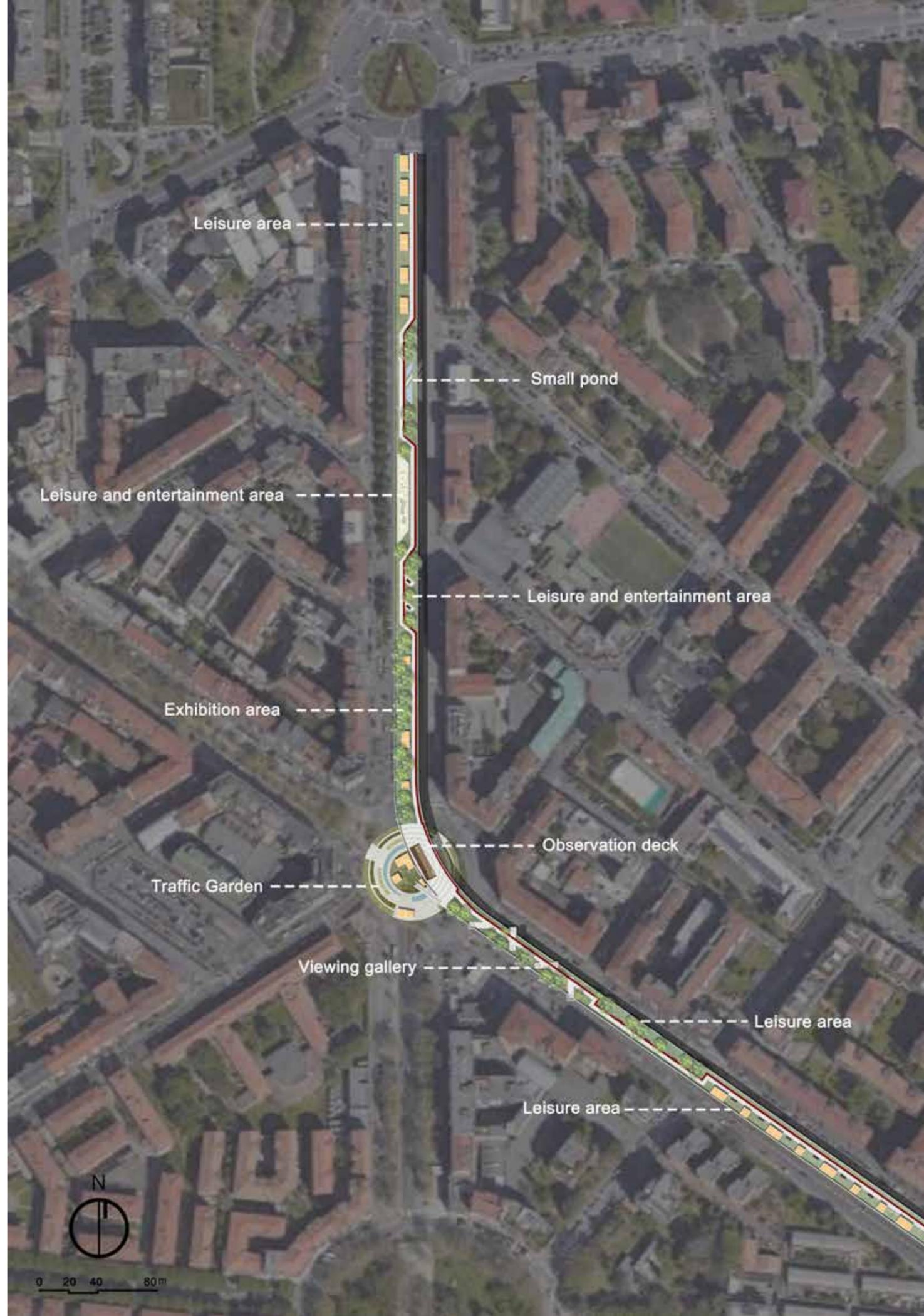


FOCUS ON FLYOVER CORVETTO

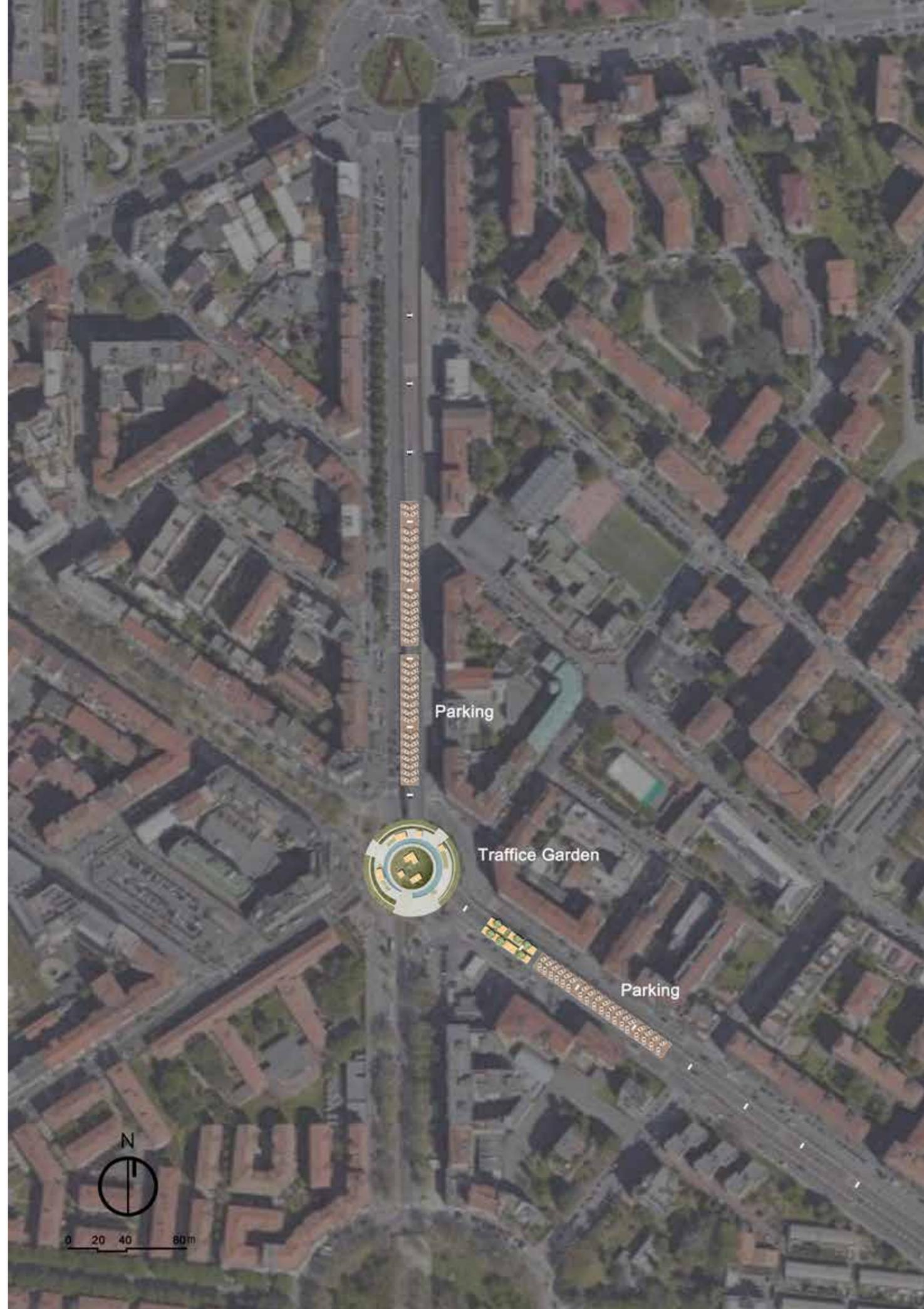
Masterplan

The total length of HighLine Park is 750 meters, is an flyover reclaimed as an public space, a connector of neighborhoods and a new model for the “greening” of the urban environment.

If you enter the highline park from the southeast entrance, a dense planting of flowering shrubs and small trees indicates the beginning of a new park, a large amount of blank green space is reserved for the crowd to use freely, and an observation deck creating opportunities to pause and enjoy views of the plantings below and the city beyond. The traffic turning point hints at the beginning of the second area of the High Line Park, allowing crowd activities to enter the park, and at the same time giving a good place for leisure in the busy city.

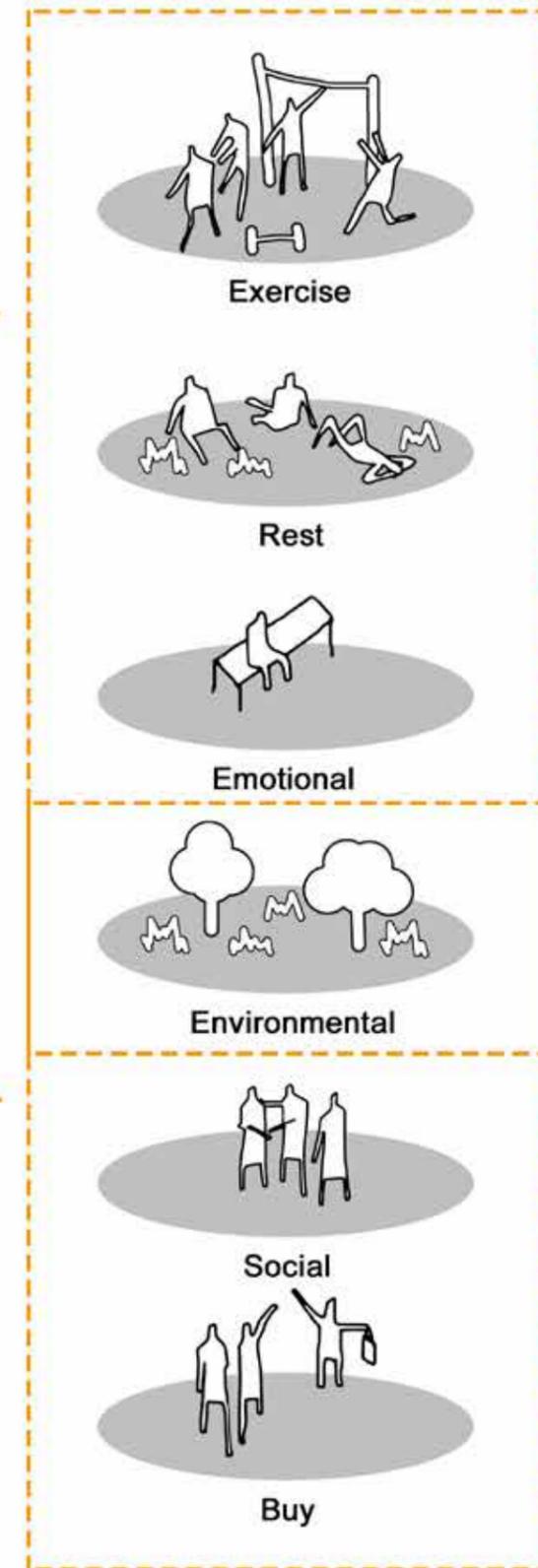
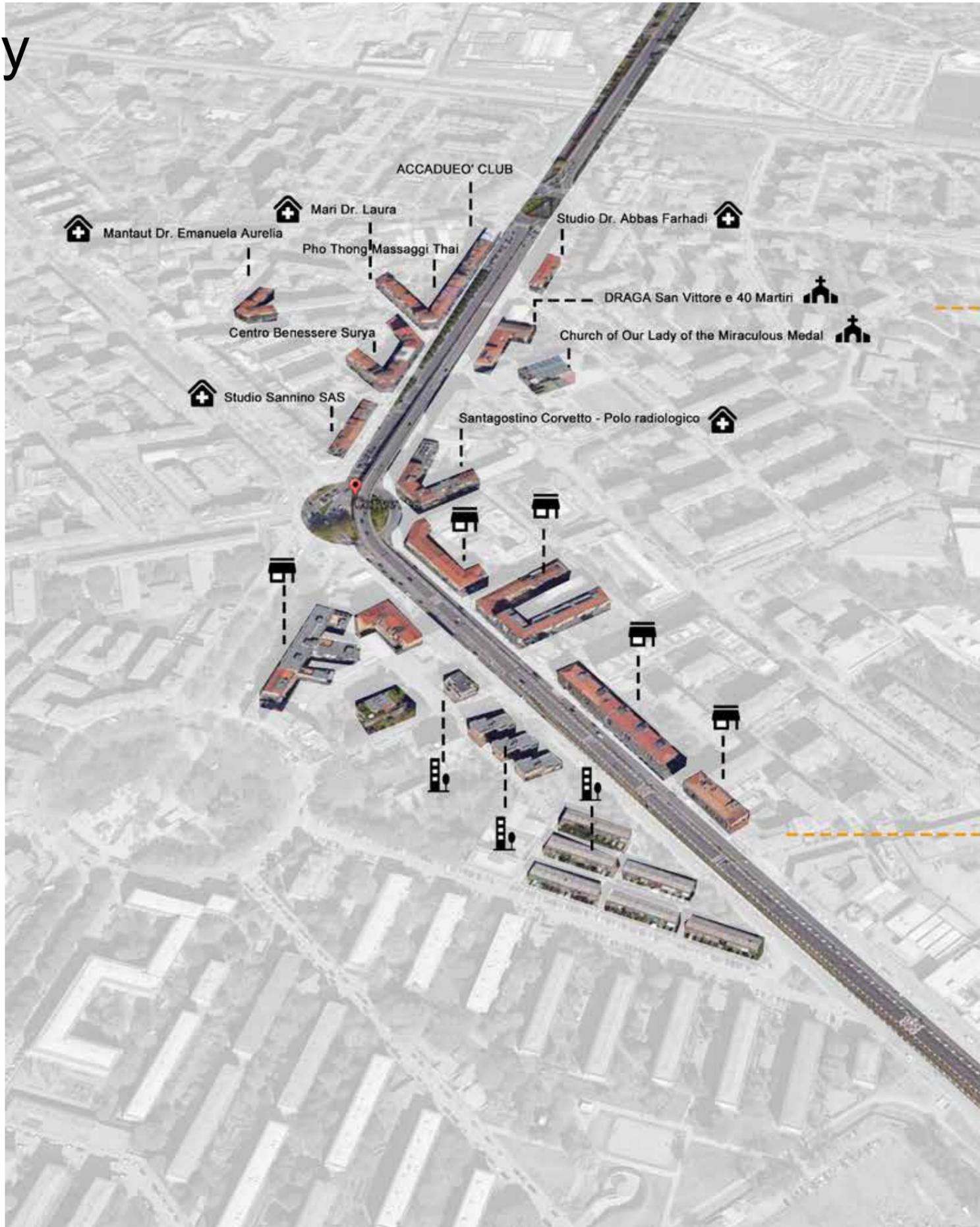


Groundplan



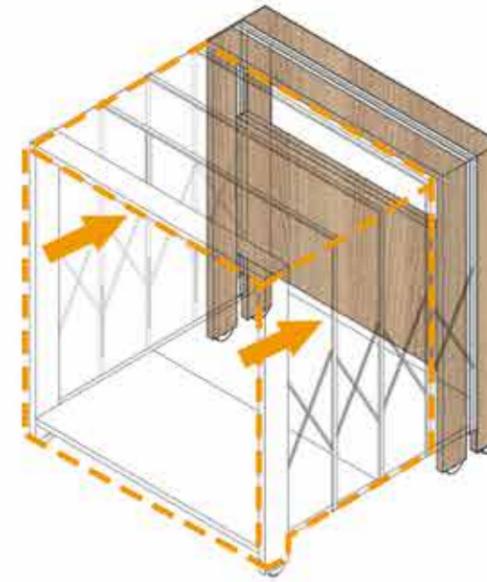
We have retained the original parking area in the space under the bridge to facilitate people to park their cars here and participate in the green roaming of walking or cycling in the park.

Strategy

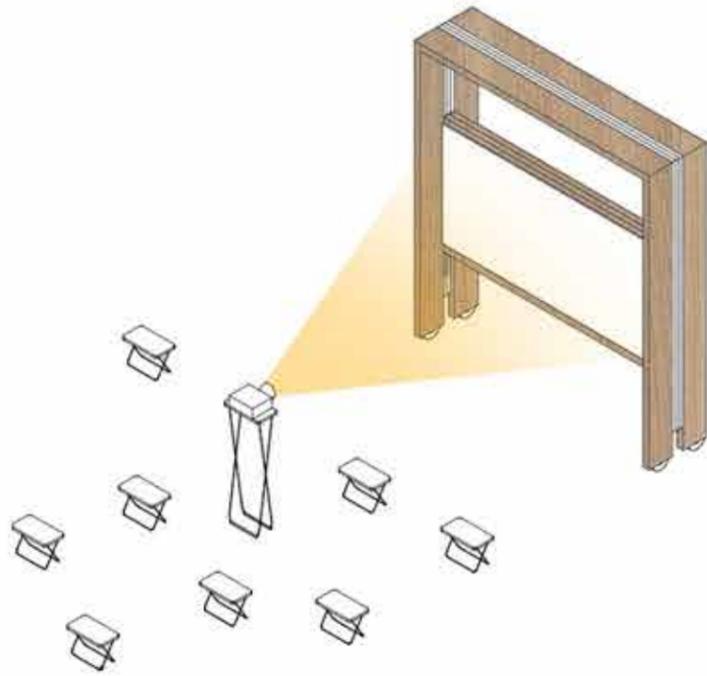


Modules concept

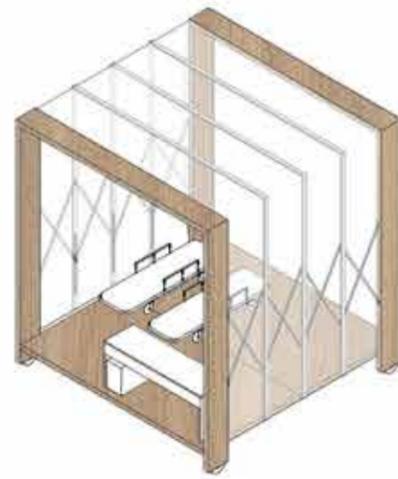
Scalable modules



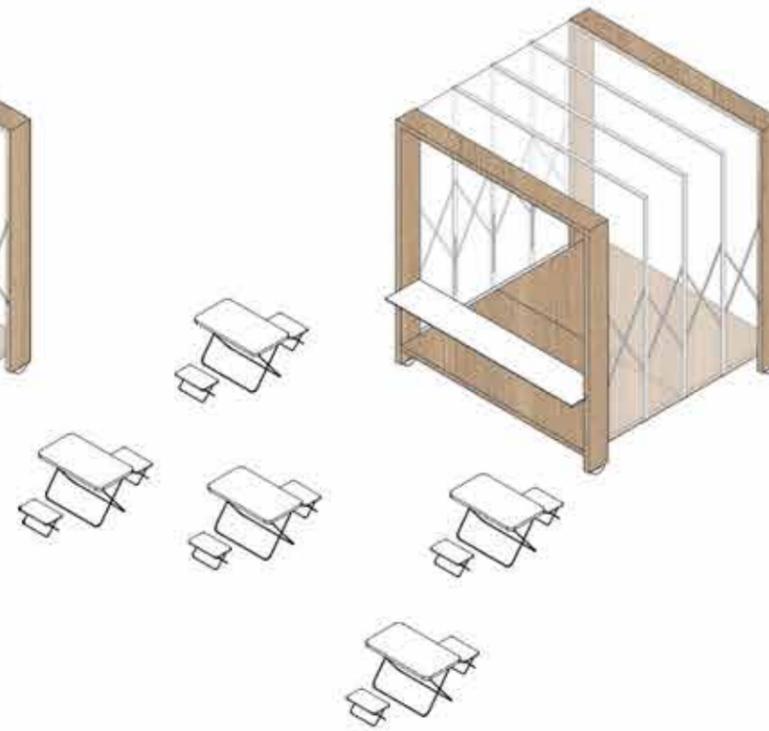
Cinema



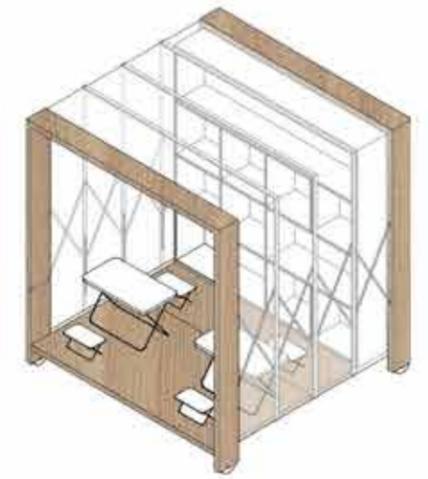
Nursing



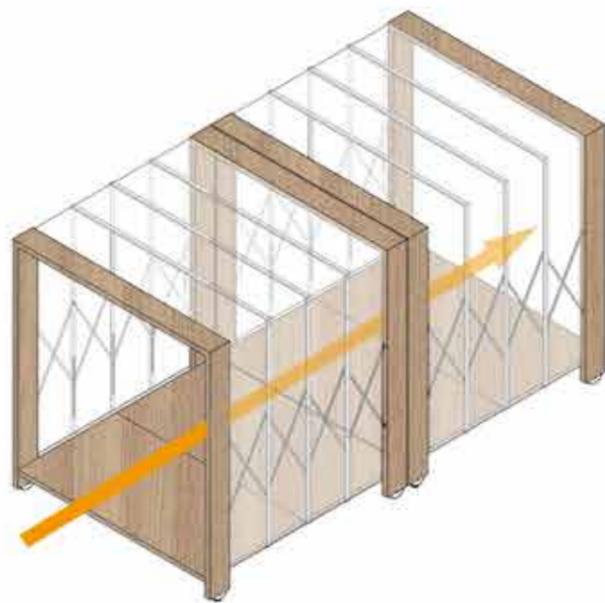
Sale



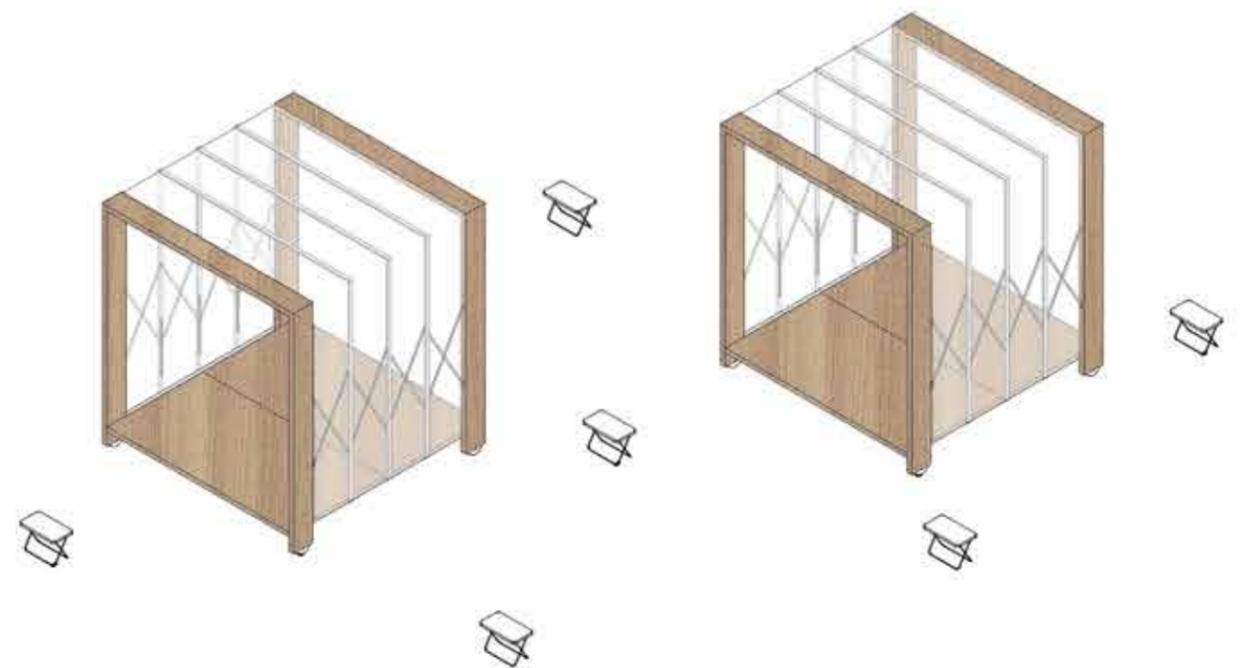
Private Space



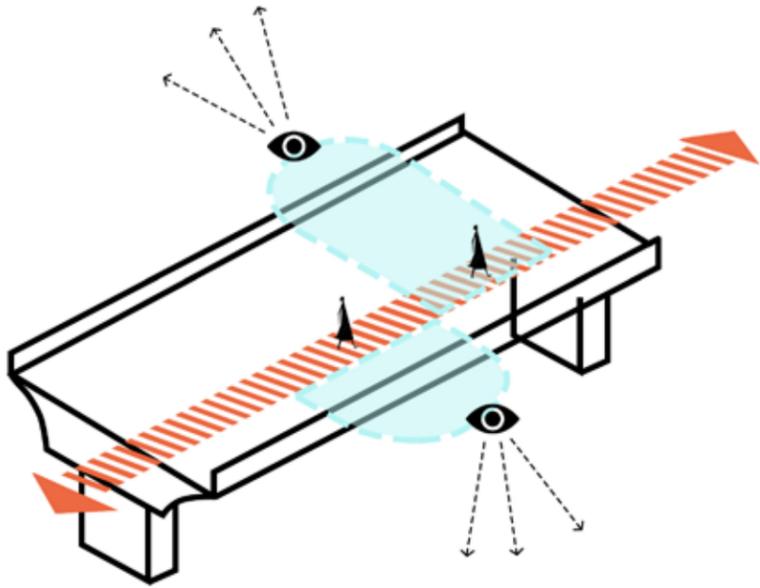
Connection



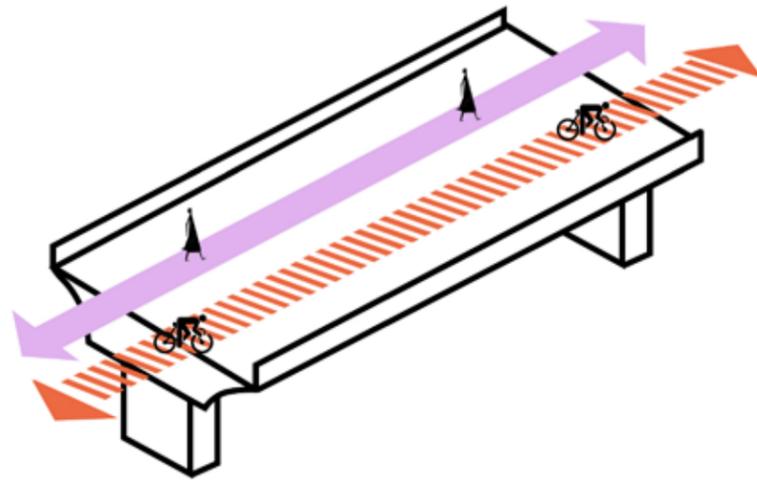
Free Use Space



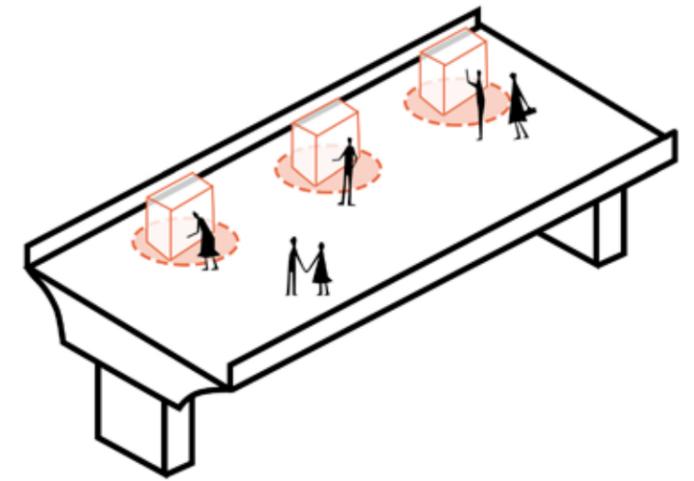




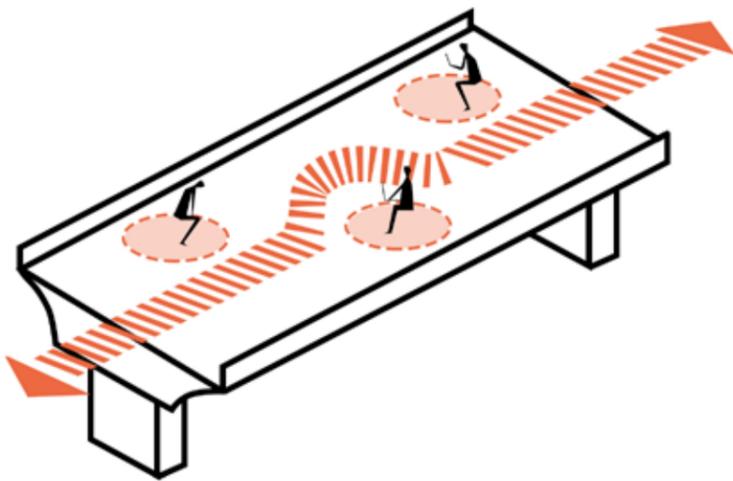
VIEW



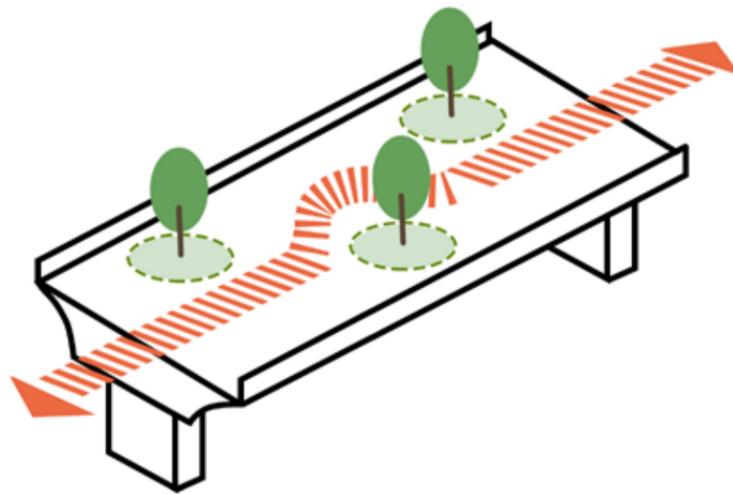
CIRCULATION



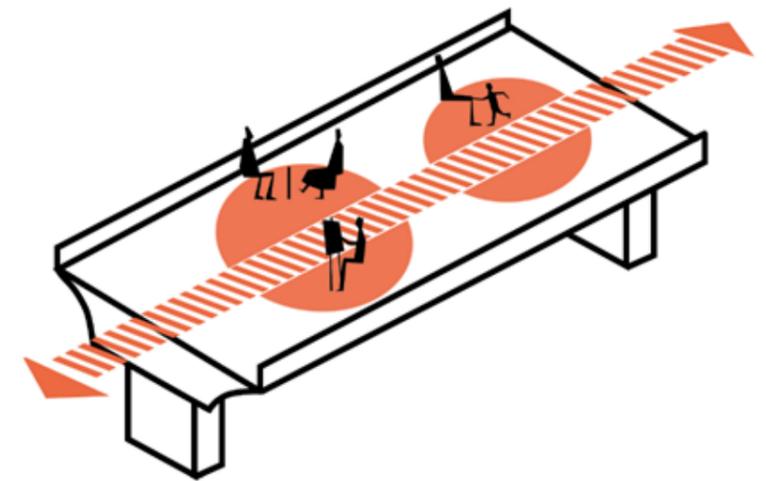
MARKET



REST PLAZA

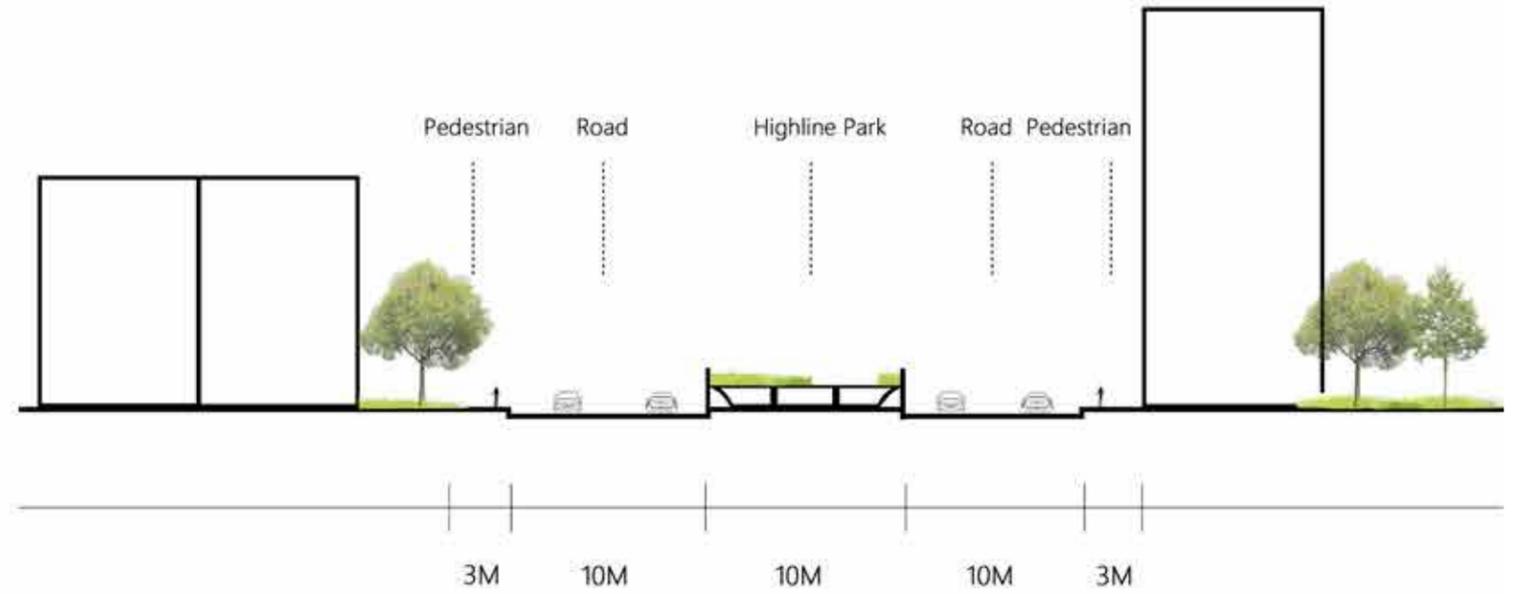


GREENERY

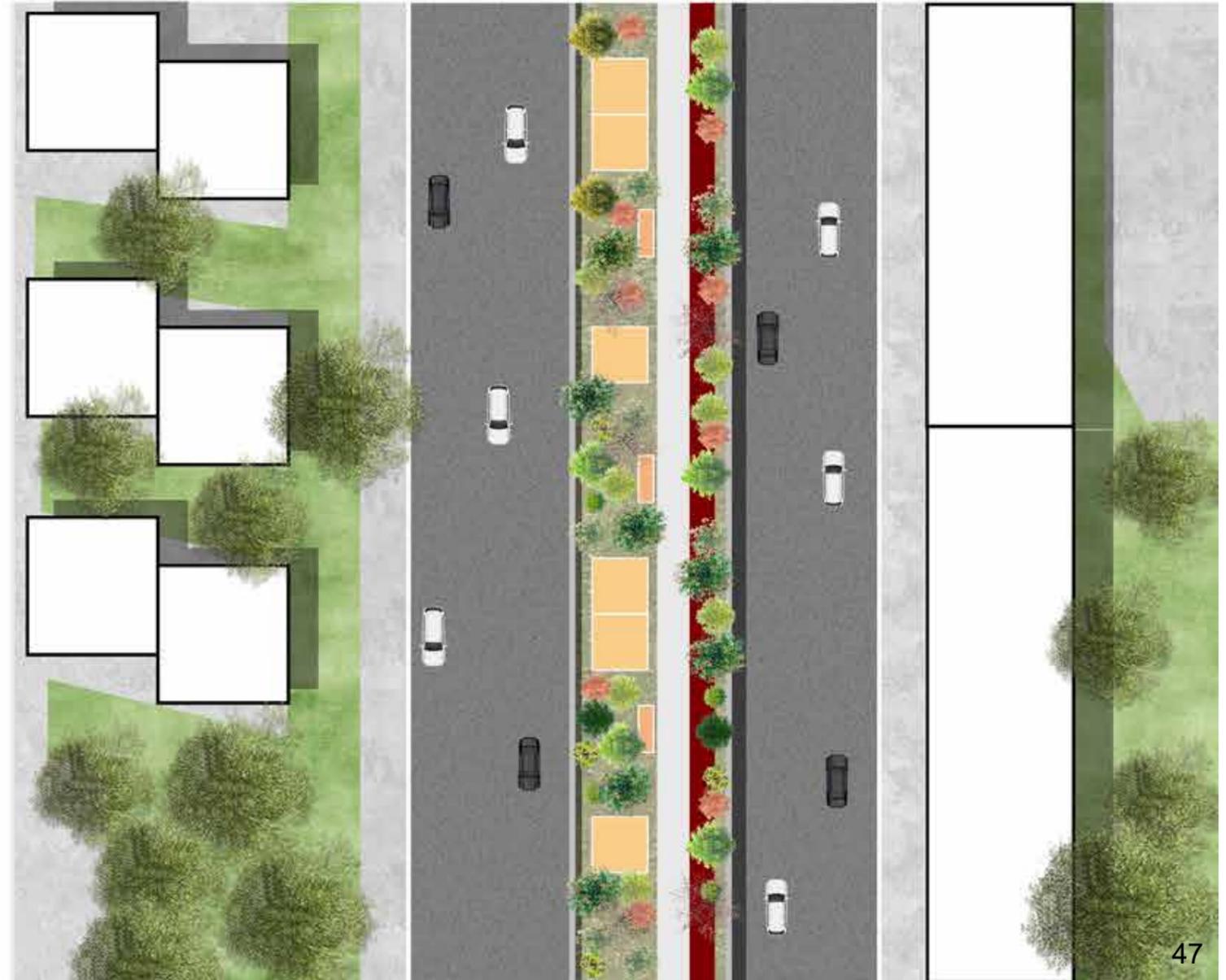


PERFORMANCE

Part 1



Enter the lush garden from the spacious and elevated space, which features seating where people can relax and soak up the expansive cityscape that surrounds them.



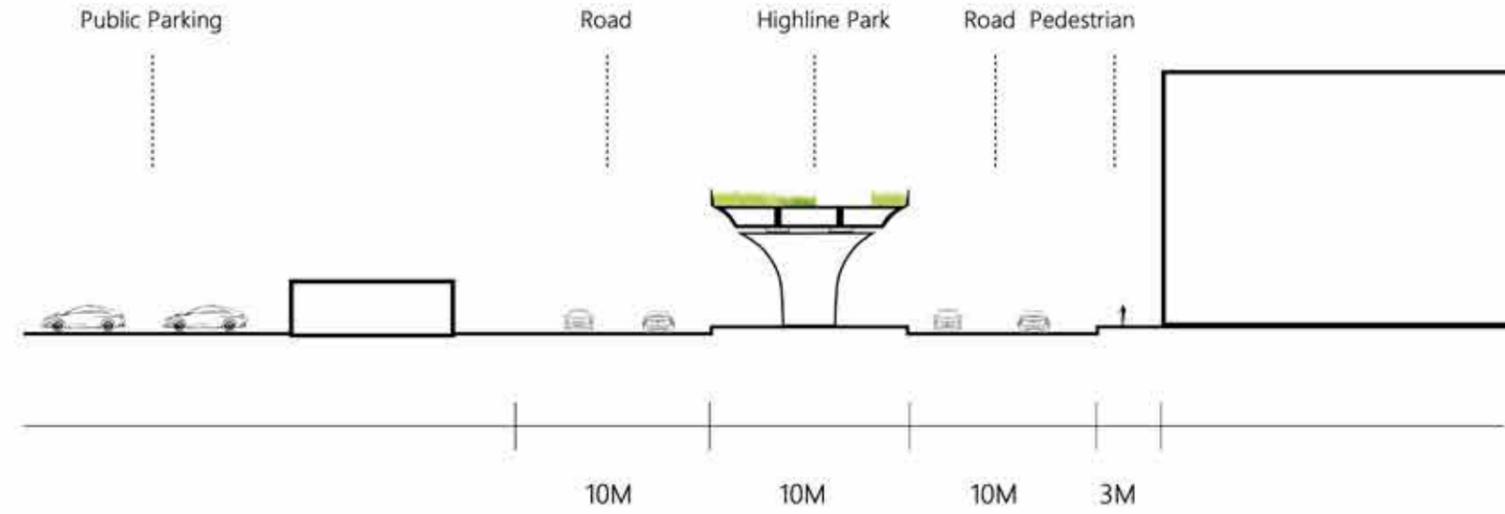
Existing situation



Part 2



At the highest point of the bridge's elevation, the sight experience integrates the park area with the community, the street, and the city.



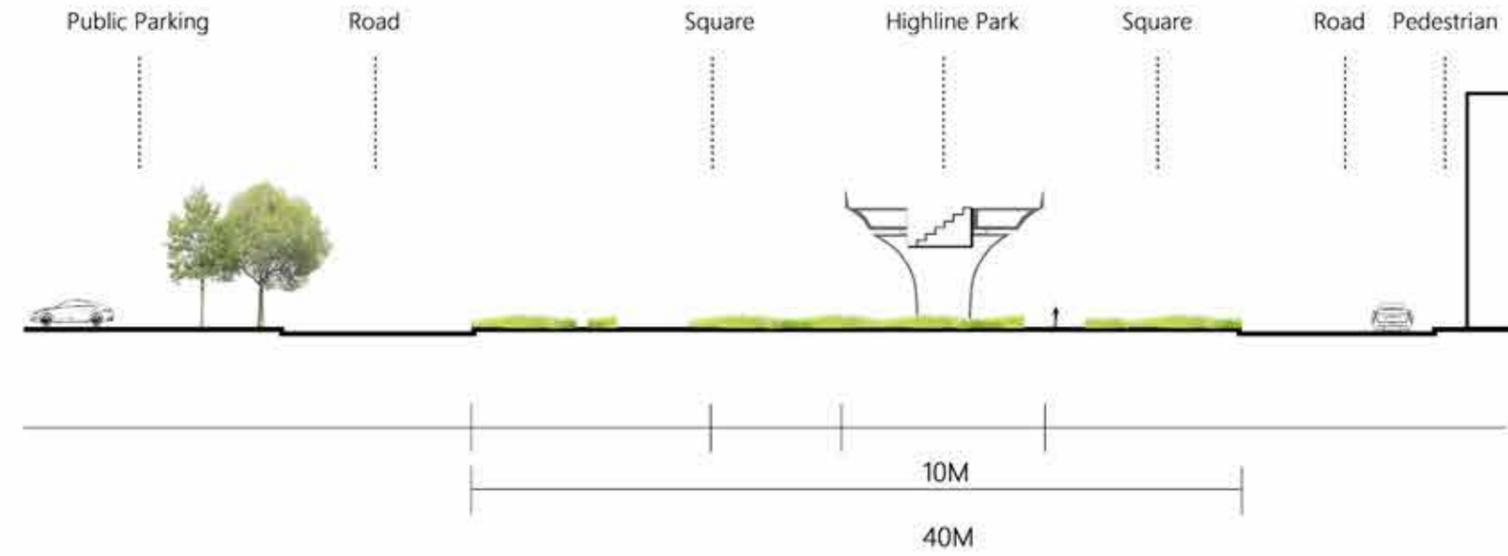
Existing situation



Part 3



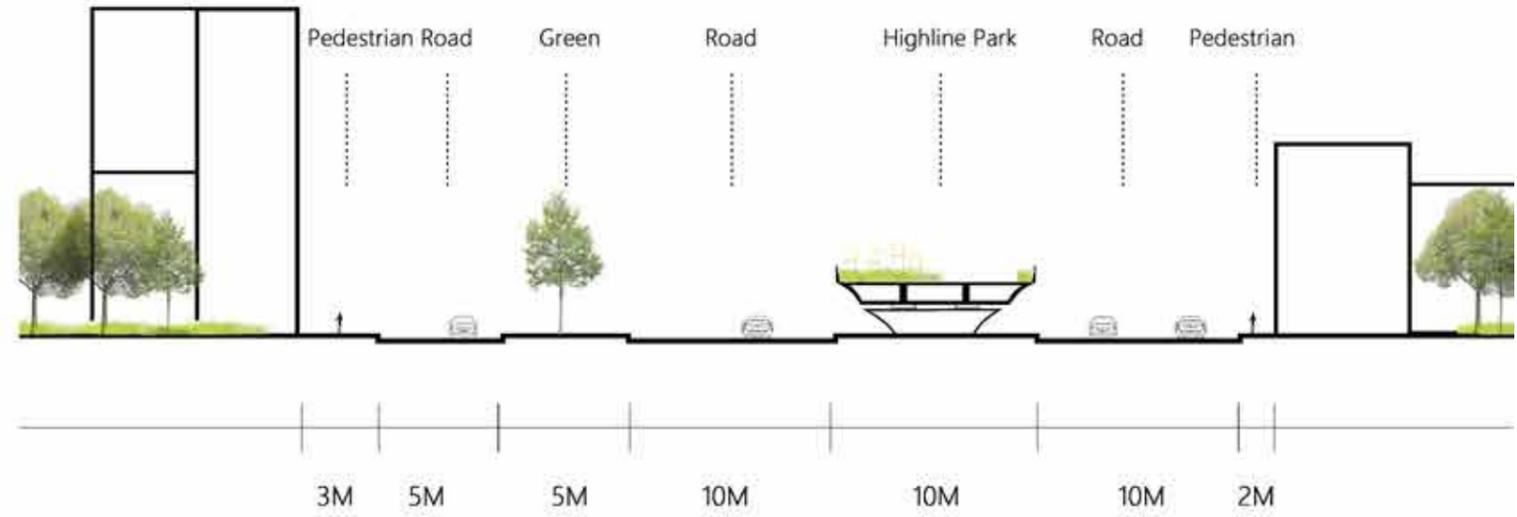
The observation deck opens to the city in all directions, visually connecting the High Line to the traffic garden below.



Existing situation



Part 4



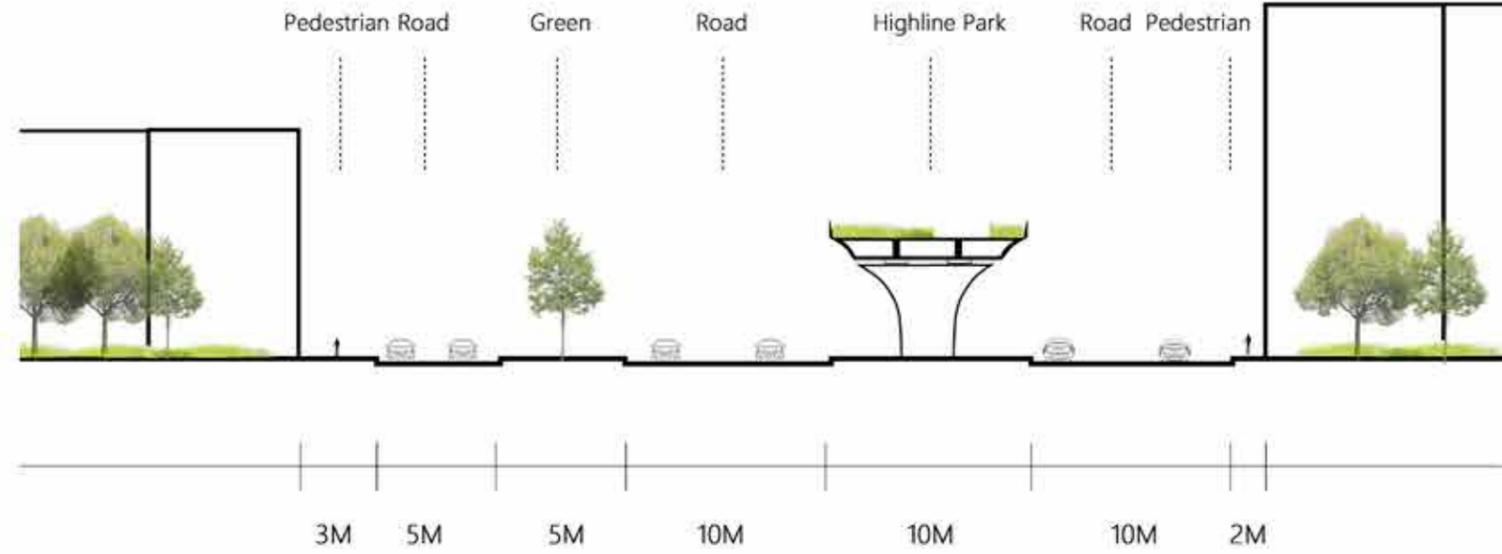
A series of artistic elements are added to this part, such as exhibitions, billboard placements, etc. Take your gaze back into the park interior from the larger block.



Existing situation



Part 5



The space under the bridge retains the parking function.



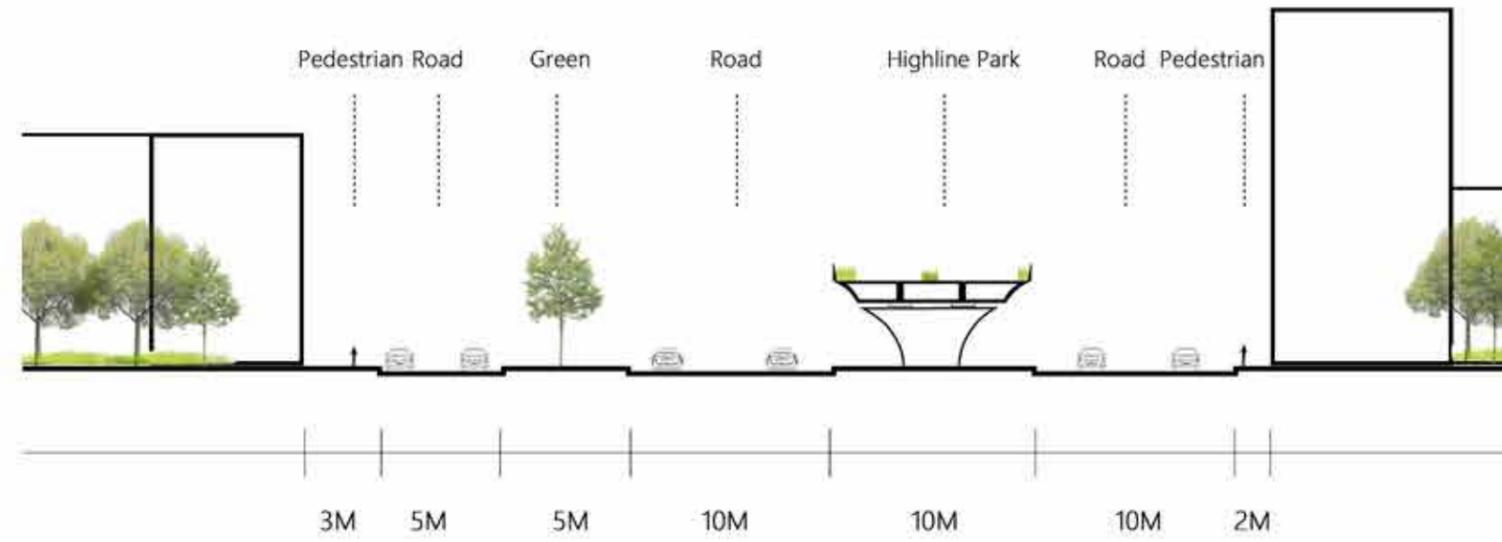
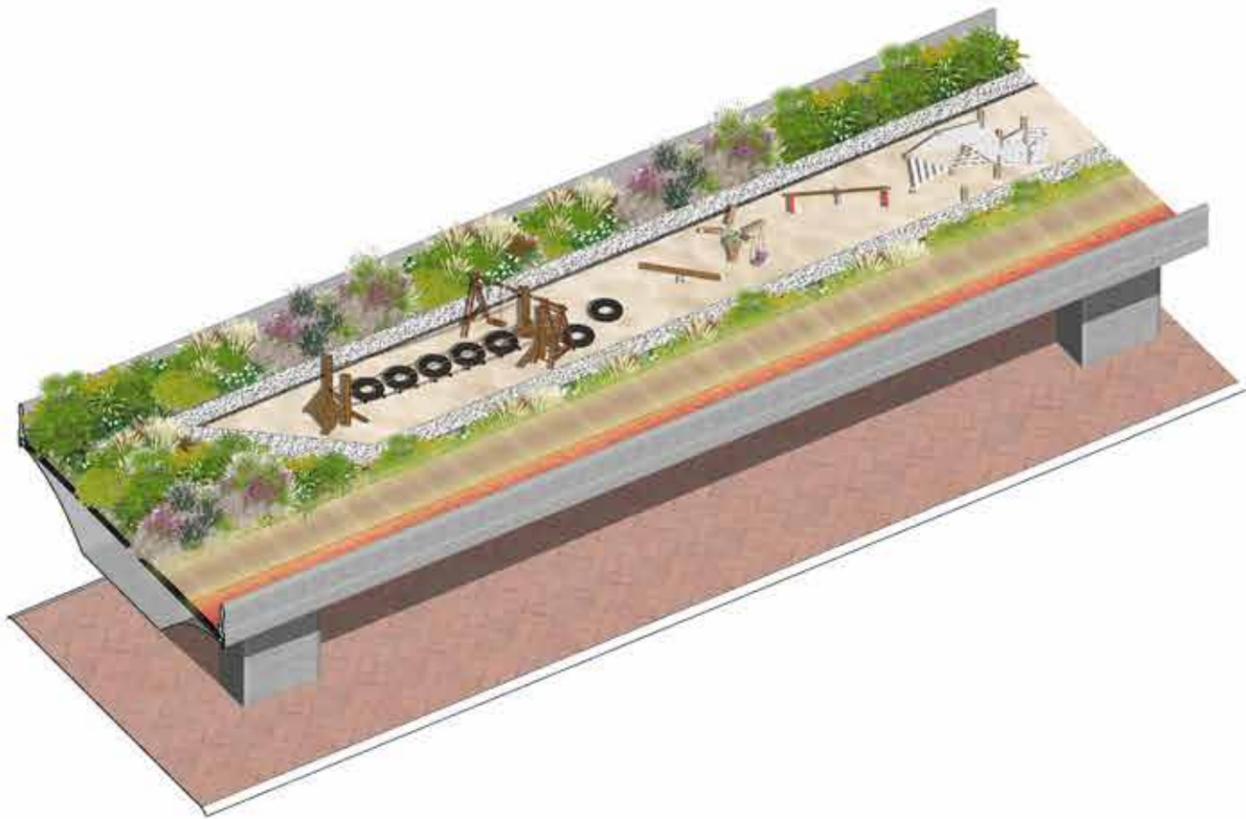
Existing situation



Part 6



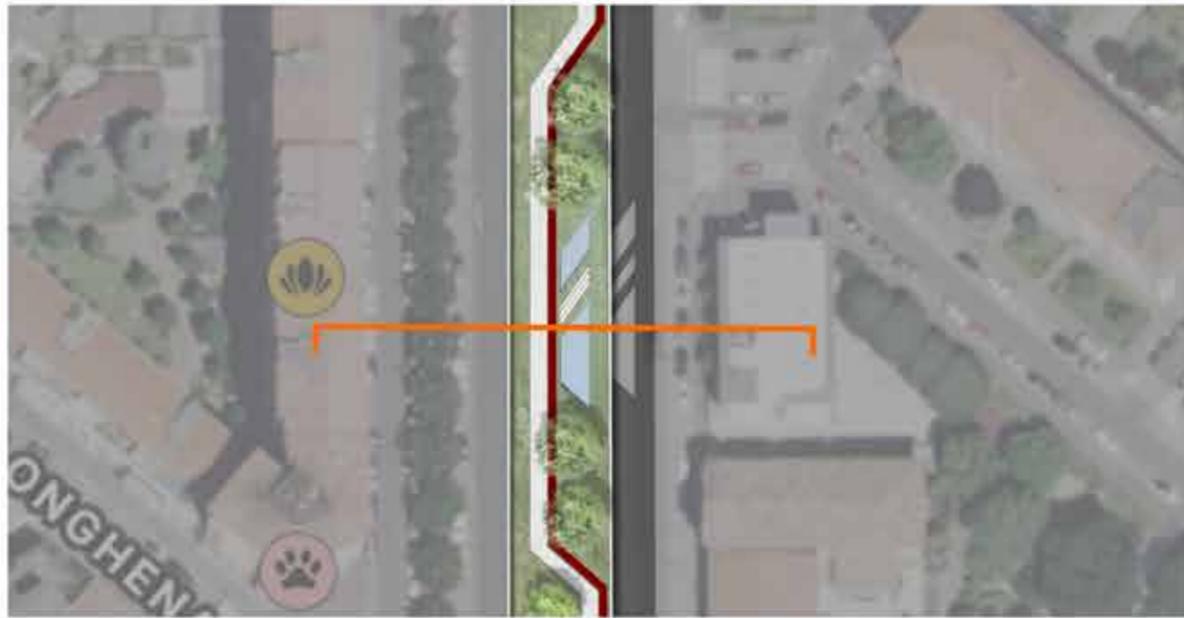
The park provides social infrastructure including grandstands, seating, children's play areas, table tennis tables, lawns.



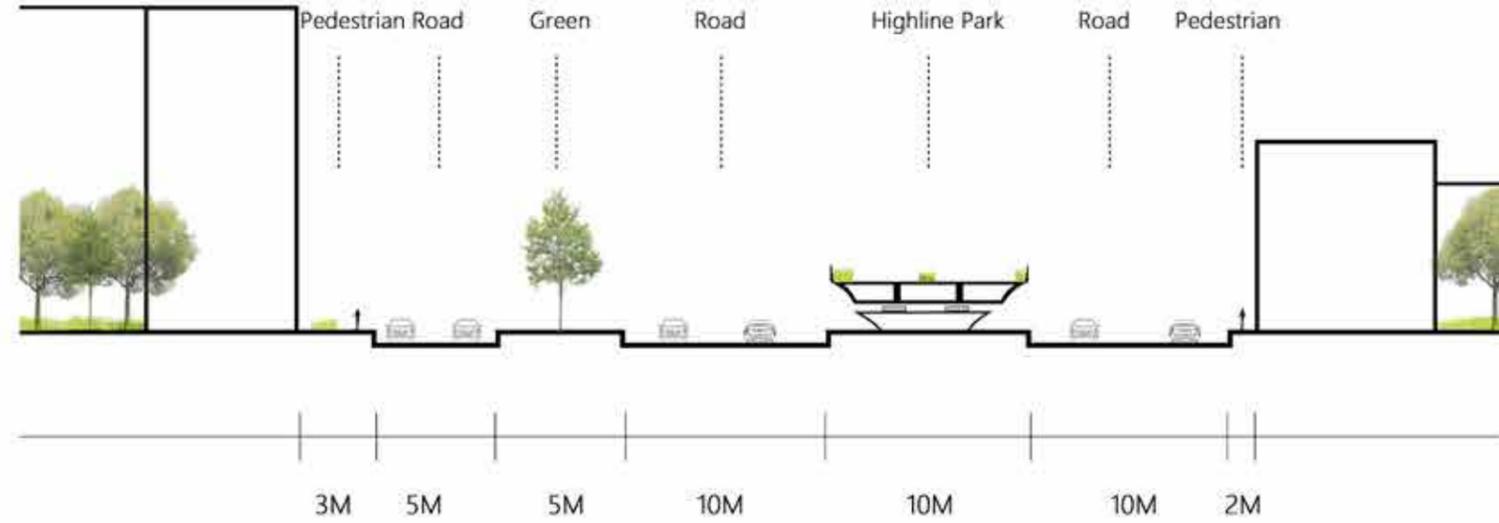
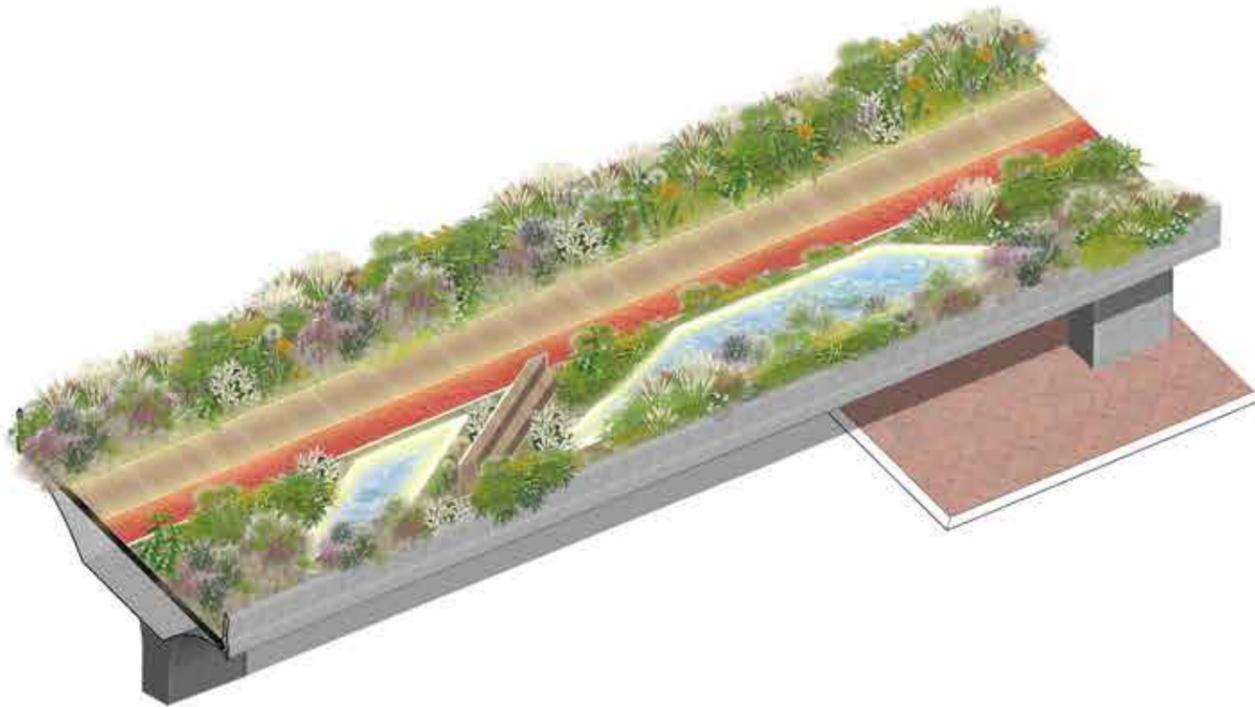
Existing situation



Part 7



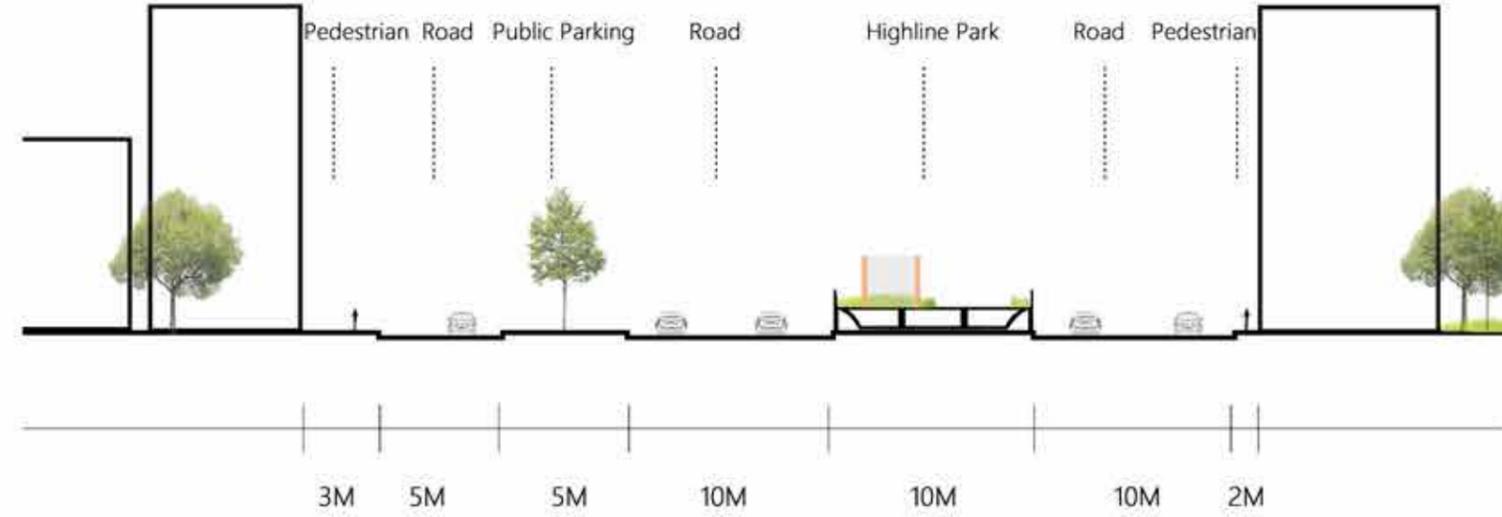
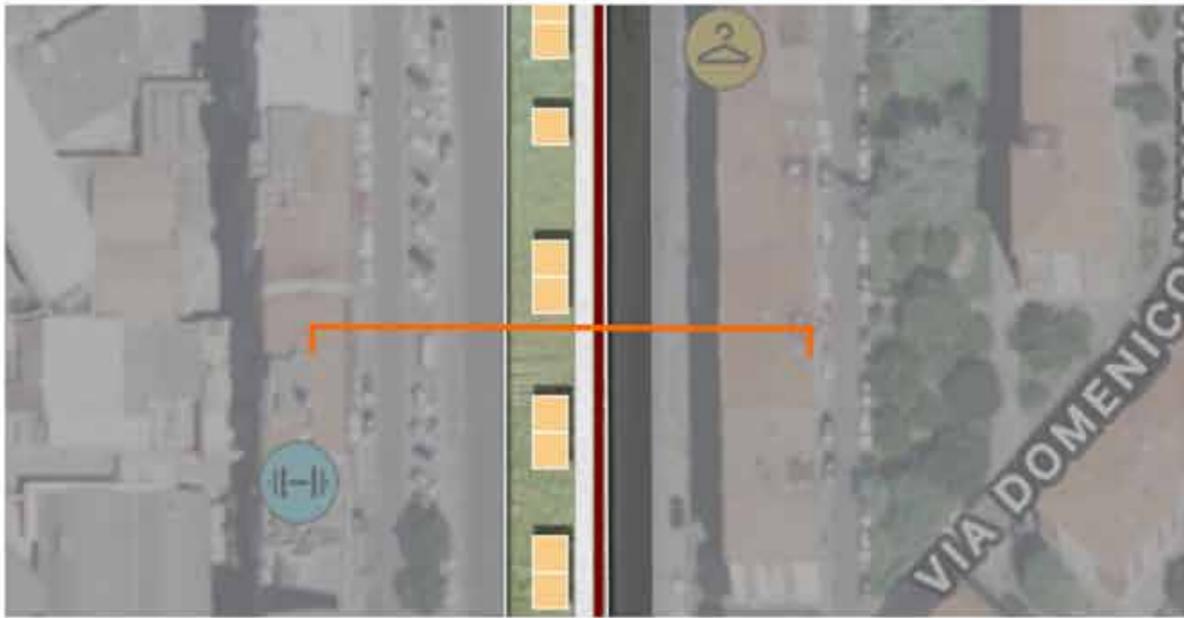
The small pond is located in a dense flower bush, and the wooden seat is surrounded by the pond and flowers, reducing the heat brought by the hot summer sun.



Existing situation



Part 8



The modular component and prop design can be combined and spliced in a variety of ways, making the use of space more flexible and changeable, and can be quickly adjusted to adapt to different commercial application scenarios.



Existing situation



FOCUS ON CITY PUBLIC SPACE

ISSUE 1 - Block traffic connection



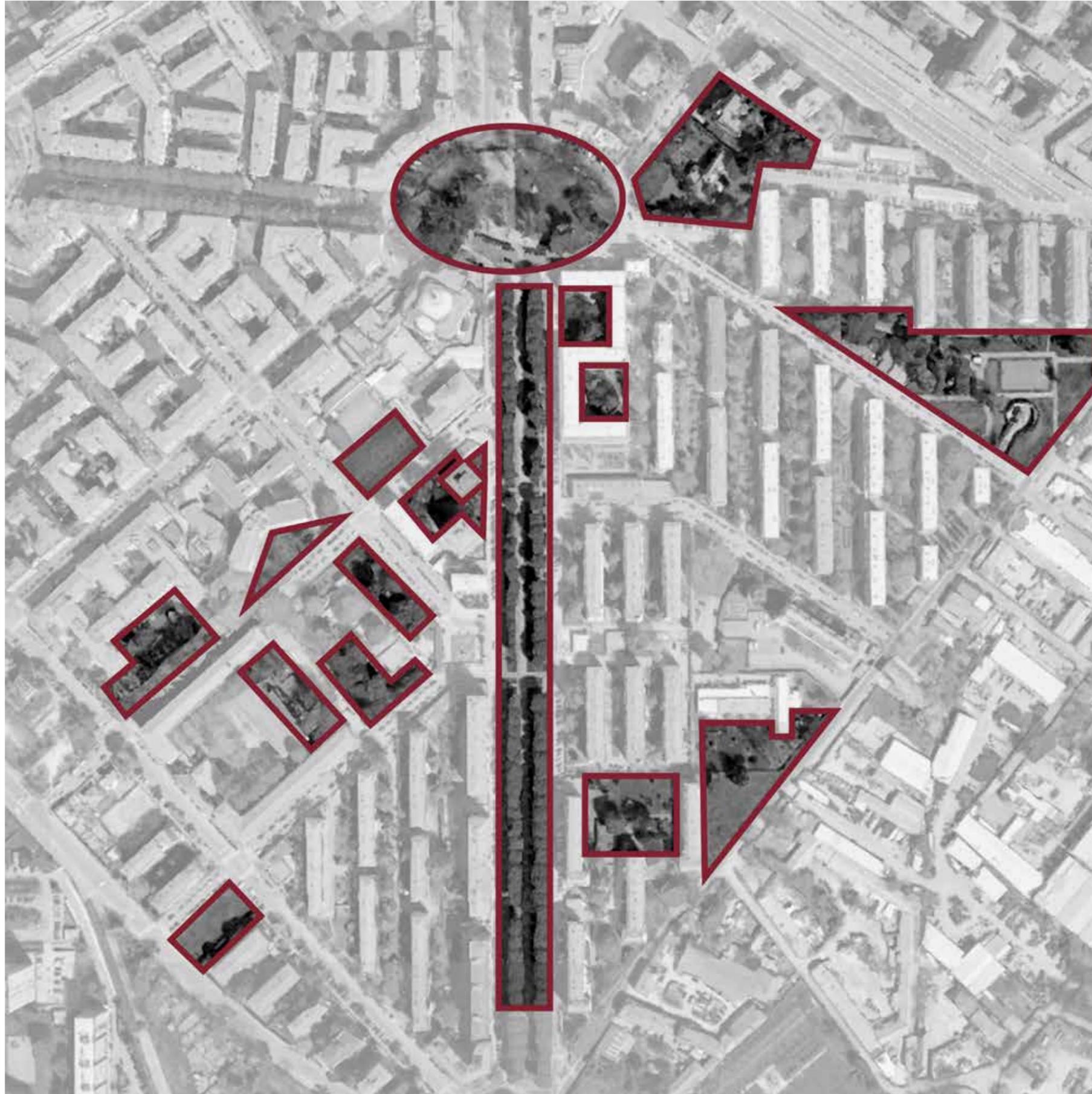
The closed nature of the blocks within the site has caused a series of difficult urban problems such as traffic congestion, low space utilization, and serious privatization of public facilities. How to rationally remove the walls around the compound, so that the originally introverted block can be opened to the city.

At the same time, the existence of the flyover separates the traffic between the north and south blocks. The mobility of people is greatly reduced.

Existing situation



ISSUE 2 - Disordered public space



People's demands for public activities are constantly improving. The public space inside the original compound can no longer meet the needs of residents.

More seriously, with the switch of the economic system from planned to market, the original service facilities within the compound were contracted to individuals or corporations. Some of the welfare facilities have now become commercial functions, causing problem with the privatization of public space. The public activity space inside the compound has become fragmented and the usage rate is extremely low.

Existing situation



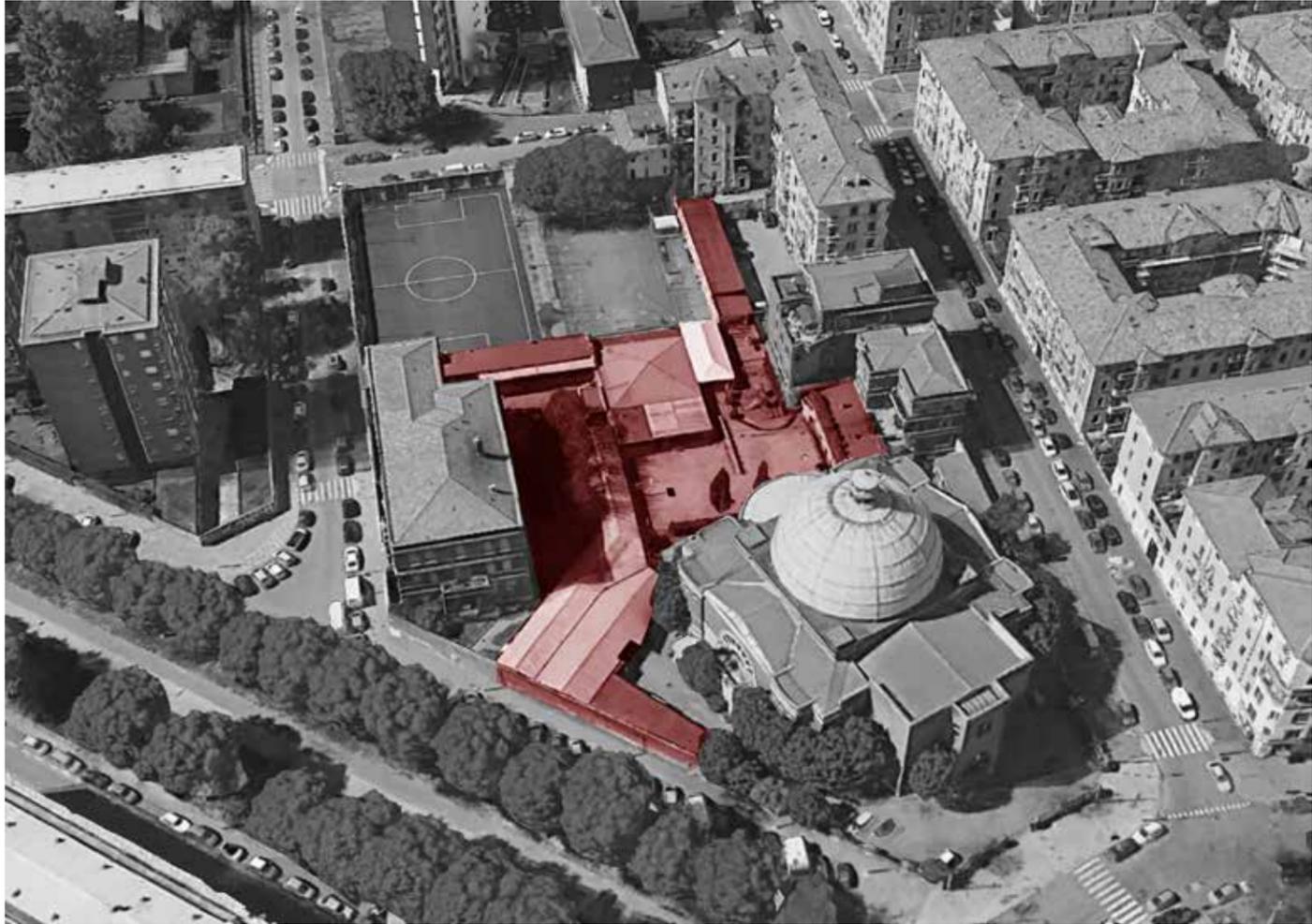
ISSUE 3 - Inefficient land use



Informal construction is very common inside compound. On the hand, this behavior represents the needs of residents and company employees for dally life and work, as well as their desire to reuse and rebuild urban spaces. On the other hand, this kind of informal construction is mostly self-initiated, lacking enough professional planning. So for the originally inefficient space inside compound, this way of addition and alteration makes the space more chaotic and the land utilization rate is extremely low.

There are also many abandoned buildings and buildings with low utilization rate in the site. By demolishing abandoned buildings and transforming existing buildings to increase the activity of the area.

Existing situation

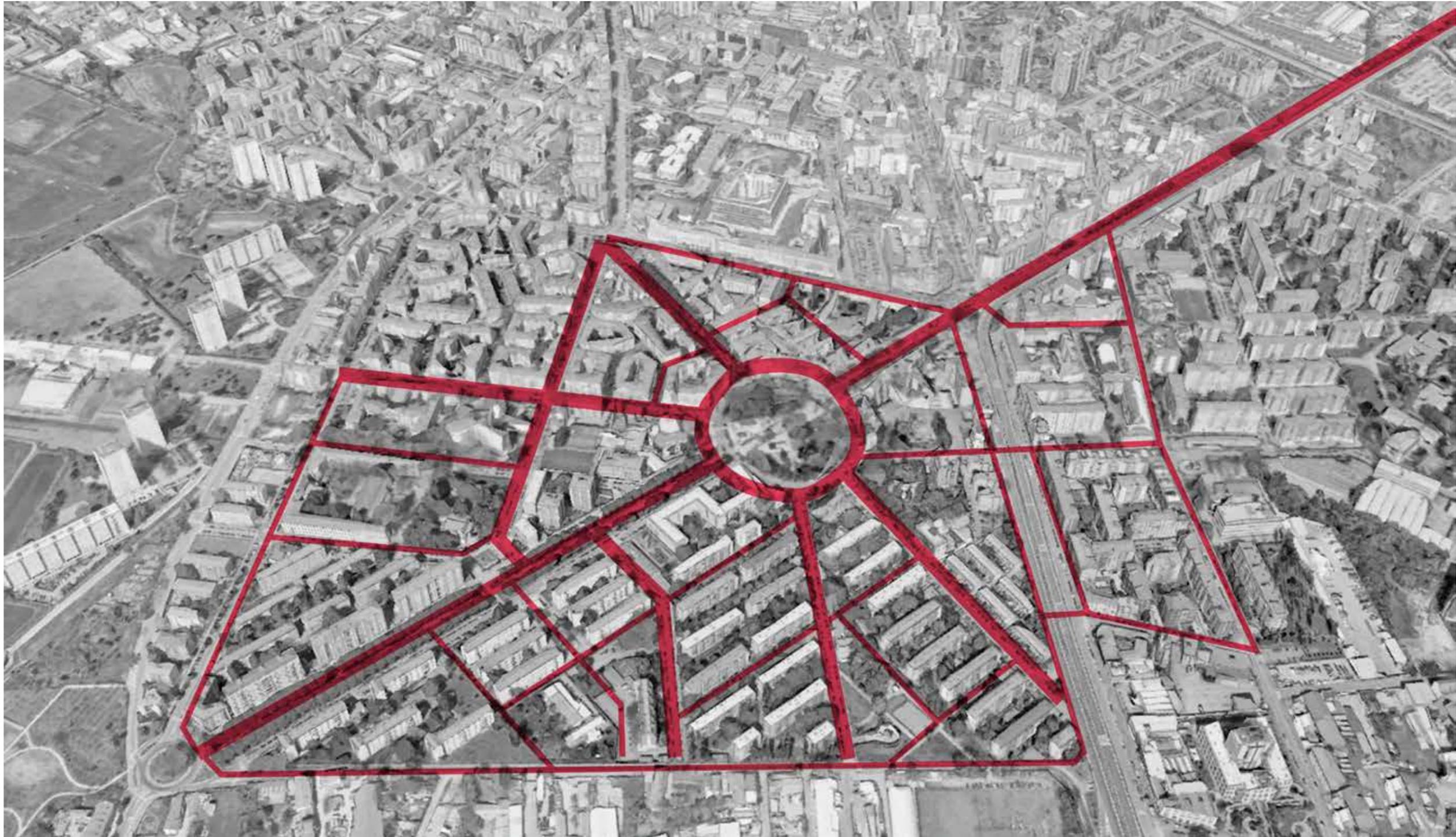


Strategy - Step 1 - Demolition



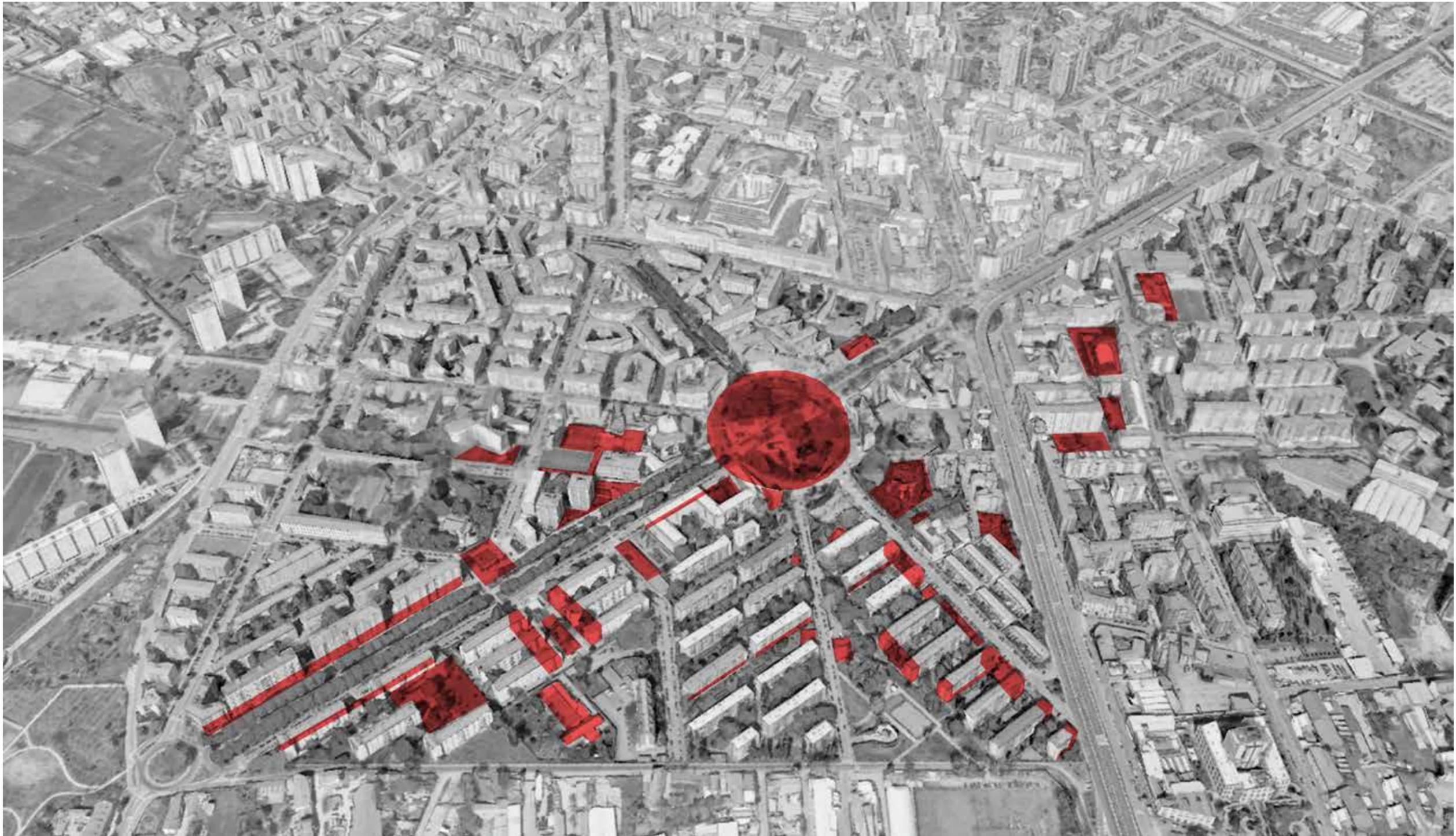
After the investigation of the site status and interviews, the first step in the design was to dismantle the poorly constructed buildings, including informal residential building which were constructed by residents themselves, abandoned factories, office buildings in poor condition, and scattered public service facilities.

Strategy - Step 2 - Open road and block



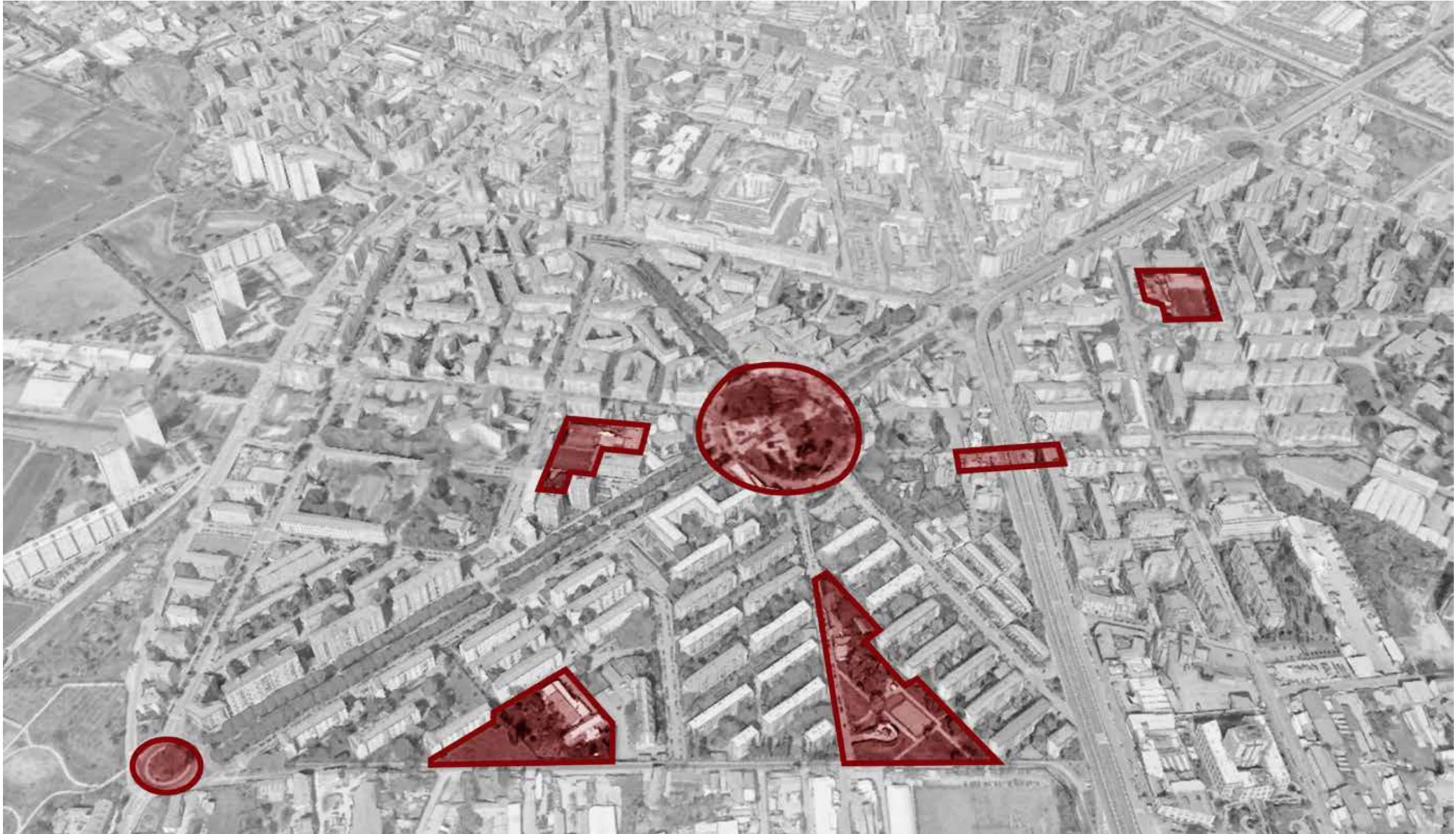
On the basis of the reserved building, the second step of the design integrates the internal road network, which is divided into motor vehicle roads and walking roads, and is directly connected with the urban road network to form an open block mode. The internal blocks are divided into several parts according to functions.

Strategy Step 3 - Functional replacement



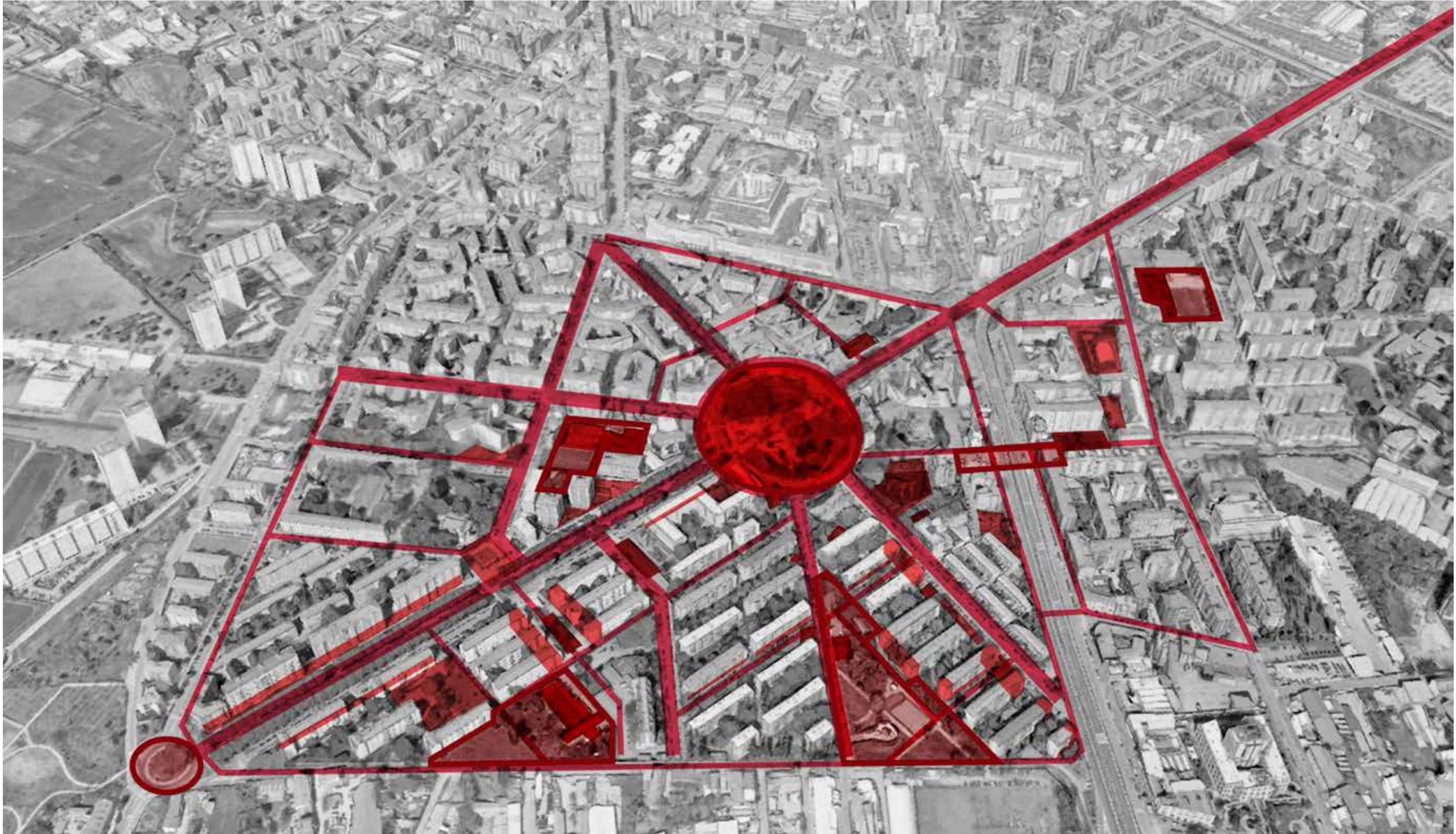
The third step preserves the structure of residential building on the first floor, but replaces the function with public functions, finally making the ground floor into a completely public state. Residents who originally lived on the ground floor were arranged to live in a new residential building on the site.

Strategy Step 4 - Node



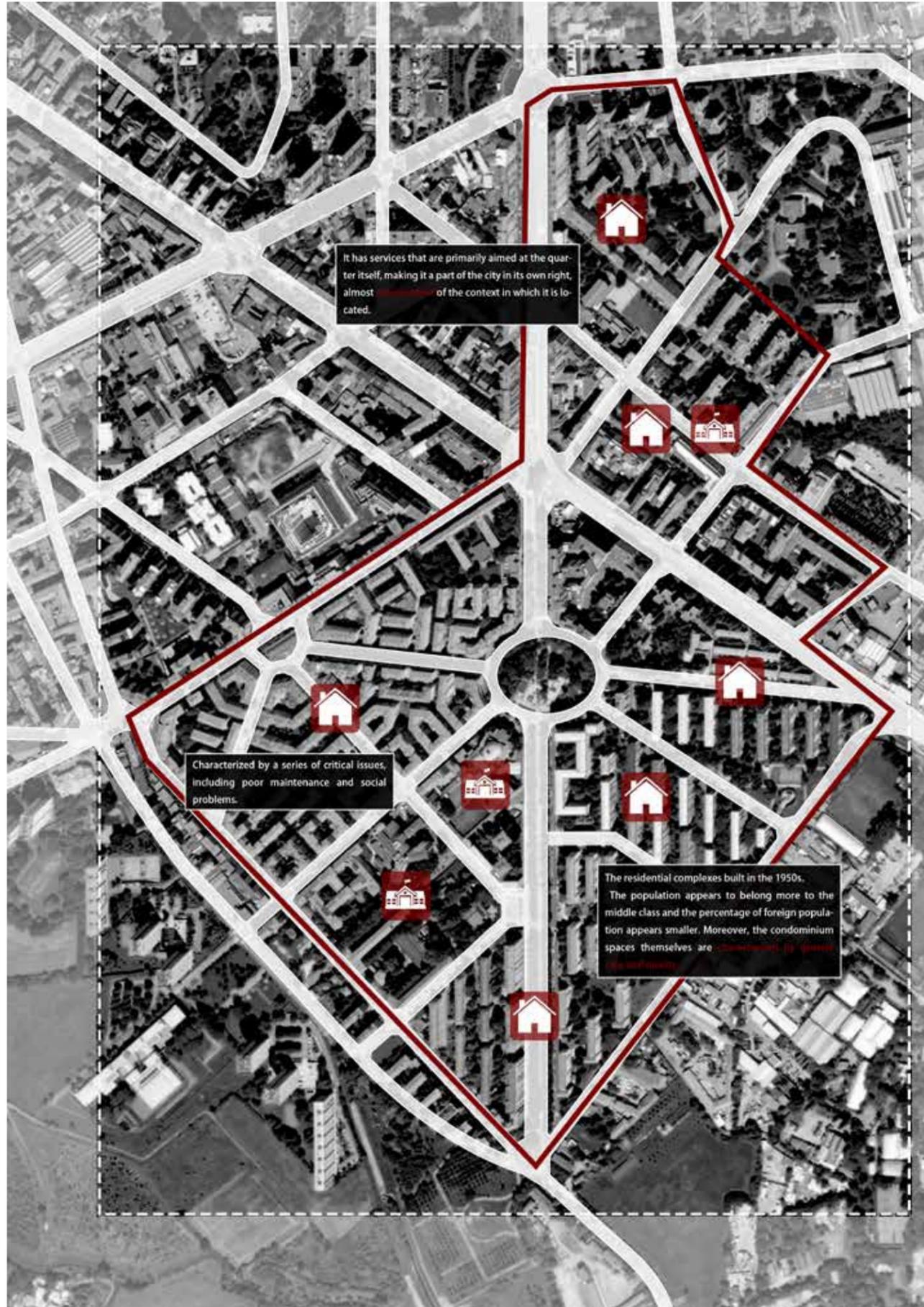
The fourth step designs several nodes in the compound, including the core areas in each residential block, the entrance plaza of the new community and the central square near the internal crossroads.

Strategy Step 5 - Connection



Finally, a circular corridor was designed as the shared street through the several blocks. The previously designed nodes were connected in series. Along the corridor, a partial enlargement space is designed according to the characteristics of the bottom space, which can be used for residents to rest and communicate.

Site Situation



Situation 1: Inefficient building

By demolishing abandoned buildings and transforming existing buildings to increase the activity of the area.



Situation 2: Residential building

By demolishing abandoned buildings and transforming existing buildings to increase the activity of the area.



Situation 3: Public facilities

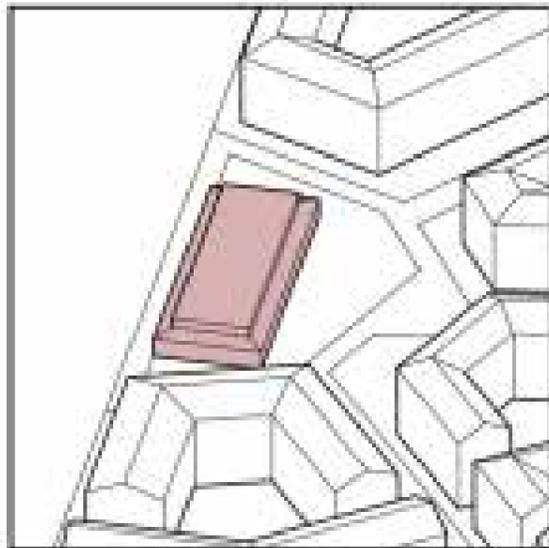
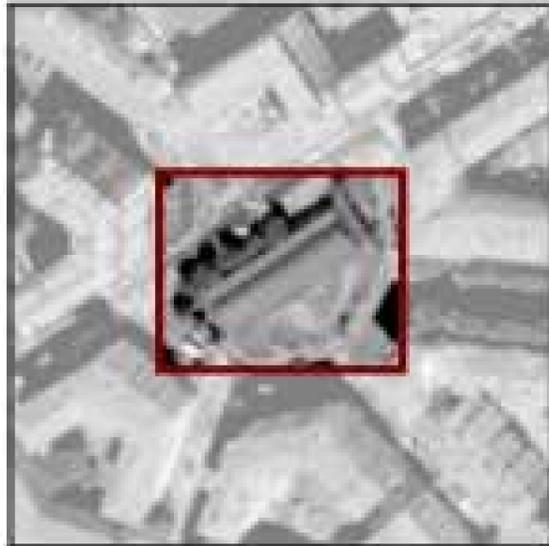
By demolishing abandoned buildings and transforming existing buildings to increase the activity of the area.



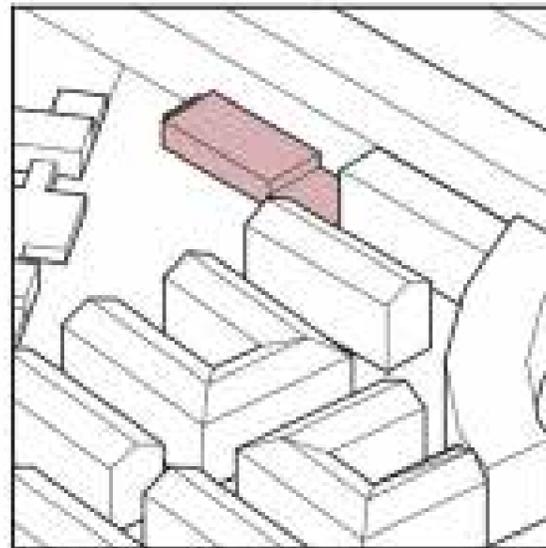
Situation 4: Existing road

By demolishing abandoned buildings and transforming existing buildings to increase the activity of the area.

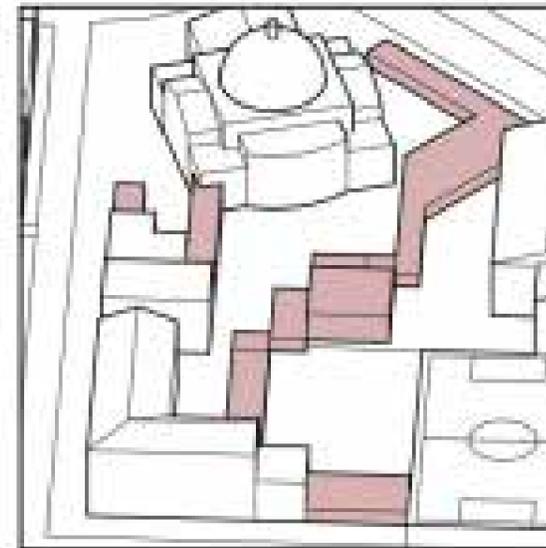
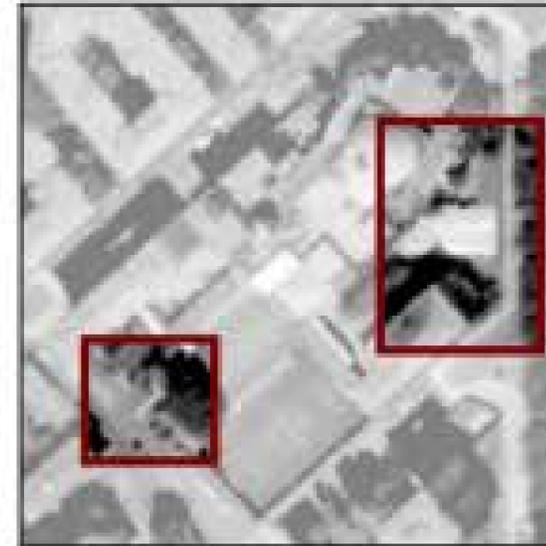
Typical cases - Demolished building



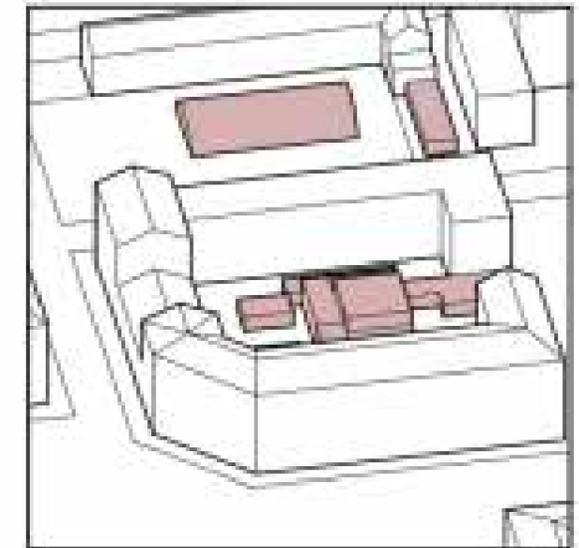
The intersection of four roads in the west of the site is a very important node. The public facilities here can play a very good role, but the utilization rate of the existing buildings is not high.



There are some abandoned buildings on the roadside, which can be transformed into shops to supplement the commercial format of the area.

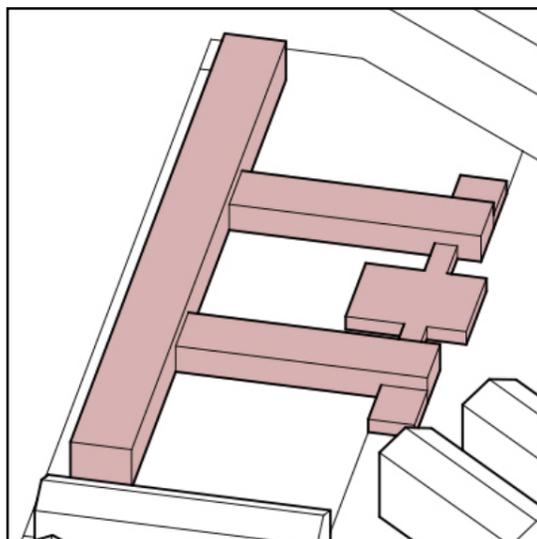


There are some low-utilized one-story buildings surrounding the main building in the public activity area, which can serve as a supplement to the surrounding functions.

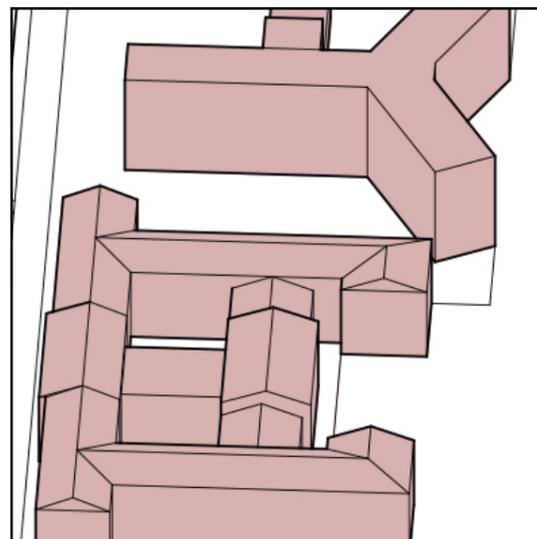
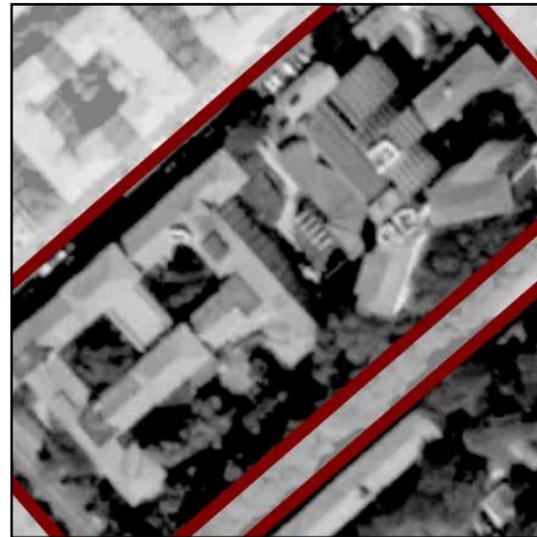


There are some abandoned buildings surrounded by residences in residential areas that can be transformed into community centers or public activity areas for residents.

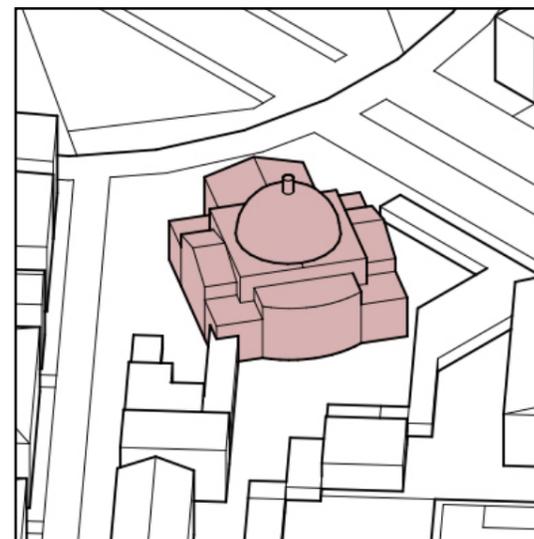
Typical cases - Public facilities



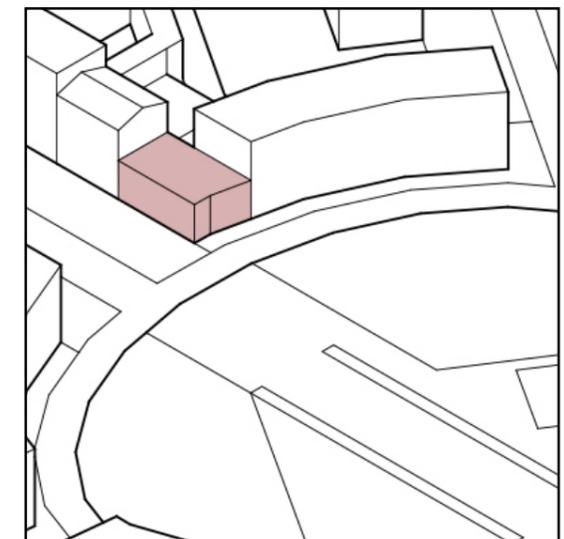
There is a government office building in the northwest area of the community, and there are some public facilities around it as supplements.



There are two adjacent nursing homes located southwest of the center of the community, where a large number of elderly people gather.

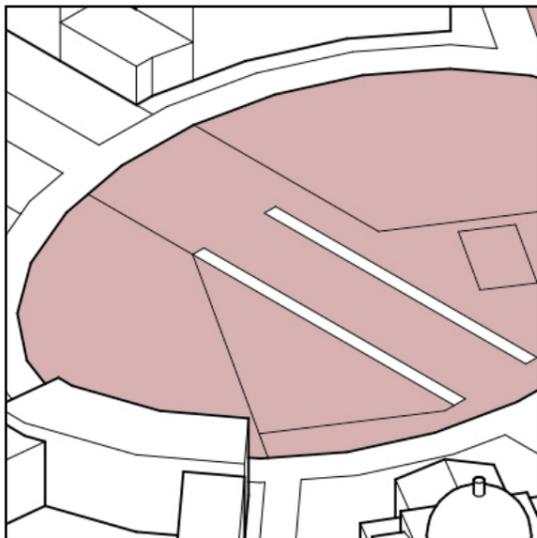
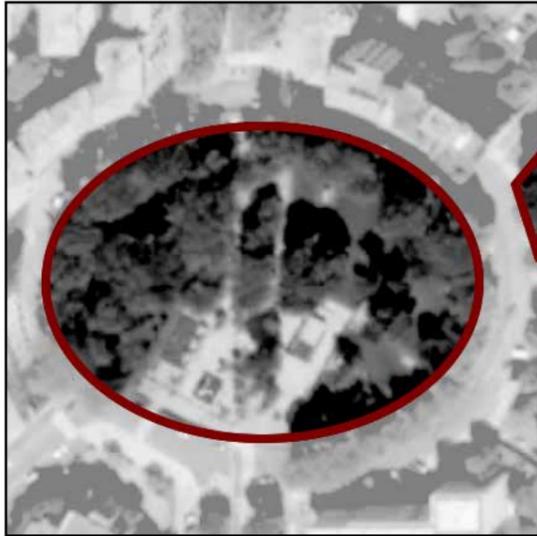


There is a church in the center of the community, where the public facilities gather.



There are some public buildings around the entrance park, including commercial and public service facilities on the ground floor.

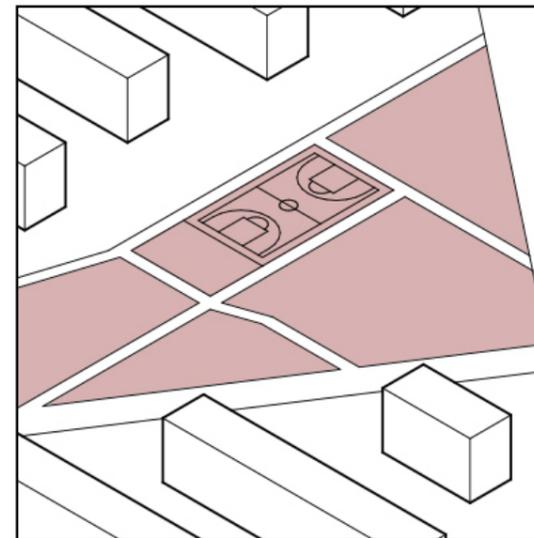
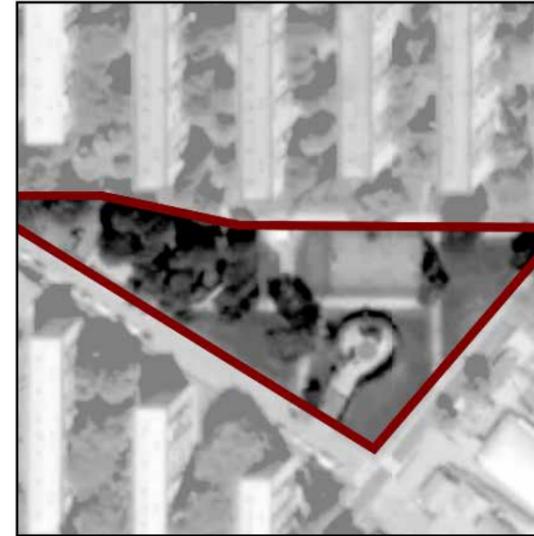
Typical cases - Public space



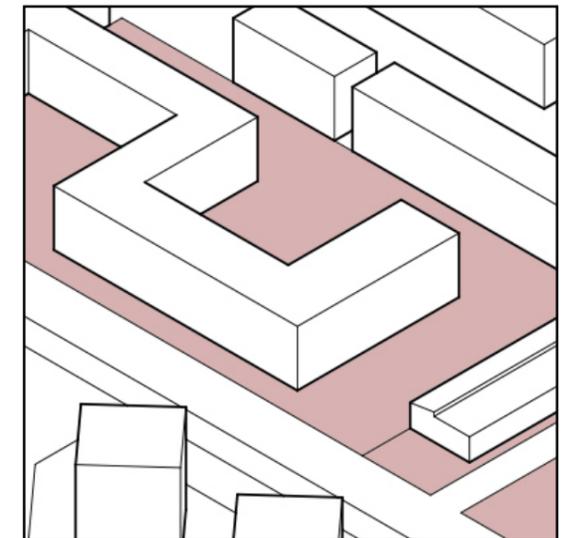
The central park is at the entrance of the community and at the junction of two main horizontal and vertical roads. It is in a very important position and has a large flow of people.



There are several sports fields in the community, but the activity level is relatively low. Its activity can be improved by means of transformation, and small activities can be held.

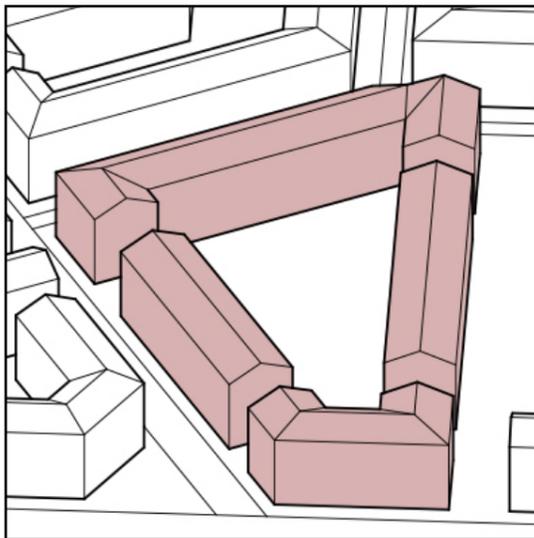


There are some large areas of green space on the edge of the community, which can be connected by roads and transformed into an urban garden system.

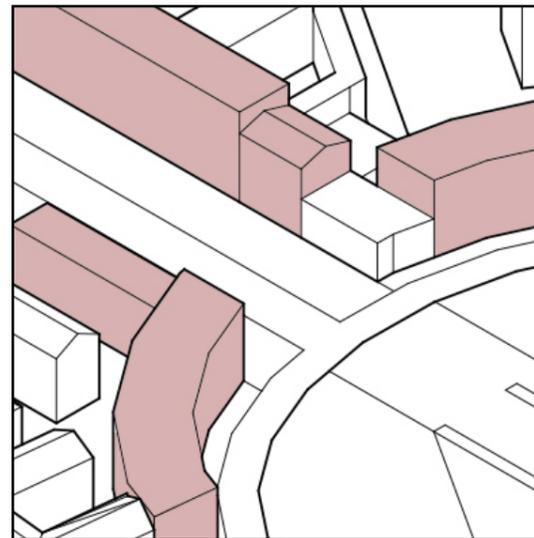


There are some open spaces surrounded by residential buildings. These spaces are characterized by low utilization and some closure. Can be transformed into a garden on the ground floor.

Typical cases - Residential building



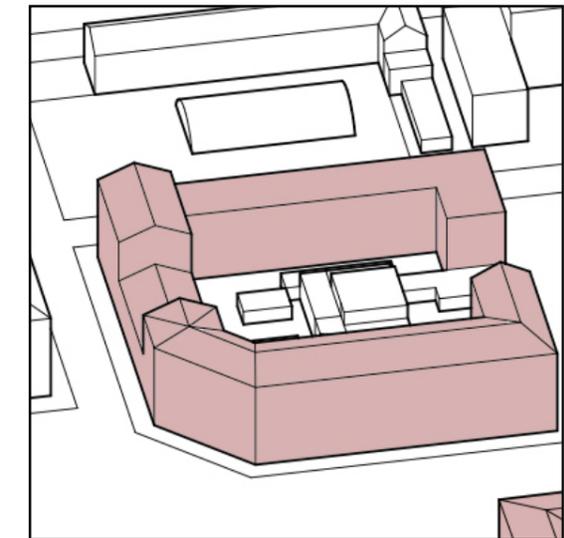
In the west of the community are old houses with history, which also follow the previous urban texture in form.



Around the city park in the center there are residential buildings surrounding the park.



There are also buildings with residential functions in areas where public facilities are concentrated.



Residential buildings surrounding large public areas, which are large on an urban scale, resulting in a bloated area.

Masterplan



Special Design Node1 - Shared street



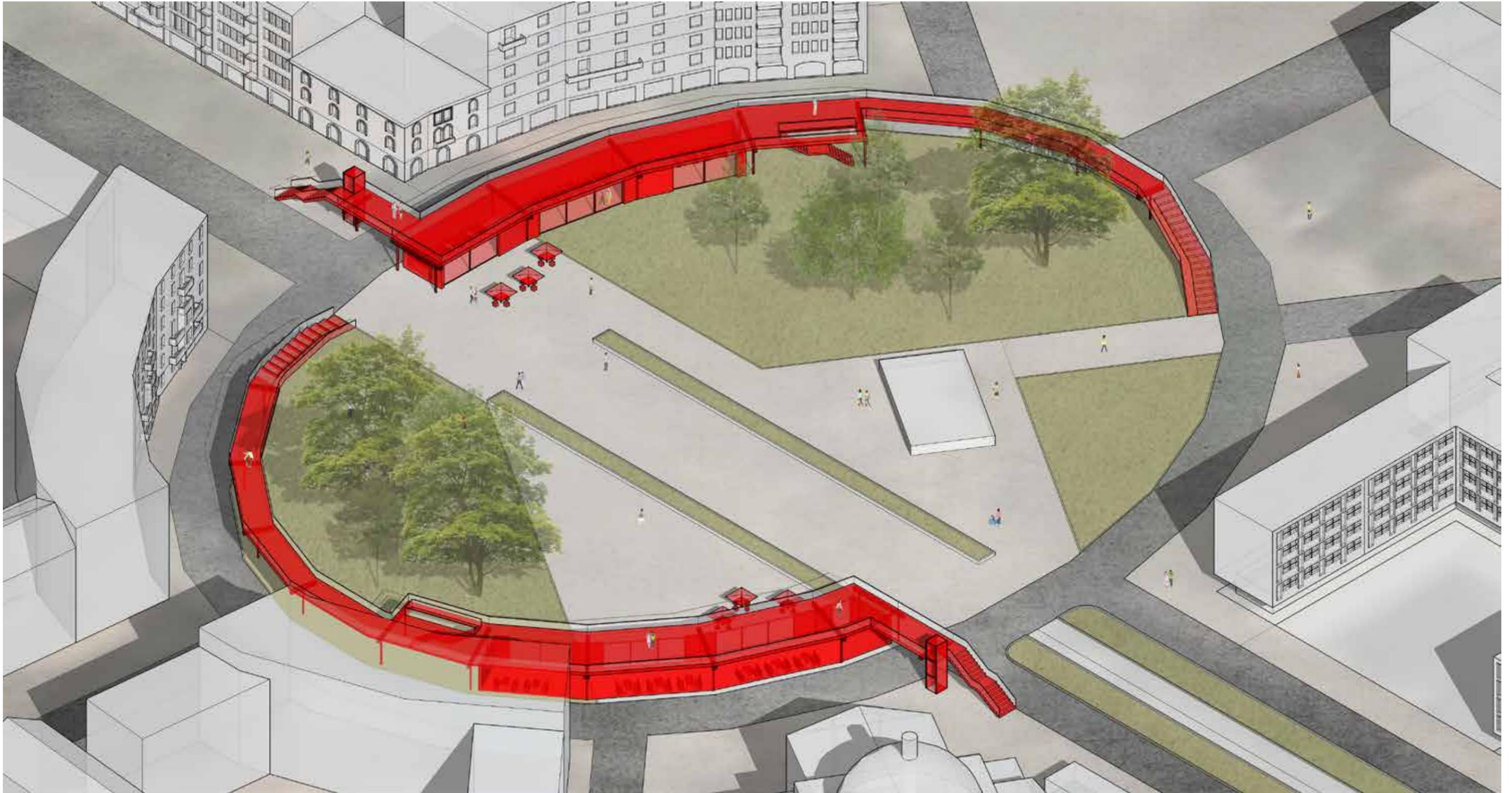
Special Design Node1 - Shared street



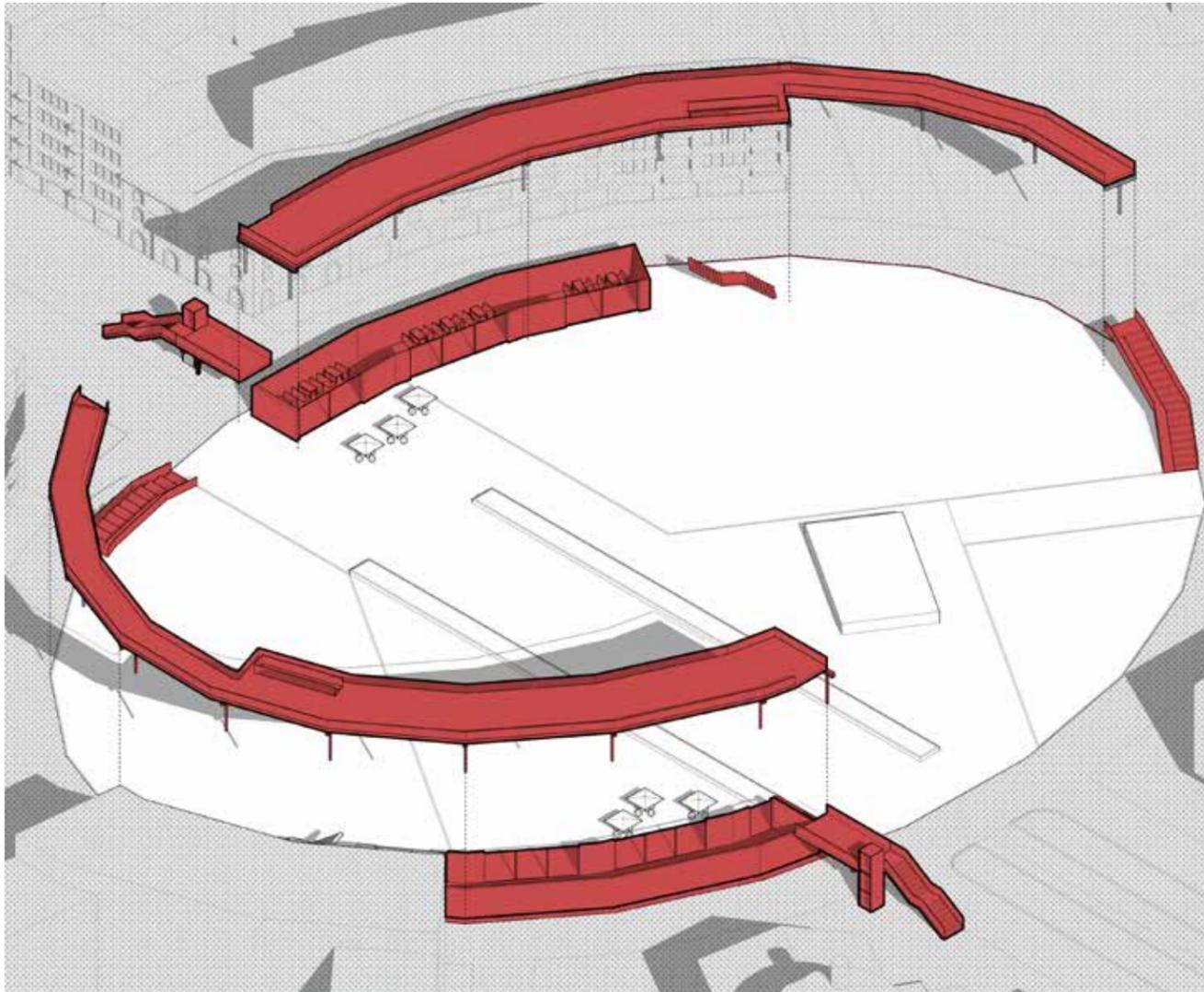
Transform roads within communities into **shared streets**, designed for slow travel speeds where pedestrians, cyclists, and motorists all share the right of way. Improving the activity of streets can reduce crime in the area.

During the site survey, we found that there were many simple shops built by individuals on the roadside, indicating the lack of commercial formats and lack of management in this area. So I set up kiosks on the side of the road for merchants to conduct business and for people to rest.

Specific Design Node 2 - Circle platform



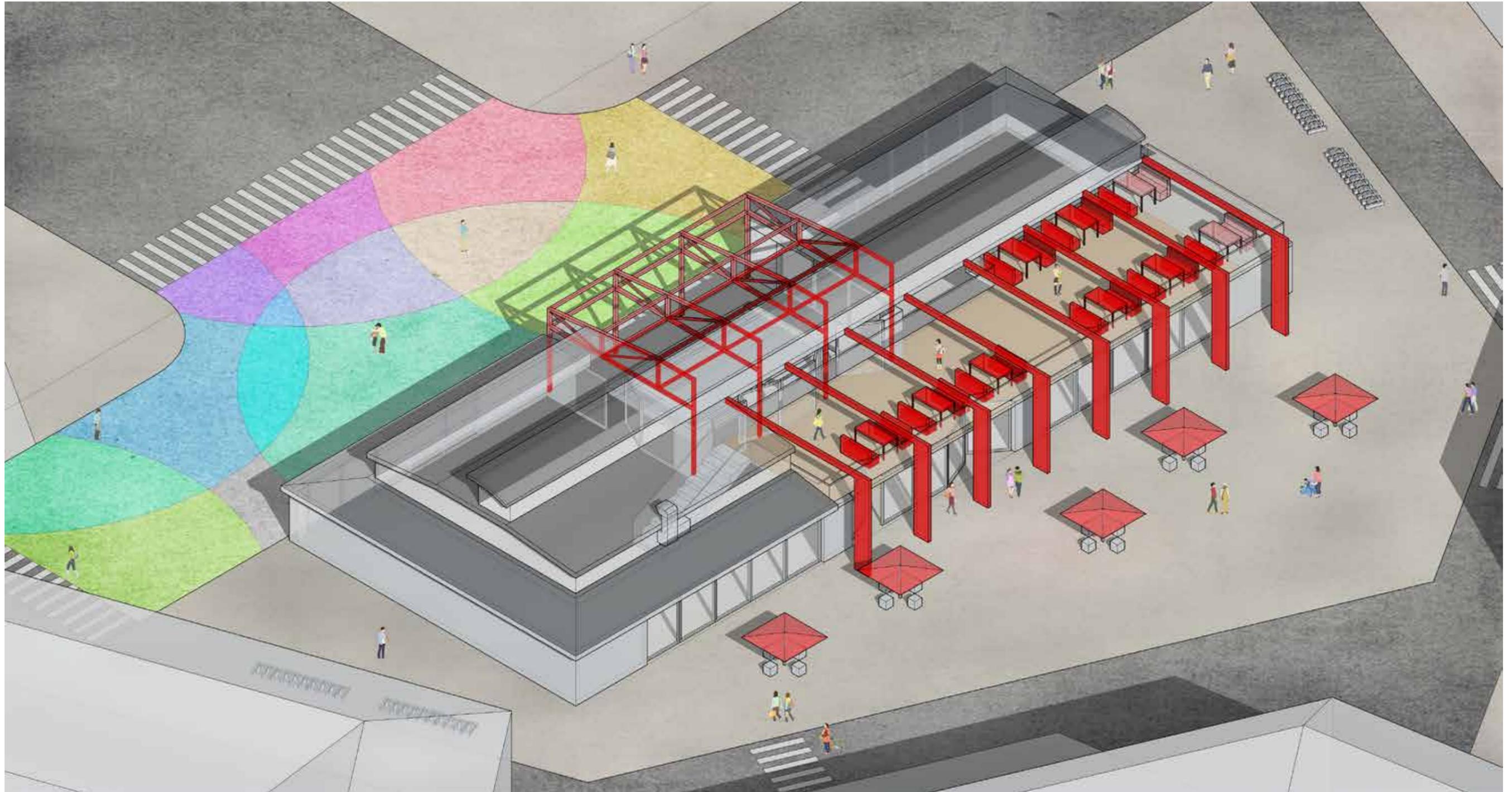
Specific Design Node 2 - Circle platform



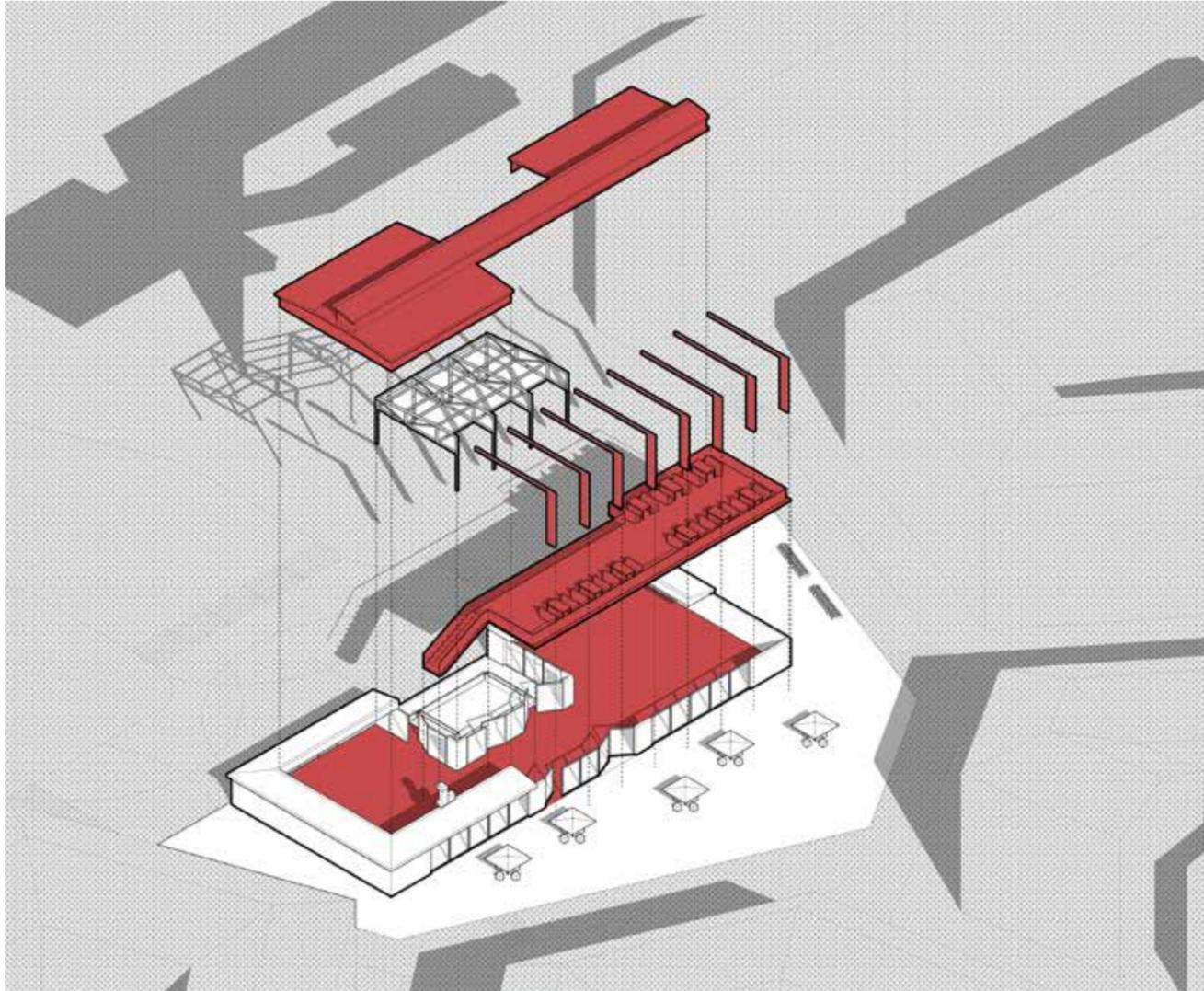
The circle platform is the entrance. It is located at the node where the main road inside the intersects with the urban road. It is designed as a symbolic new entrance space, and is one of the most public and external spaces in the community. Each resident inside and outside the compound can promote communication here.

The first floor of the building retains the original park structure, replacing the function from residence to the elderly activity room and restaurant; the second floor is connected to the plaza on the ground floor. In addition to the traffic function, it can also be used for people as a resting place.

Specific Design Node 3 - Rebuilt pavilion



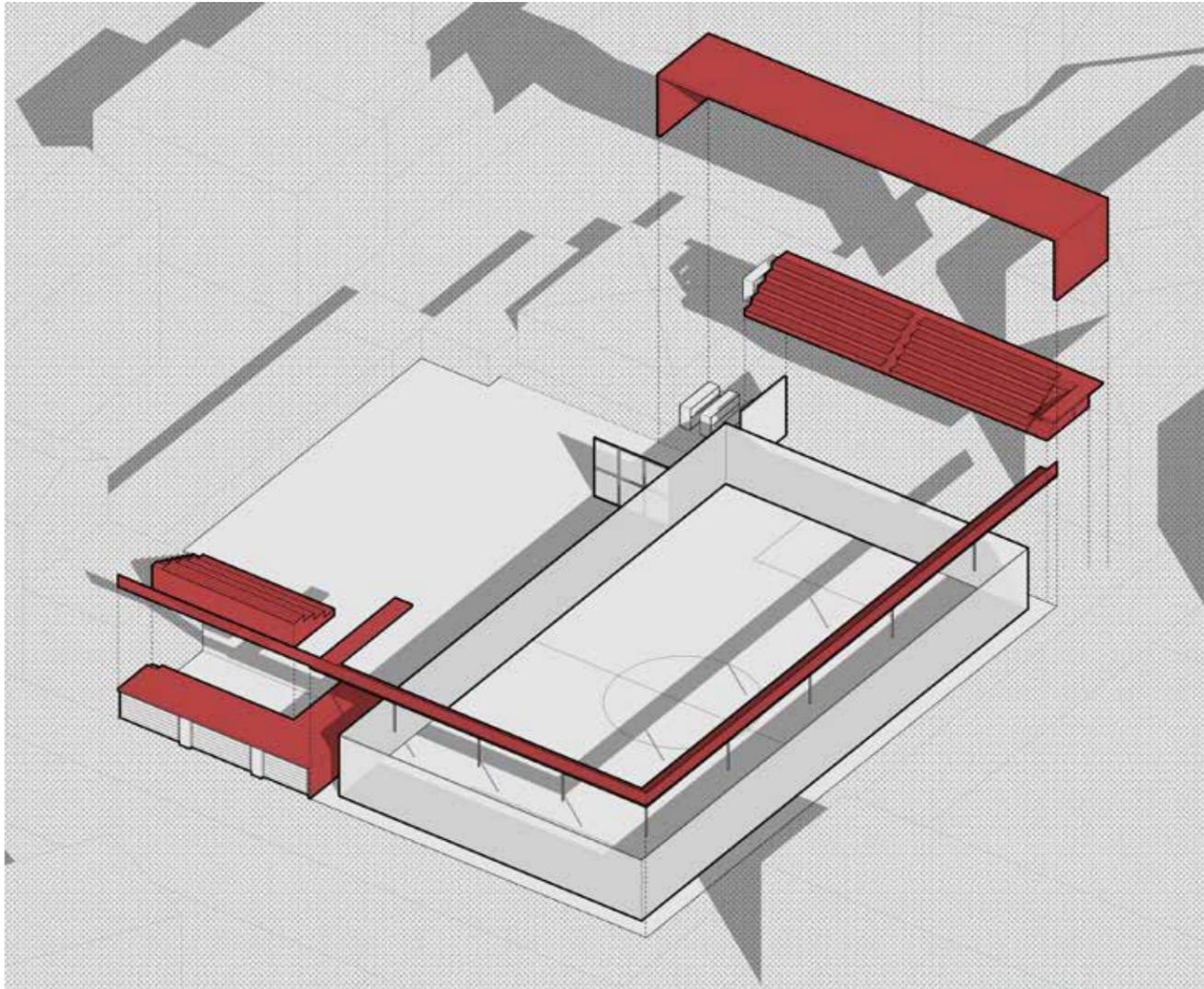
Specific Design Node 3 - Rebuilt pavilion



The Pavilion is located on the side of a main road that connects the rural area with the urban area, and is at the intersection of three residential roads. This node will welcome the flow of vehicles and people, so it is a very important location. But the status quo is that there is a semi-abandoned building here, with a very low utilization rate, which cannot stimulate the activity of the area.

So I transformed this building into a community center where various activities can be held on the first floor and cafes and restaurants on the second floor for people to rest.

Specific Design Node 4 - Blank sport auditorium



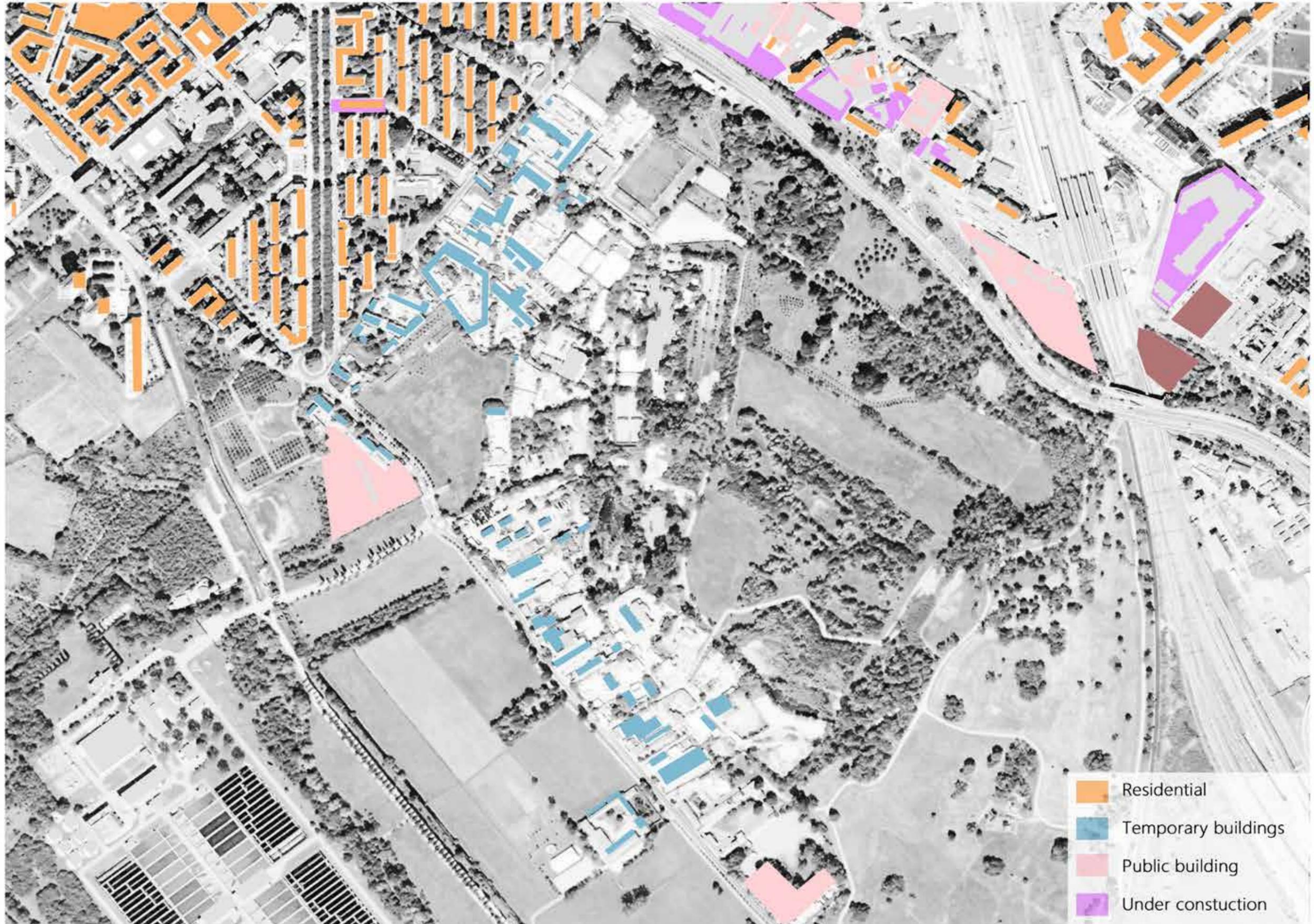
The Sport auditorium is located in the core area of one social facilities mess. One football playground and one tennies court are designed in a central plaza.

The function of first floor is replaced from pure park to the public; Through the platform on the second floor, the activ eatmosphere at the bottom can easily be perceived by people on the second floor due to the enclosed layout;

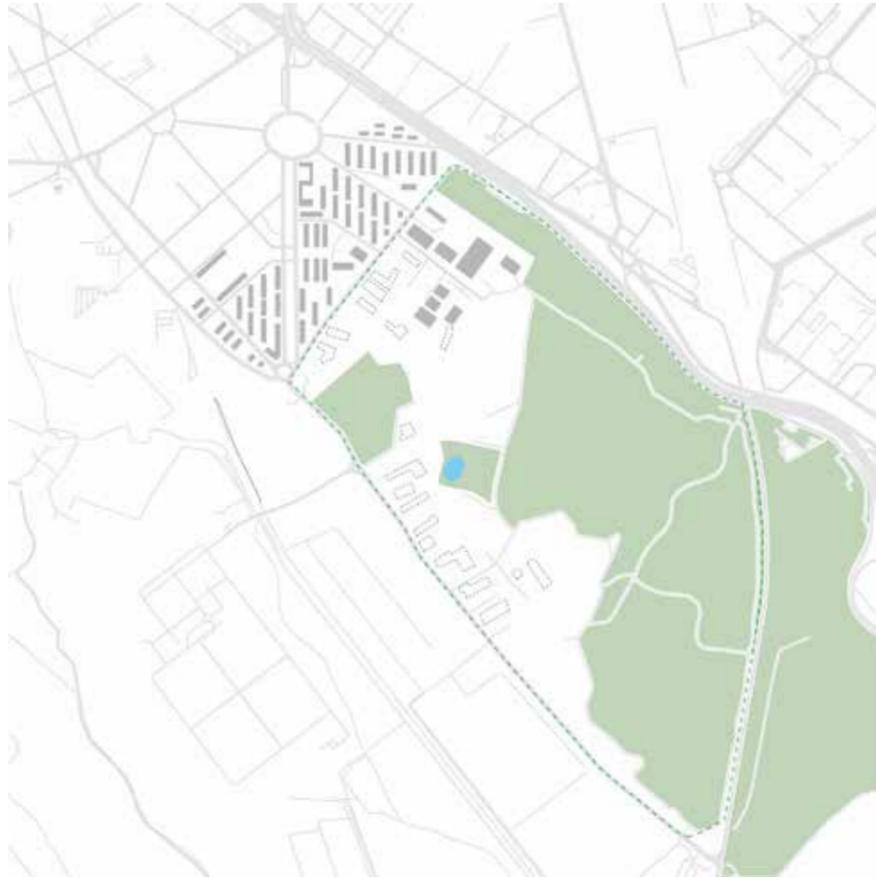
Various kinds of activities on the ground floor can be clearly seen on the cloister. The large staircase, which is also used as a grandstand.

FOCUS ON SPORT PARK

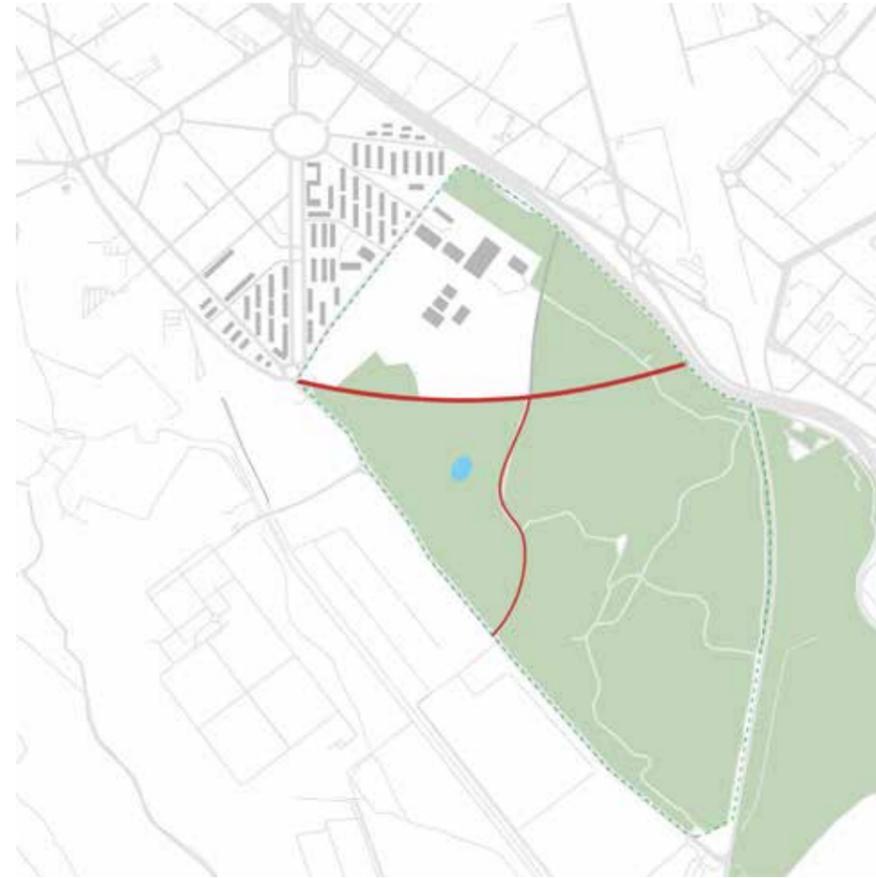
Existing building function



Strategy



Step 1 :Demolition of temporary warehouses and some factories within the site.



Step 2 :Establish new roads within the green space to reduce traffic pressure in the CORVETTO area.



Step 3 :Move the factory buildings and other buildings to the north side of the newly built road and maintain the same dimension as the surrounding existing buildings.

Strategy



Step 4 :After obtaining a large area of green space on the south side, the sports functions that originally existed in the surrounding area were moved to the side near the city. Create a new sports park.



Step 5 :The main road in the park follow the fabric of the city.

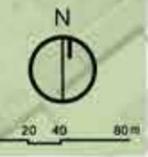


Step 6 :The path in the park follow the curve from the city and determine the different functions in the park. .

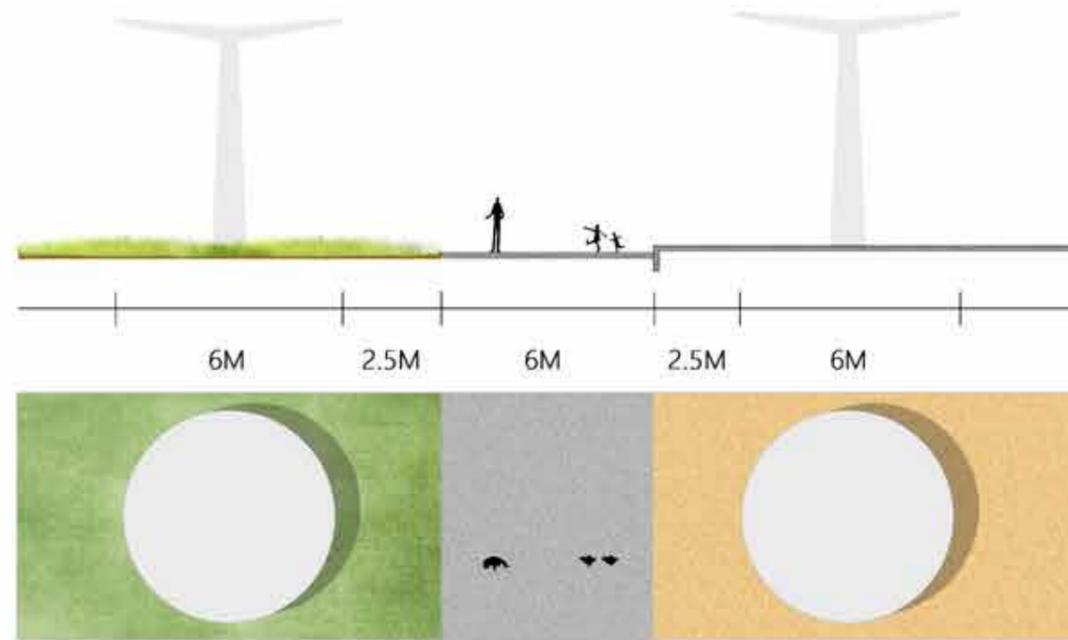


MASTERPLAN 1:1000

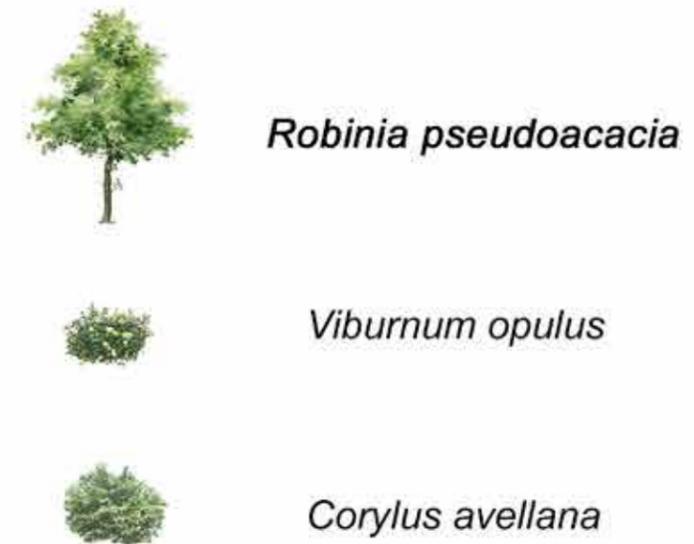
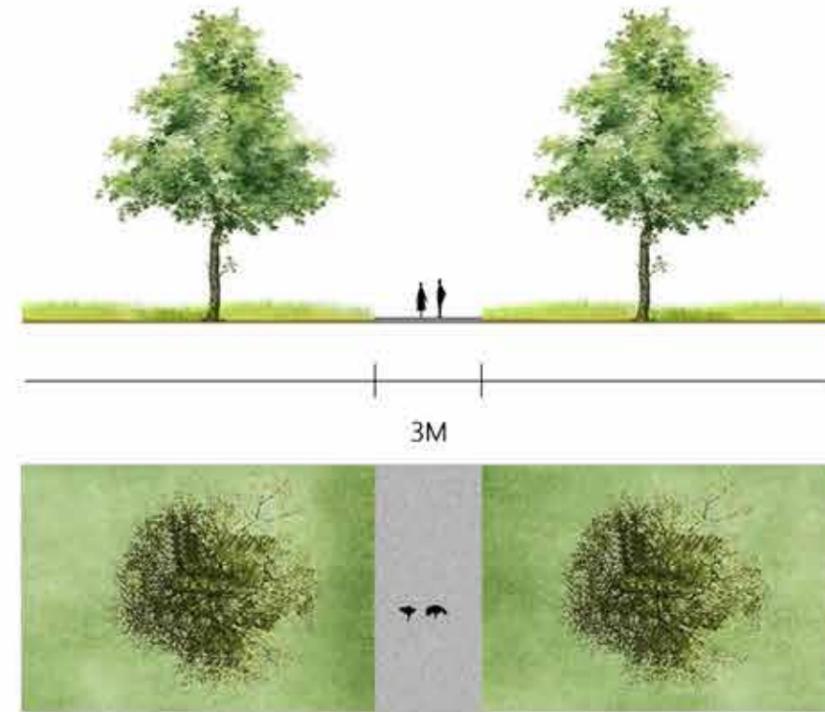
- 1 : ENTRANCE PLAZA
- 2 : PARKING
- 3 : KIOSK
- 4 : OUTDOOR SPORT
- 5 : INDOOR SPORT
- 6 : CHILDREN AREA
- 7 : WATER AREA
- 8 : DOG PARK



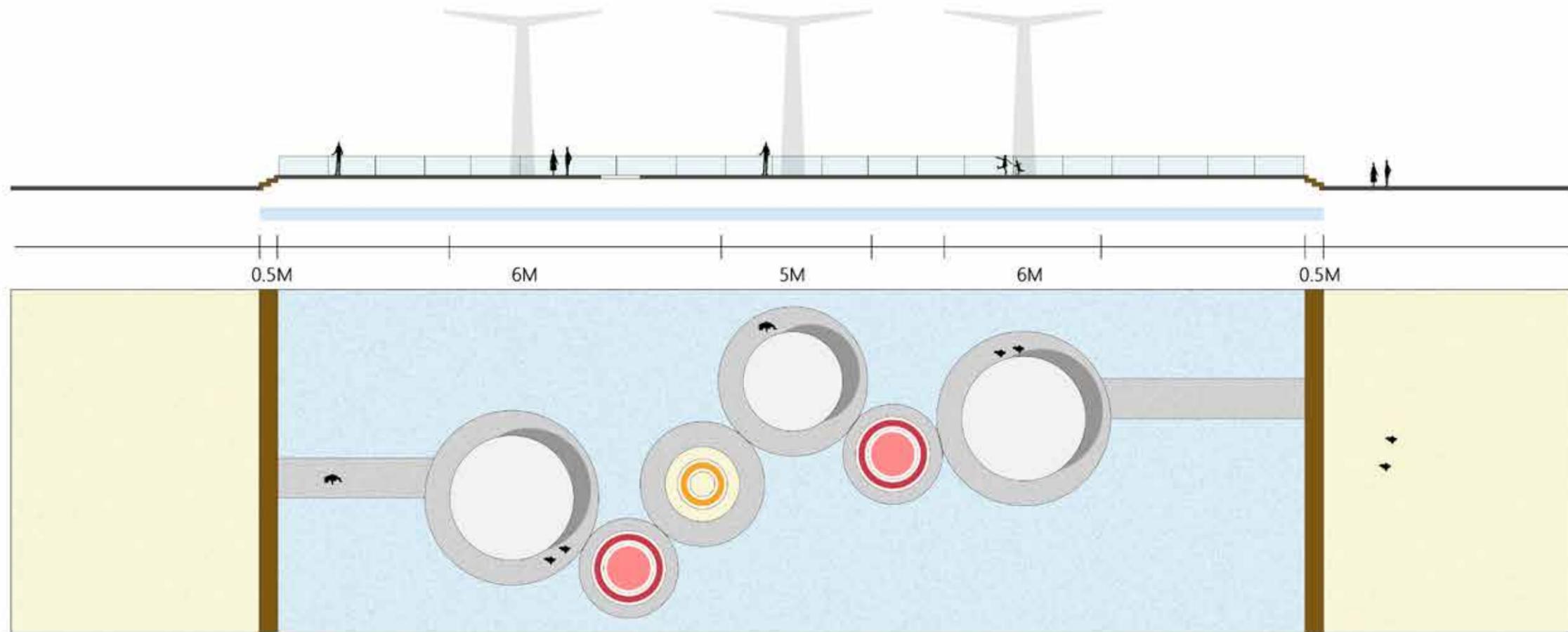
Park section 1



Park section 2



Park section 3



Landscape pavement



Concrete

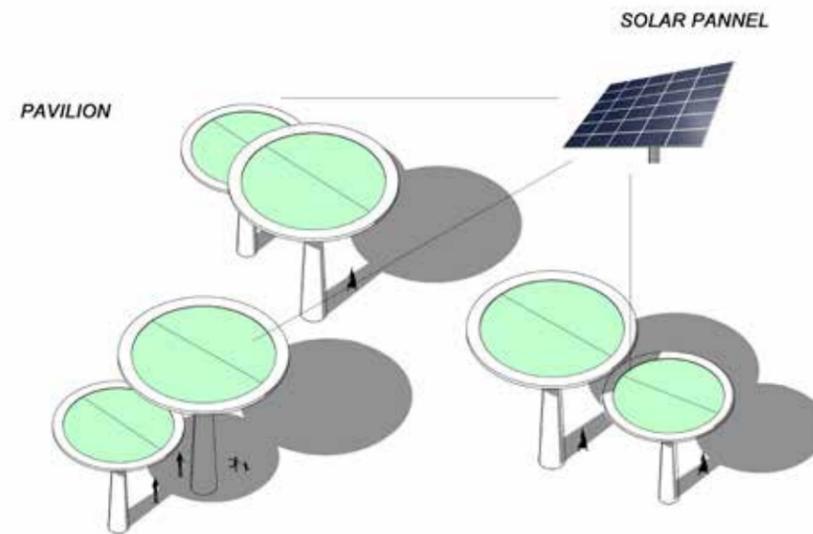
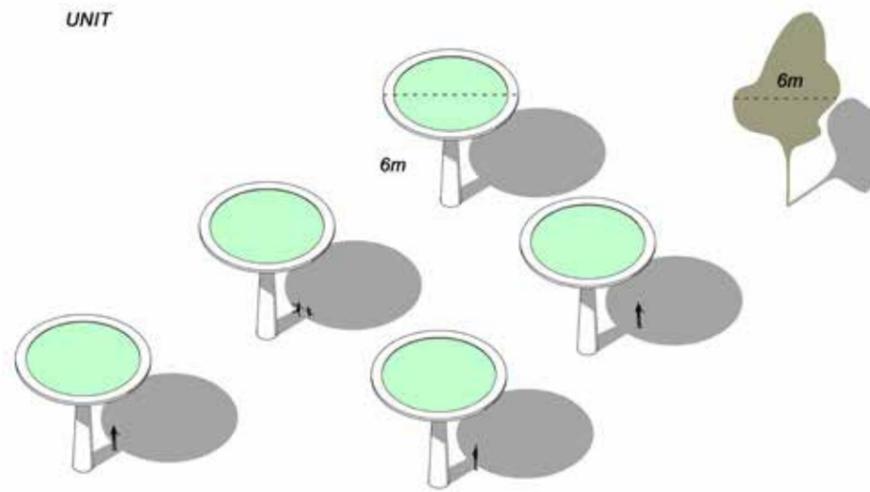


Water



Brick

Strategy for structure



UNIT : We chose an umbrella with a radius of 3m and a height of 6m that is close to the main tree species in the park as the basic unit. A single umbrella shaped unit has a weak sense of volume and tends to be landscape oriented, with distinct forms; The bottom space under the protection of a circular ceiling is open and free,

MERGED UNIT : Multiple umbrella shaped units are connected to form a distinctive internal space. According to different Functional requirement, umbrella units can be flexibly combined to adapt to the environment of the park. Placing solar panels on top of artificial trees can be more sustainable.

LIGHTING: Considering that there are still many people exercising in the sports park at night, our artificial trees can also provide lighting function for people to use at night.

Axonometric 1 - Entrance square



Grass



Entrance square



Landscape square

Axonometric 2 - Kiosk



Grass



Parking

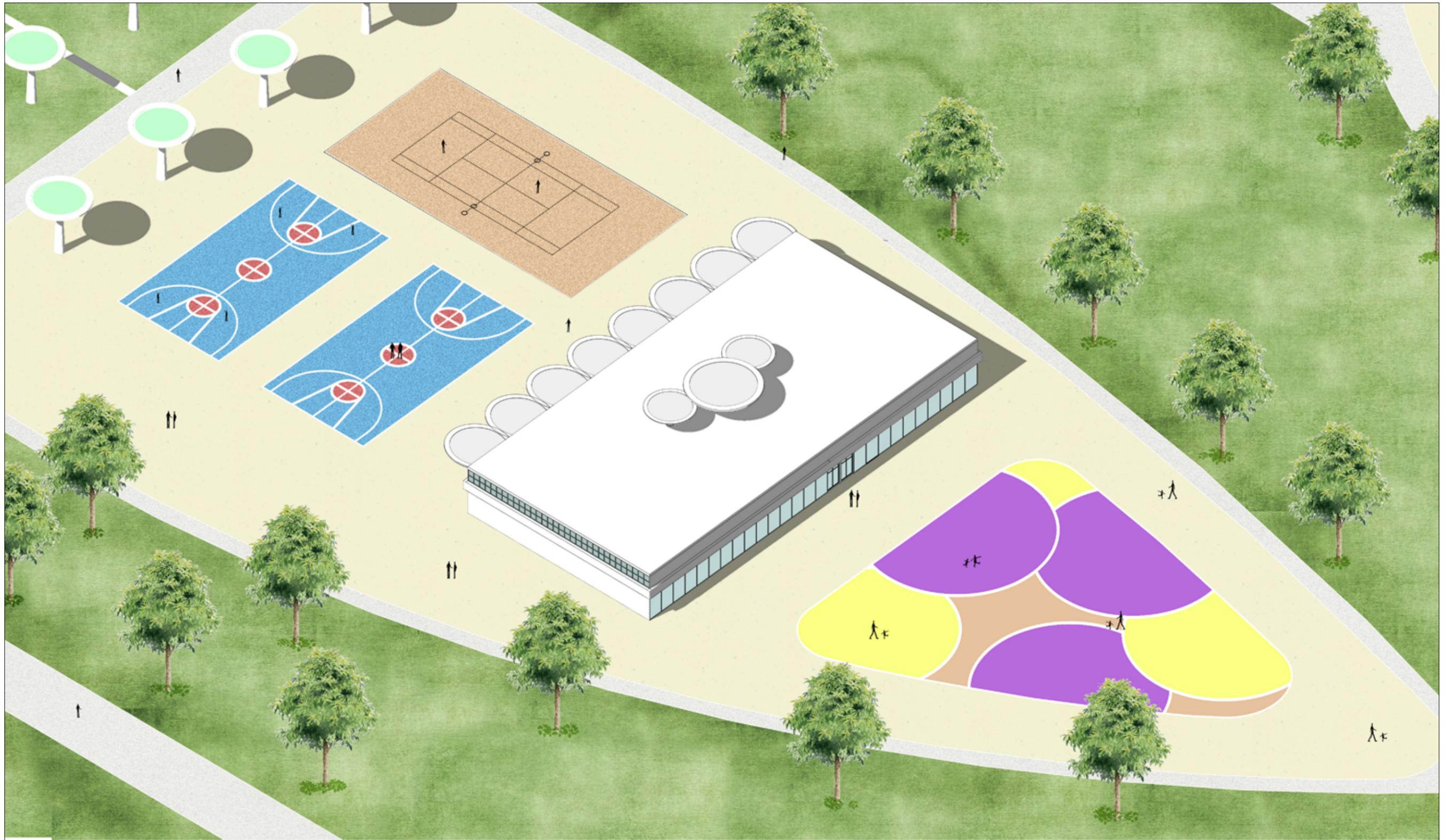


Square



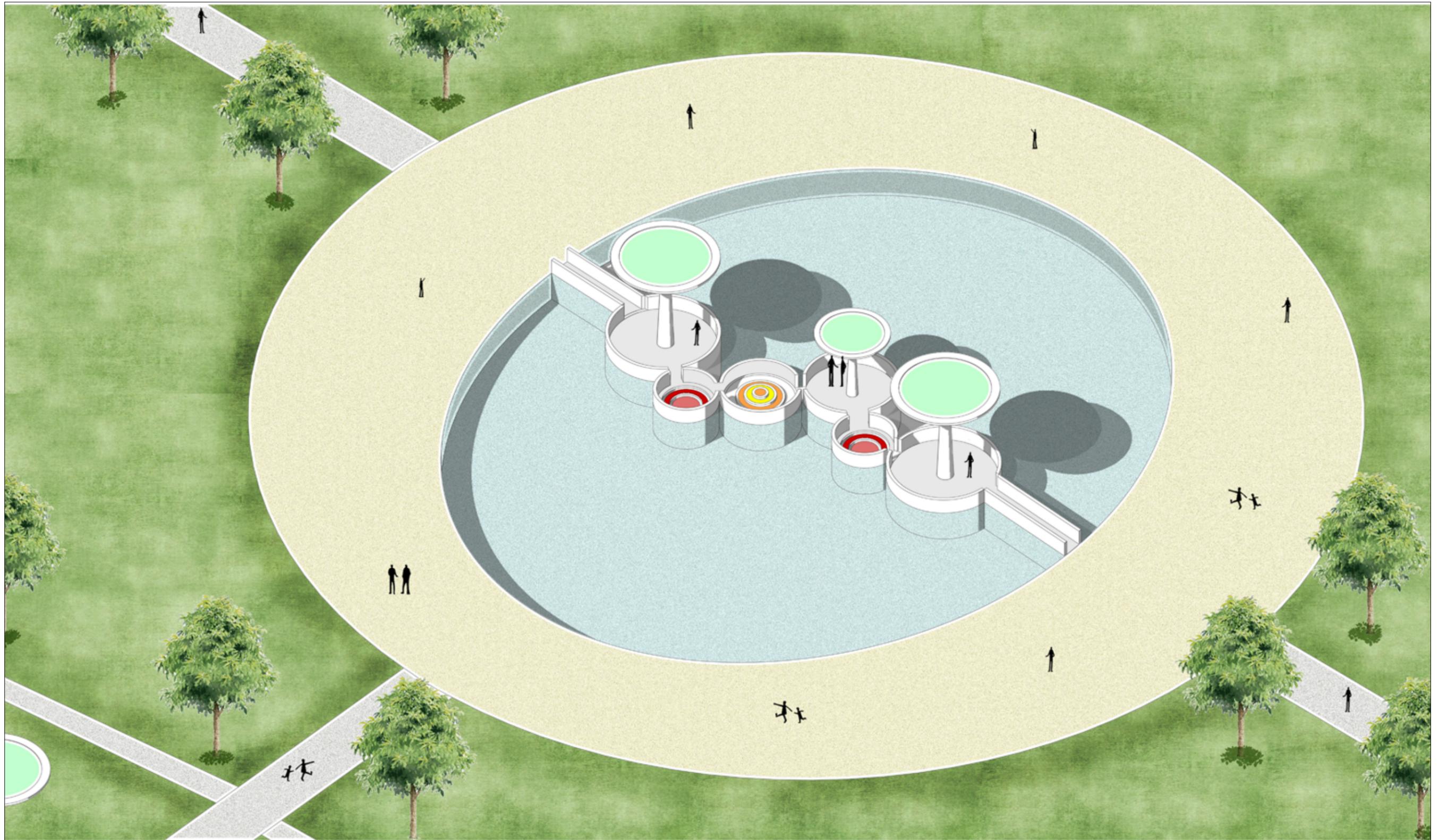
Kiosk

Axonometric 3 - Sport area



- Grass
- Basketball court
- Tennis court
- Children's playground
- Indoor gym

Axonometric 4 - Pool



Grass



Pool

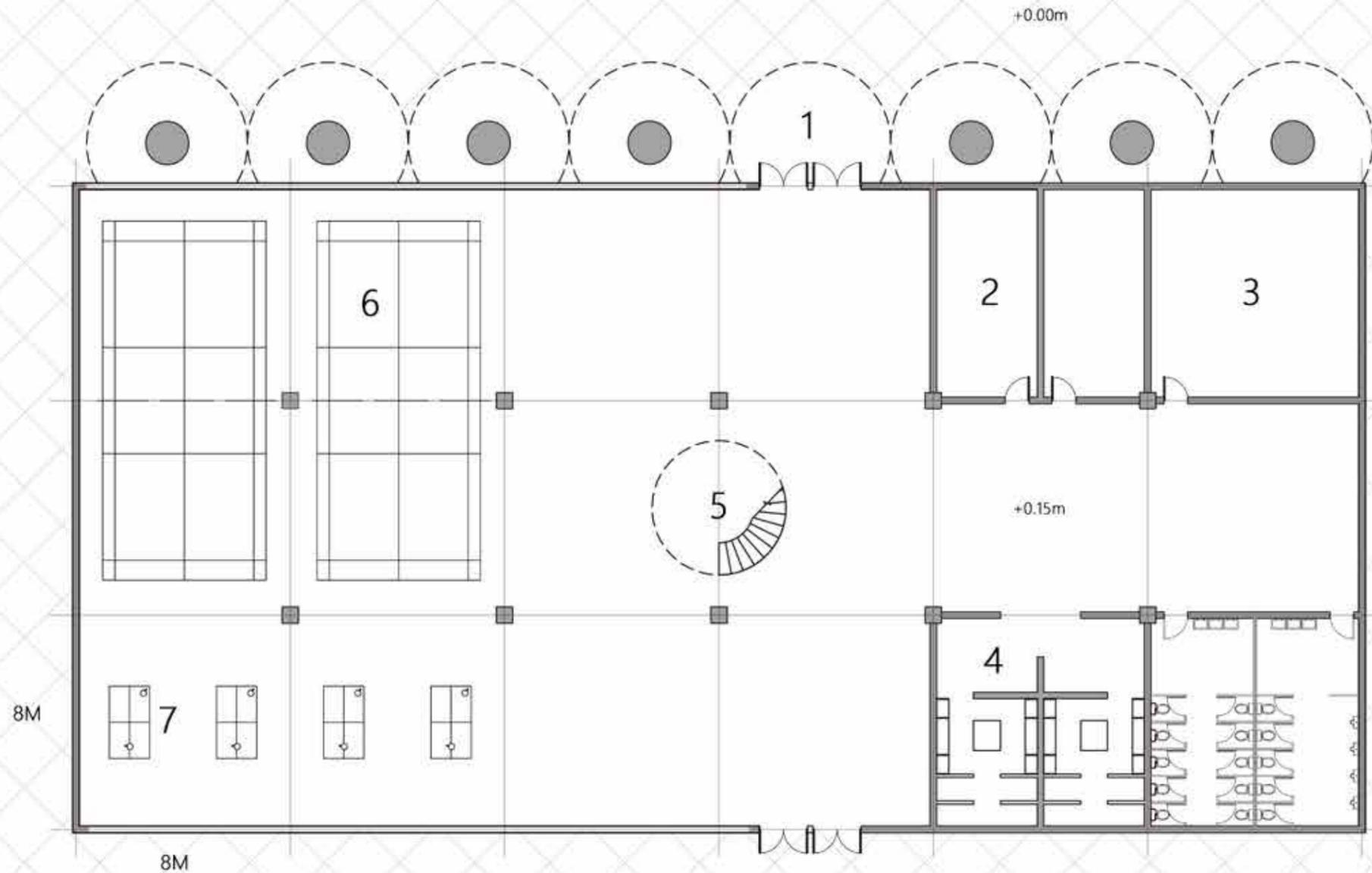


Square



Water landscape

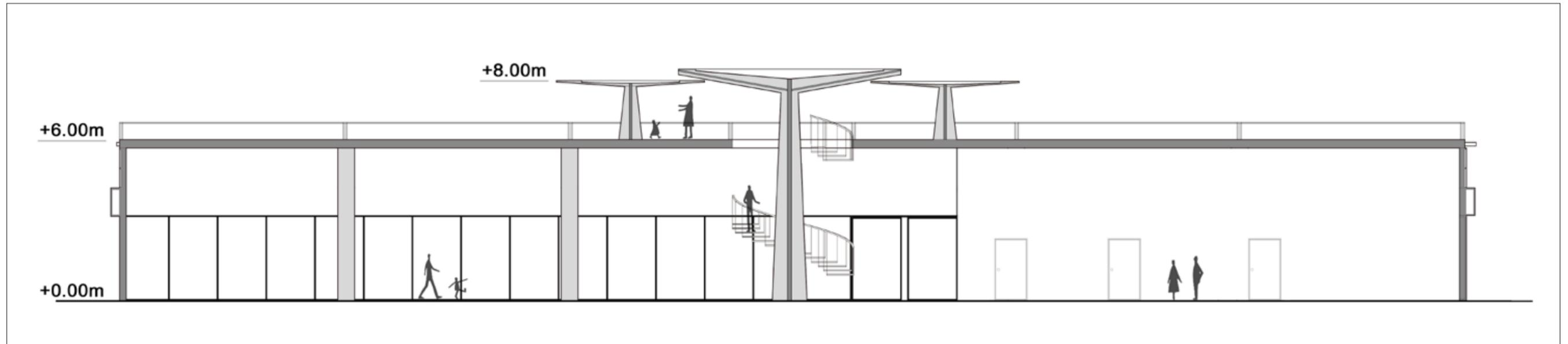
Indoor sport center Ground plan



- 1 : MAIN ENTRANCE
- 2 : OFFICE
- 3 : WARTHOUSE
- 4 : CHANGING ROOM
- 5 : SPARIL STAIR
- 6 : BADMINTON
- 7 : TABLE TENNIS



Indoor sport center section



Collage



Main road



Sport center



Bridge

REFERENCE

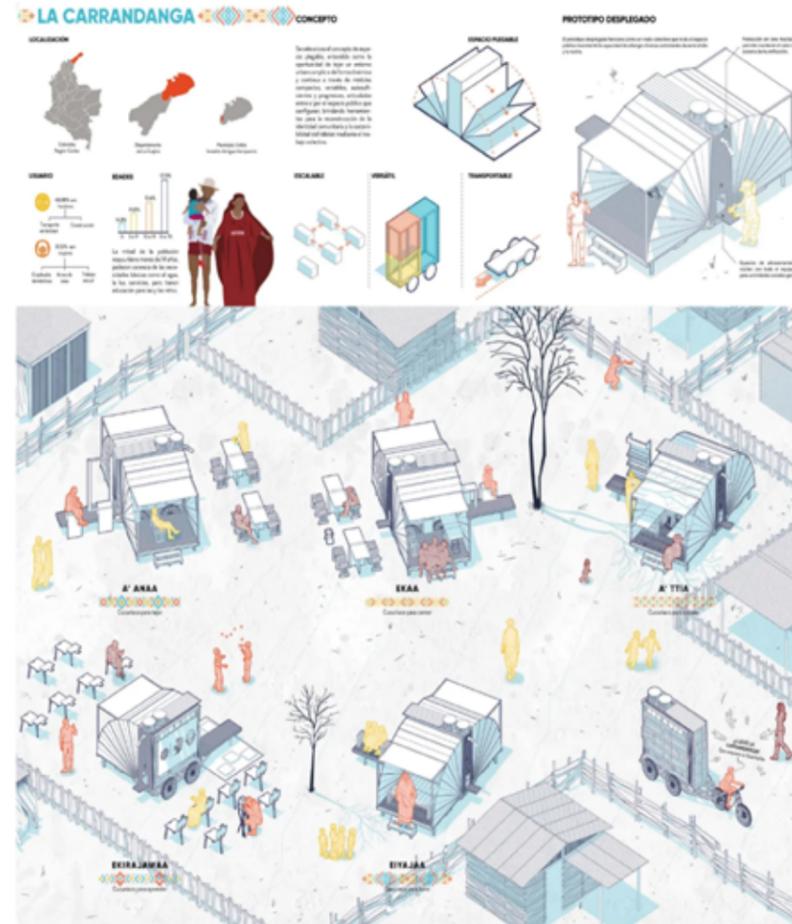
Reference

NY Highline Park
2011



The High Line 2 spans 10 blocks from West 20th Street to West 30th Street and is characterized by narrow width (usually about 30 feet wide) and linear relationships (10 linear blocks). The design maintains the same basic elements (paving, planting, furniture, lighting, handover treatment) in all respects as the first phase, while emphasizing the creation of a rich experience through a series of distinctive sequential spaces.

La Carrandanga
2021



A modular system is proposed based on the concept of folding space, understood as a living organism that expands and contracts to adapt. It will be composed of Cucuriacos (healers) that act as compact, versatile nodes and enhancers of the landscape that allow inhabiting the public space through the interaction of the community, involving commercial activities for the economic activation of the sector, as well as an endowment, housing, farming and services that generate well-being and improve the quality of life.

Shanghai Baixi Park
2022



Once carrying the branch line of Zhenru freight rail and later Caoyang Farmers' Market, the near to 1-kilometer-long and 10- to 15-meter-wide site has been re-programmed as a fresh, multilevel and mixed-use park, walkable and community-centered, shortly after the market's closure in 2019.

Reference

Jiangsu Central Park
2017



The Axis Park is an urban rejuvenation project located in the heart of CBD in Nantong city. Due to the new city development and new needs for public space, the previous park calls for redesign in 2018. YIYU is honored to be selected for the renovation task. The new park is constructed in 2020 and reopens again in 2021.

Hangzhou Sports Park Project
2021



This Project is in Linping Sports Park, Hangzhou City, Zhejiang Province. It aims to provide supporting facilities for the newly built park, and consists of a fitness center, a comprehensive indoor arena, and rest stations. The Sports Park is a rare urban oasis in such a densely inhabited city. Following ecofriendly operation standards, it has a simple and flowing landscape with open lawns and streamlined walkways.

Henan Furong Lake Sustainable city Park
2019



Furong Lake Park is located in Zhoukou City, Henan Province. It is situated in the priority development area of the East New District, adjacent to Zhoukou East Railway Station and the new administrative center. It is an important node on the urban development axis, facing the demand of urban upgrading, bearing the important function of the future urban living room of the East New District

Reference

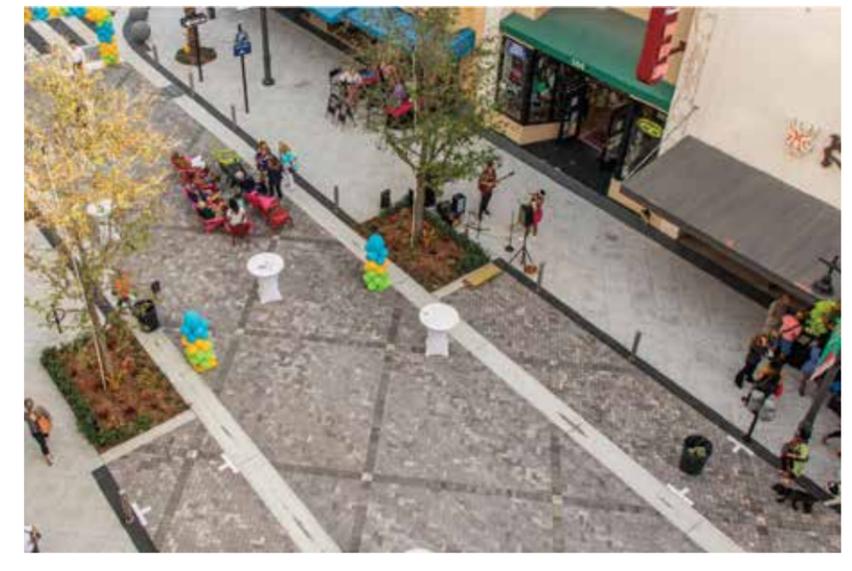
Clematis Street in West Palm Beach
2020



Infinite Bridge
2015



Mobility hub
2017



Like many cities, West Palm Beach, Florida, is reopening downtown businesses while prioritizing safety. More outdoor seating for restaurants and bars is an important response. West Palm Beach has a leg up on many cities due to the recent completion of the \$13.6 million transformation of its main downtown thoroughfare, Clematis Street.

The Infinite Bridge — an intriguing, round architectural installation by Danish studio Gjøde & Povlsgaard Arkitekter. This never-ending promenade of 60 identical wooden parts, placed on steel pillars fixed nearly two meters into the sea floor, offered visitors a new and very different view of the landscape.

Rawness and elegance forge a sense of wonder in the new Bovenbouwwerkplaats Studioninedots proudly presents Bovenbouwwerkplaats, new constructions around the building obstructed the view of and from the workshop and the construction was in need of renewal.

THANK YOU