

# Borgo San Paolo

## Analysis

- Borgo San Paolo (Piedmontese: Borgh San Pàul) is a neighborhood in western Turin.

- Part of District 3 with:

- Lesna
- Cenisia
- Pozzo Strada

- Cit Turin

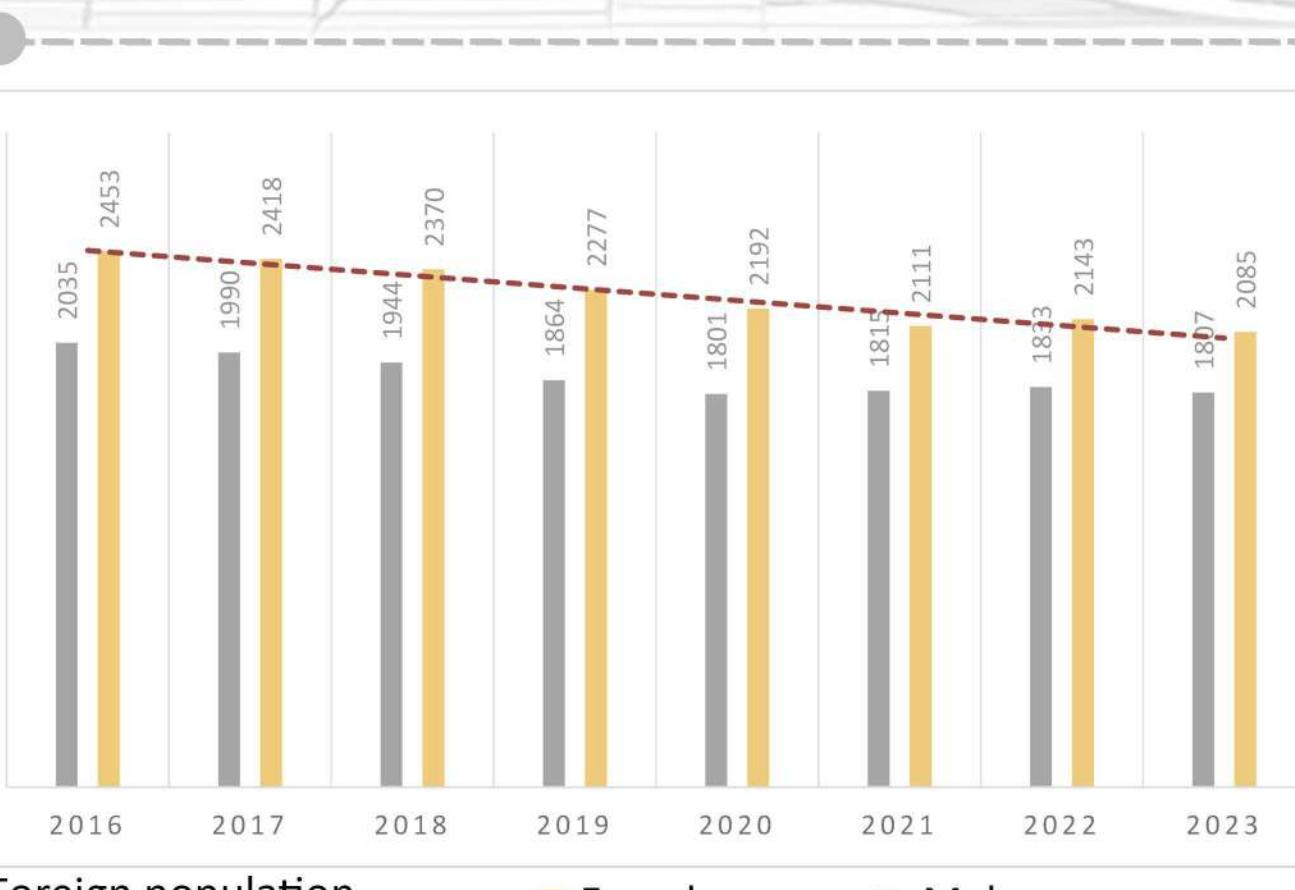
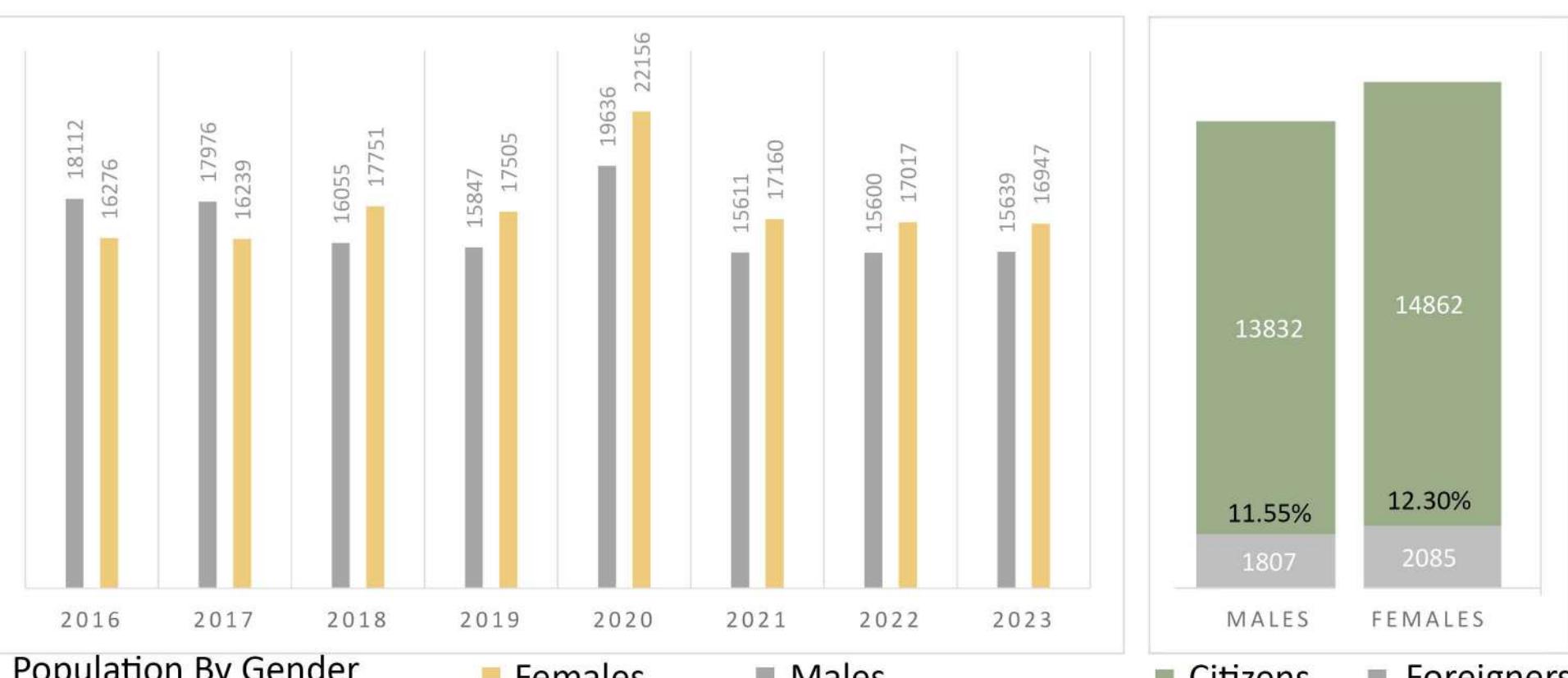
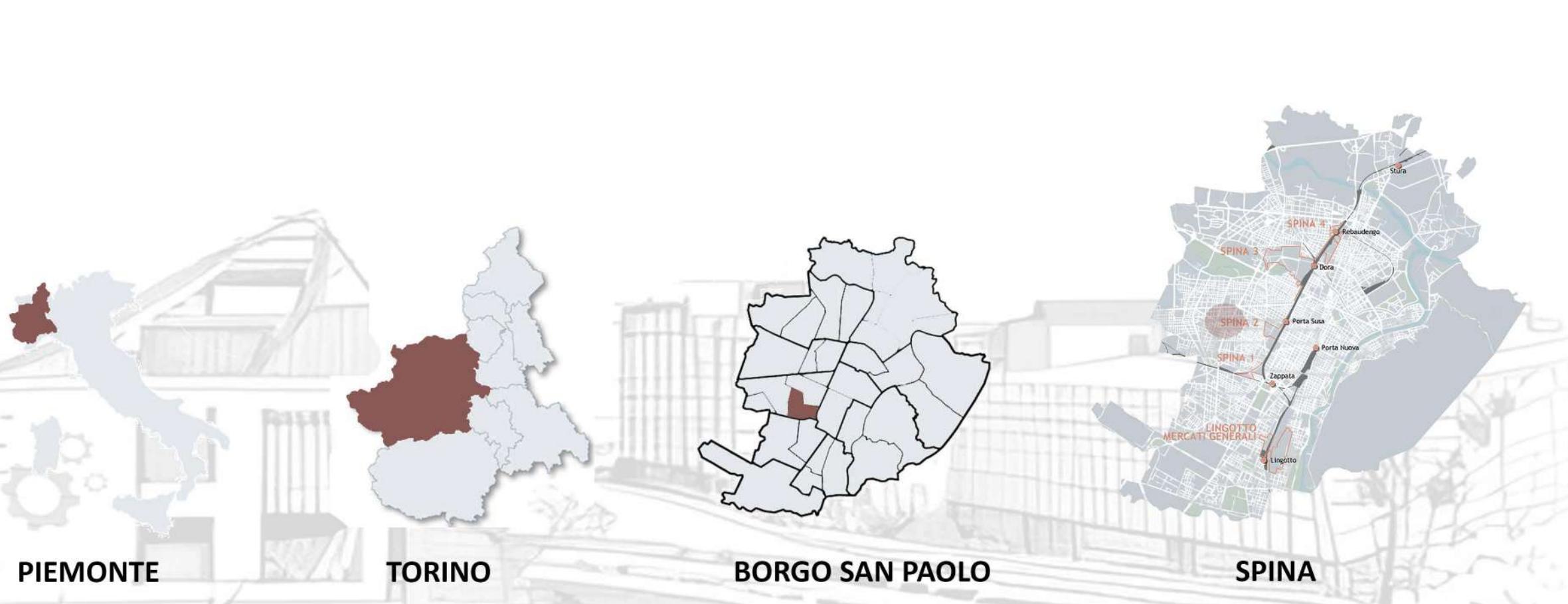
- Rione Lancia (named after the Lancia car manufacturer).

- History:

- Emerged in the 17th century as a Jesuit property.

### a-Evolution:

- From rural countryside to urban center.
- Key role in Turin's industrial boom.
- Experienced urban planning and architectural changes.
- Current:
- Ongoing reconversion of industrial areas.
- Active in urban development.
- A vibrant hub blending history with modernity.



**Population Dynamics (2016-2023):**  
Initial Decline: Population decreased initially.  
Spike in 2020: Unexpected population increase in 2020.



Further Decline: Population continued to decline after 2020.



**Gender Trends:**  
Female Population Surpassed Males: From 2018 onwards, females outnumbered males, contrasting with earlier years.

**Foreign Population:**  
Consistent Decrease: Steady decline in the foreign population, indicating possible shifts in immigration policies or patterns.

LAND USE	
ACCOMMODATION	
BANK HEADQUARTERS	
COMMERCIAL	
HEADQUARTERS OF THE POLICE FORCE	
HEALTHCARE	
HOUSING	
INDUSTRIAL	
INDUSTRIAL PLANT	
INSTRUCTION	
OTHER	
PUBLIC SERVICE	
RESIDENTIAL	
RESIDENTIAL AND COMMERCIAL	
RESIDENZIALE E PRODUTTIVO	
ROAD	
SCHOOL LOCATION	
UNKNOWN	
VACANT	
VENUE FOR SPORTING ACTIVITIES	
RAILWAYS	
PLAN_AREA	



LAND USE	
ACCOMMODATION	844.3135668 0.21%
BANK HEADQUARTERS	59.28033319 0.01%
COMMERCIAL	58060.48473 14.29%
HEADQUARTERS OF POLICE FORCE	8875.020675 2.18%
HEALTHCARE	2031.214922 0.50%
HOUSING	76036.09969 18.72%
INDUSTRIAL	34371.89815 8.46%
INDUSTRIAL PLANT	1895.077535 0.47%
INSTRUCTION	1443.193605 0.36%
OTHER	159.913057 0.04%
PUBLIC SERVICE	3906.640497 0.96%
RESIDENTIAL	64638.83512 15.91%
RESIDENTIAL AND COMMERCIAL	89282.34457 21.98%
RESIDENZIALE E PRODUTTIVO	14427.80997 3.55%
ROAD	17264.82634 4.25%
SCHOOL LOCATION	13452.41964 3.31%
UNKNOWN	5501.689858 1.35%
VACANT	1748.839109 0.43%
VENUE FOR SPORTING ACTIVITIES	12212.07989 3.01%
RAILWAYS	406211.9813 100%

LAND USE	
RESIDENTIAL ZONE (CONTINUOUS)	
RESIDENTIAL ZONE (DISCONTINUOUS)	
COMMERCIAL AND SERVICE AREAS	
Road and Infrastructure Network	
URBAN GREEN AREAS (PUBLIC AND PRIVATE)	
RECREATIONAL AND SPORT AREAS	
WATER BODIES	
PLAN_AREA	



GREEN SPACES	
GARDEN	
TREES	
RAILWAY	
PLAN_AREA	



① Parco Ruffini  
② Giardino Filippo Piredda  
③ The northeast side of the district holds great potential for creating additional green spaces and planting trees.



There are many surfaces within the district with the potential to be made more permeable. Enhancing permeability in surfaces district-wide improves stormwater management, reduces flooding, and supports biodiversity.

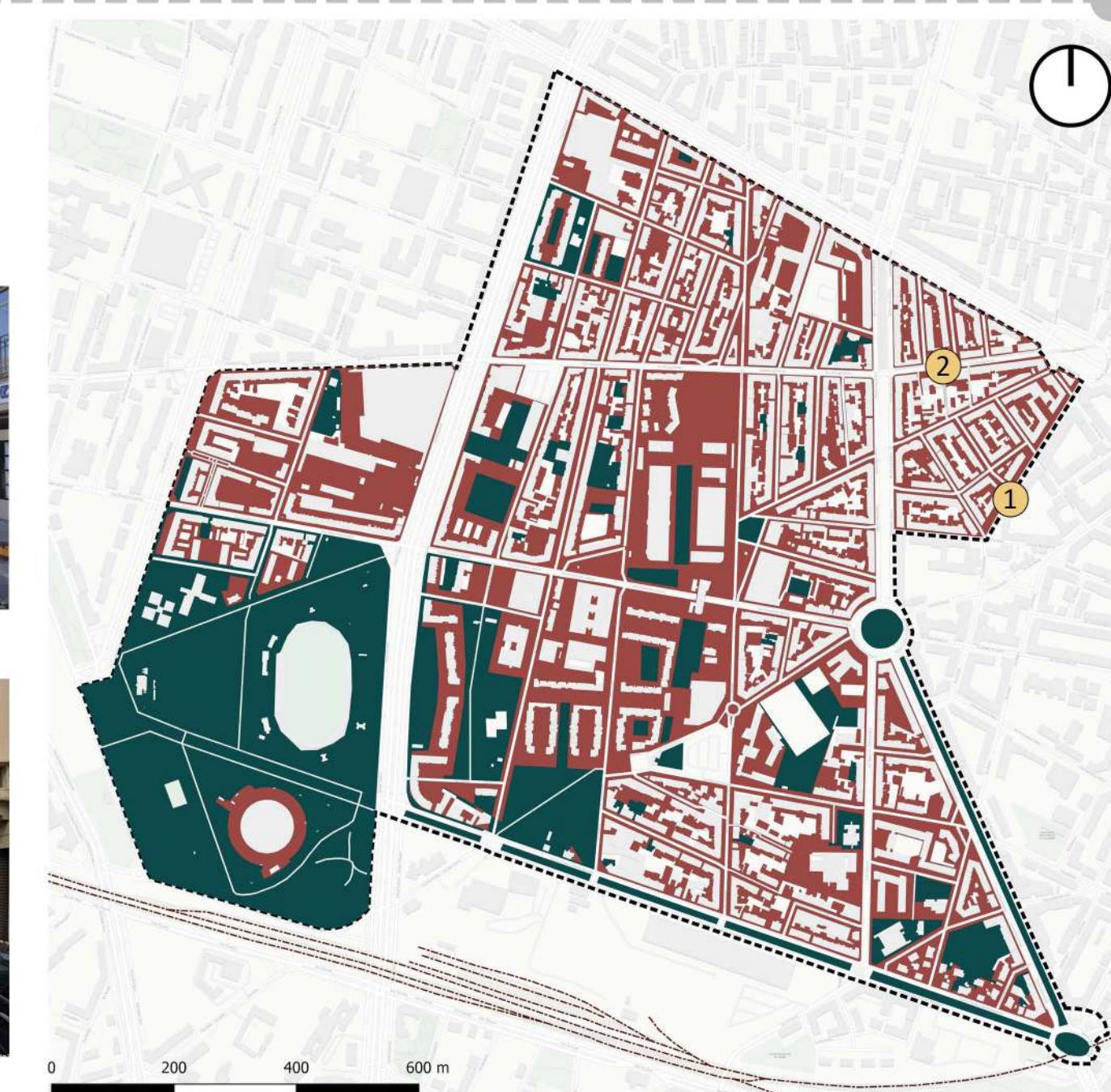
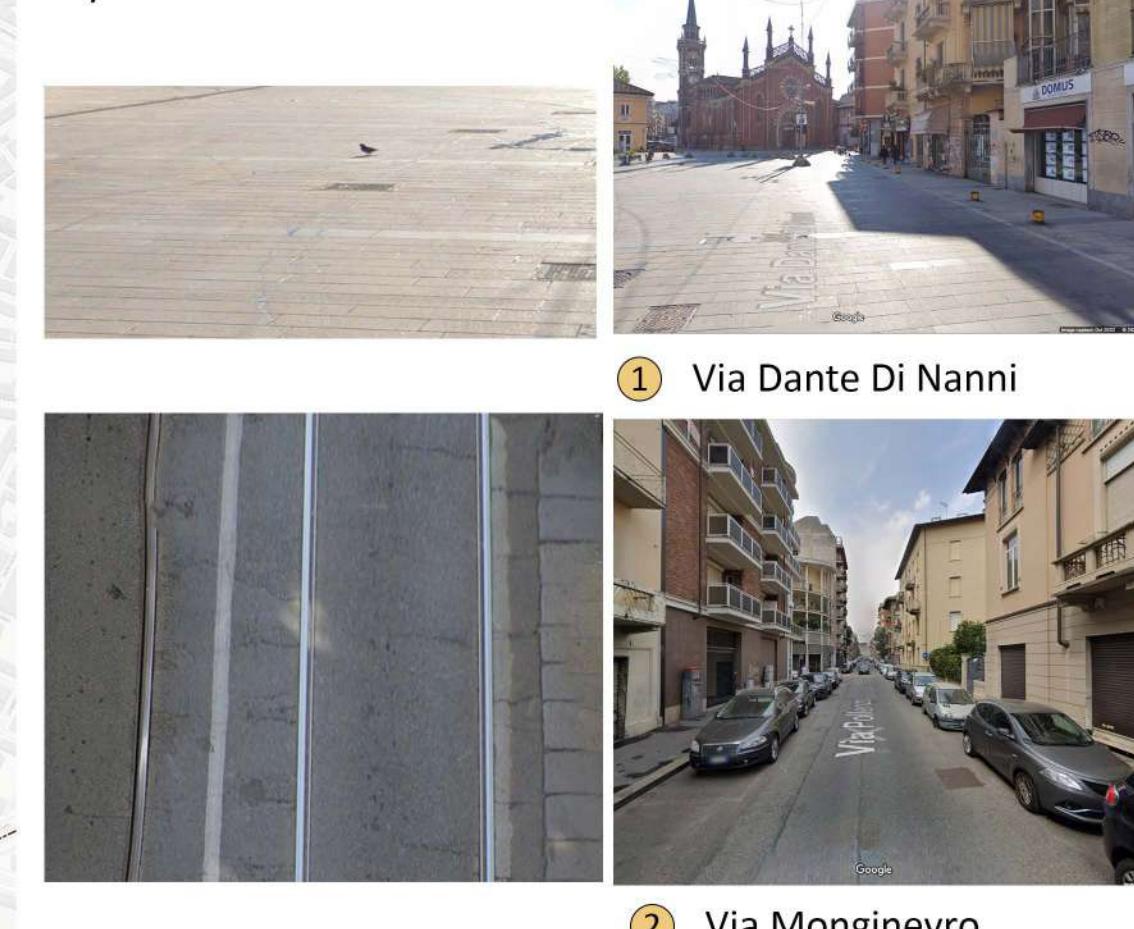
### PERMEABILITY

PERMEABLE AREA (22.65%)

IMPERMEABLE AREA (77.35%)

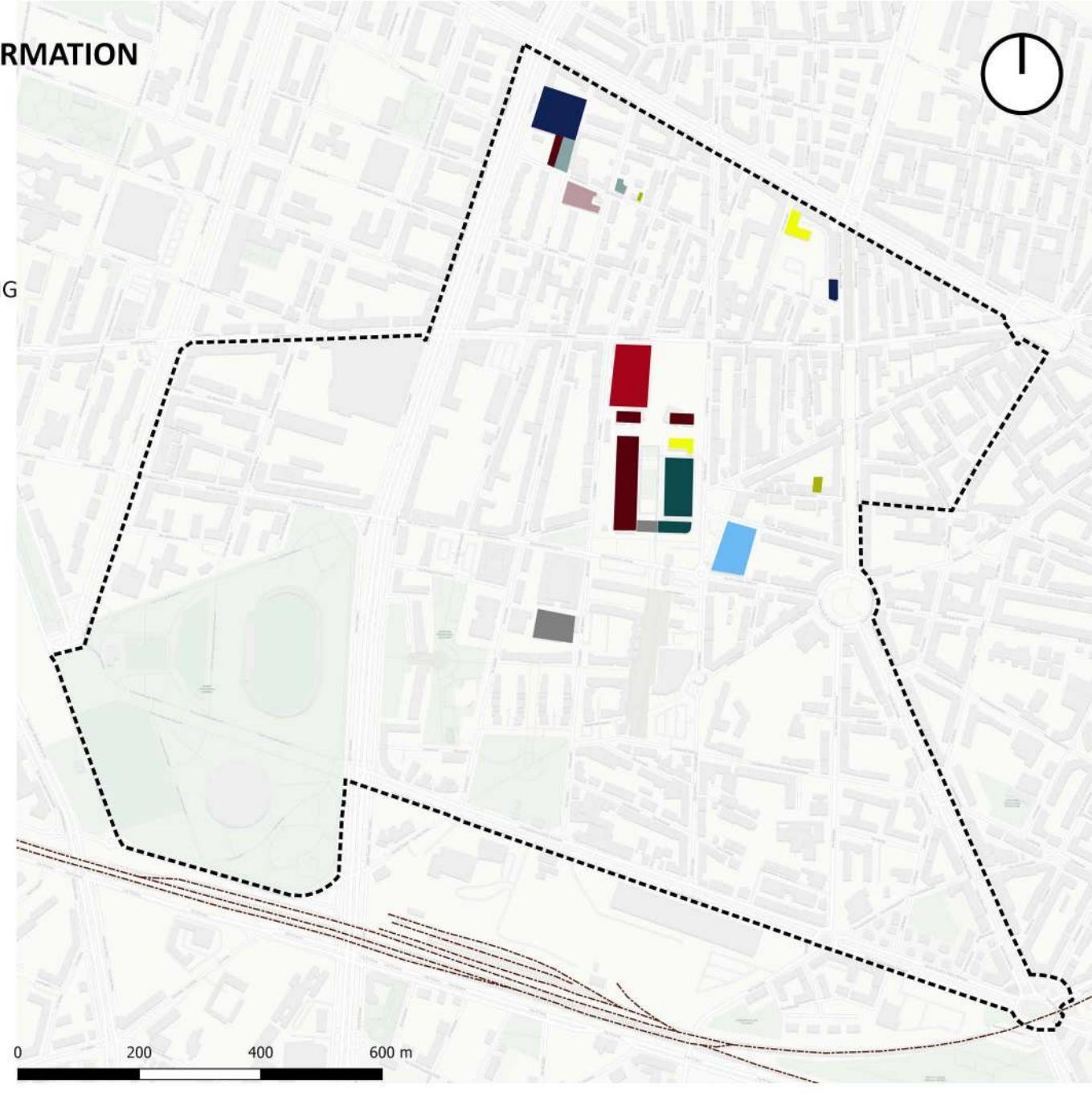
PLAN\_AREA

RAILWAYS



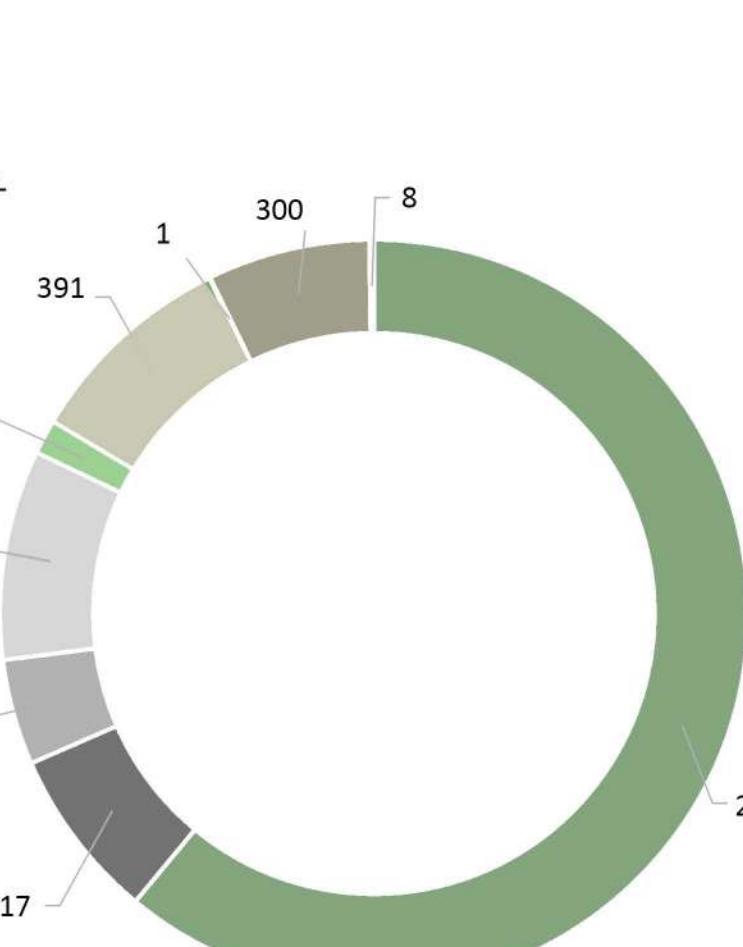
### BROWNFIELD TRANSFORMATION

BROWNFIELD TRANSFORMATION	
DEMOLISHED	
GYM	
MARKET	
PARKING	
POLICE OFFICE	
NEW RESIDENTIAL BUILDING	
RENOVATED BUILDING	
RESIDENTIAL	
VACANT	
WAREHOUSE	
RAILWAY	
PLAN_AREA	



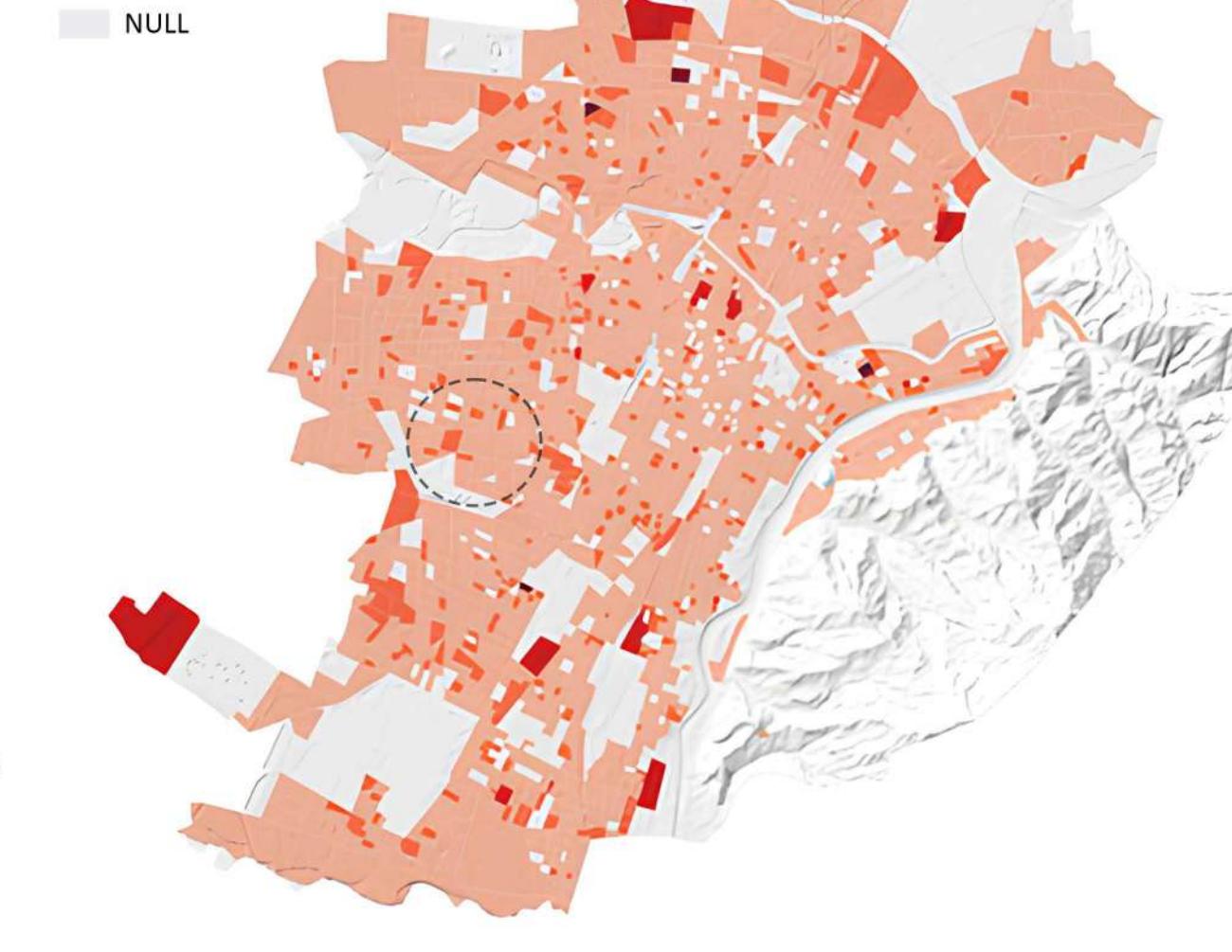
### TREES' PAVEMENT

VEGETABLE COVER	
ASPHALT	
NOT SPECIFIED	
OTHER	
SELF-LOCKING	
STONE MATERIAL	
STABILIZED - GRAVEL	
RADDLED EARTH - NATURAL	
STABILIZED CEMENTED	



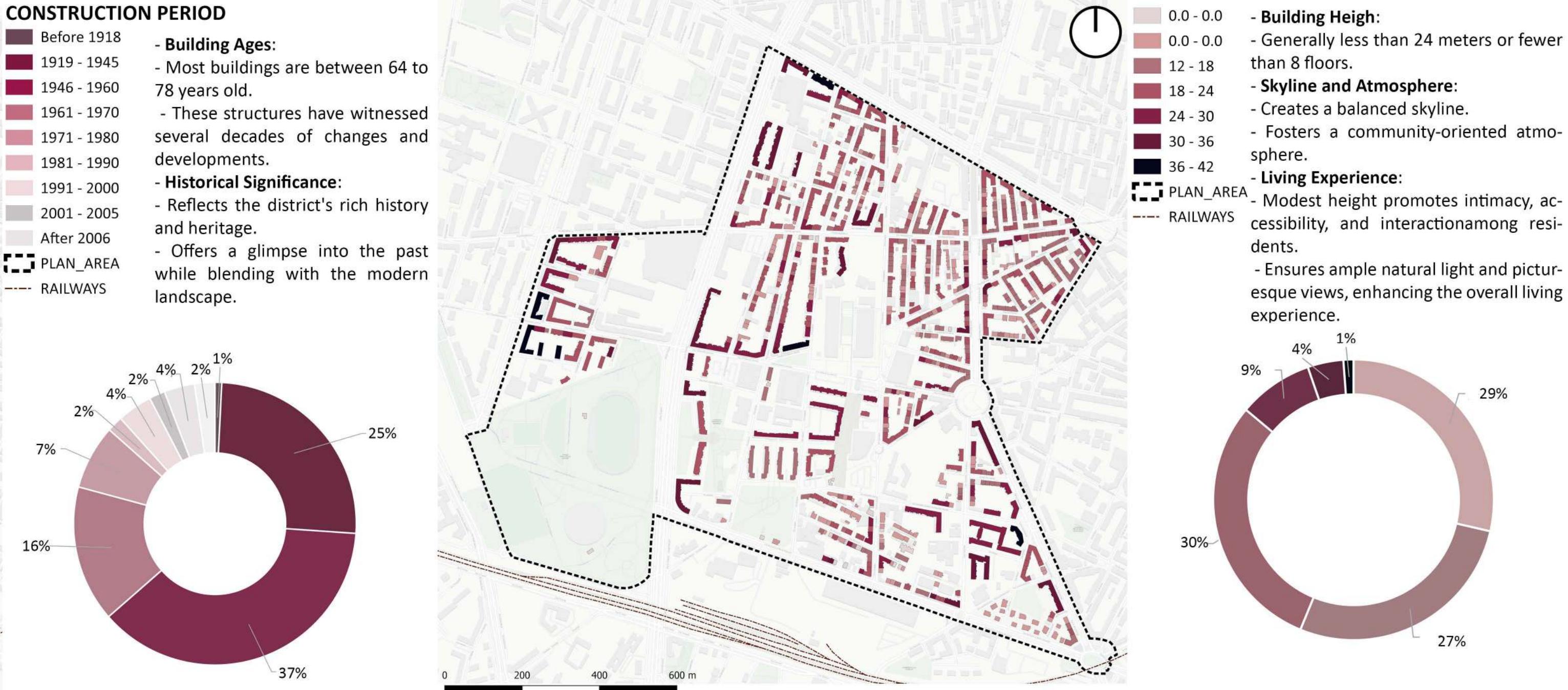
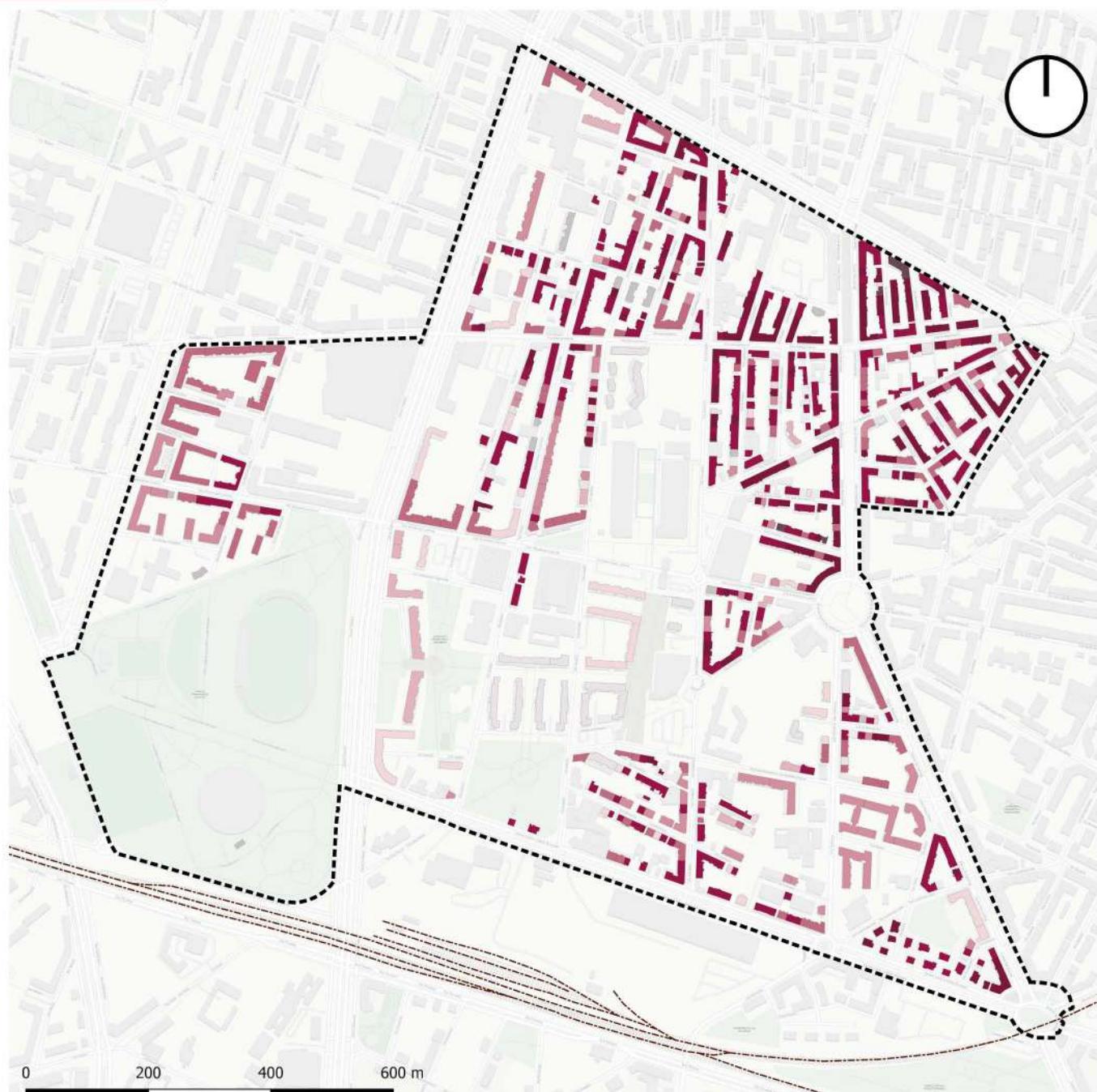
### Urban Heat Island

VERY HIGH	
HIGH	
MEDIUM	
Moderate	
NULL	



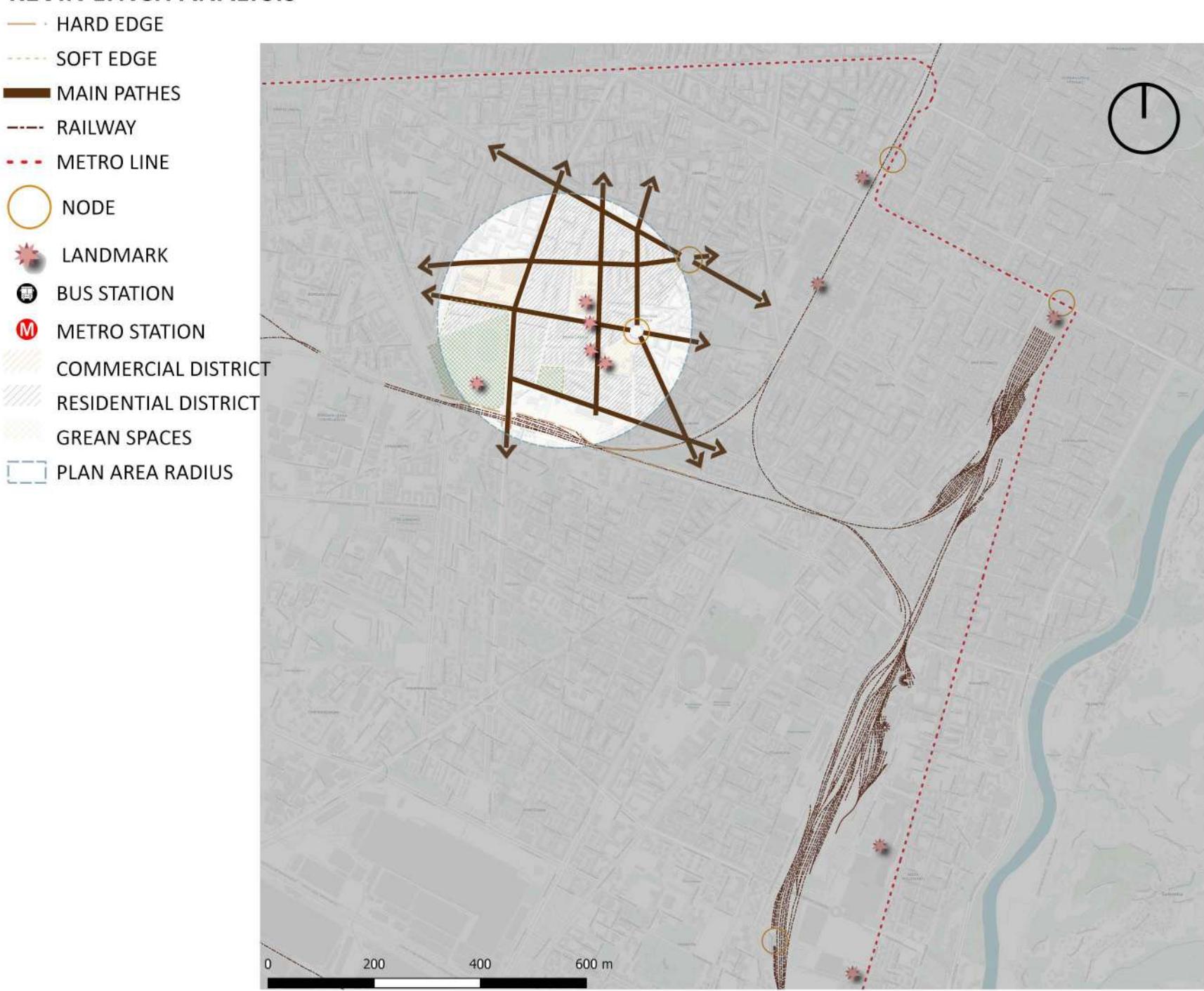
# Borgo San Paolo

## Analysis



### KEVIN LYNCH ANALYSIS

HARD EDGE	---
SOFT EDGE	---
MAIN PATHES	---
RAILWAY	---
METRO LINE	---
NODE	○
LANDMARK	●
BUS STATION	○
METRO STATION	●
COMMERCIAL DISTRICT	■
RESIDENTIAL DISTRICT	■
GREEN SPACES	■
PLAN AREA RADIUS	□

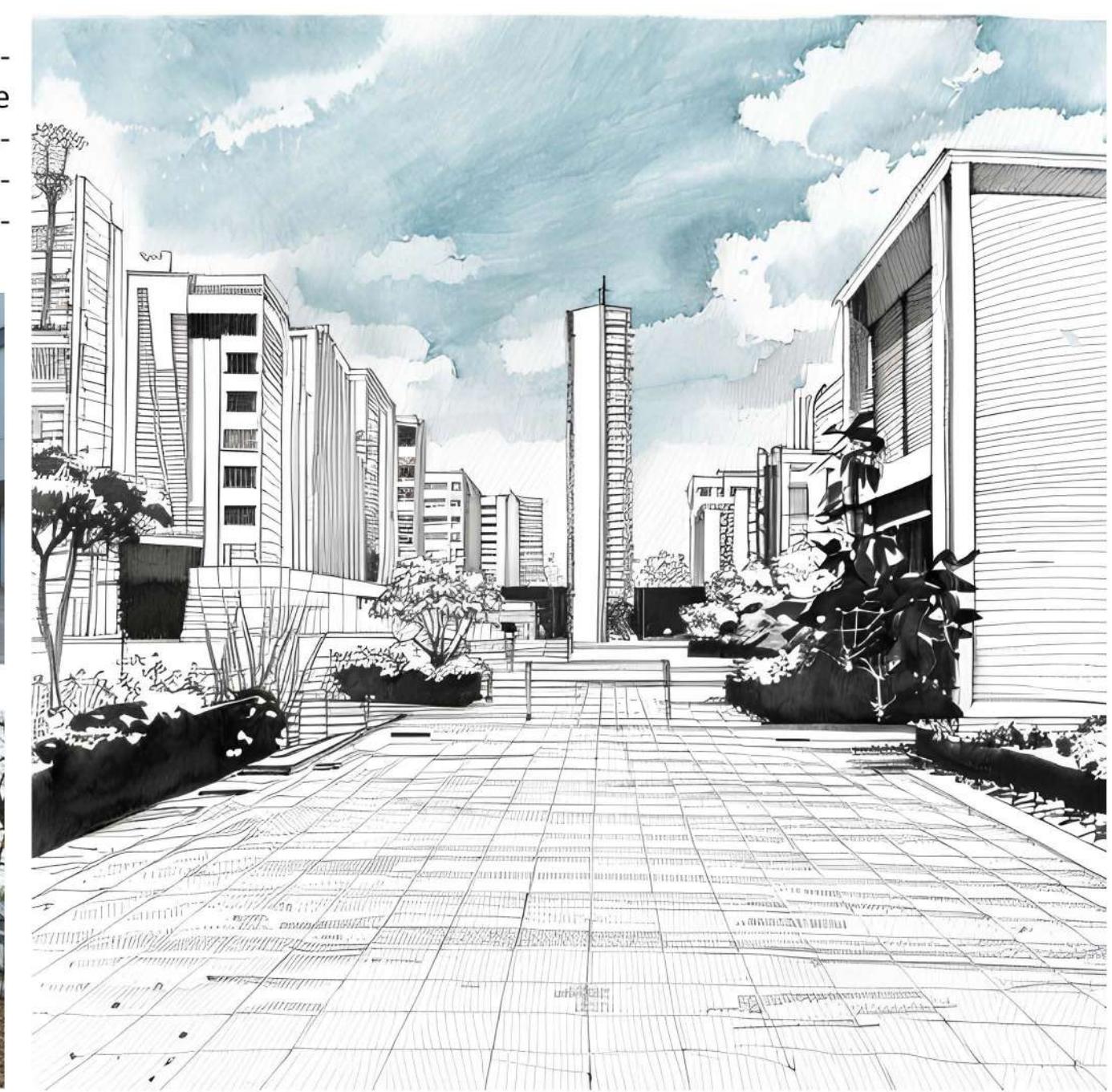


### Land Marks

Landmarks play a significant role in defining the identity and character of an area. In the study area, landmarks serve as reference points, cultural symbols, and focal points for both residents and visitors alike. From historic buildings to iconic monuments, these landmarks contribute to the sense of place and help shape the community's narrative.



### Perspective



### ACCESSIBILITY & ROAD TYPES

MAIN ROAD	---
SECONDARY ROAD	---
LOCAL ROAD	---
SQUARE	---
CYCLE PATH ZONE 30	---
CYCLE PATH	---
PEDESTRIAN PATH	---
METRO LINE	---
RAILWAYS	---
METRO STATION	●
BUS STATION	○
10min walk	---
PLAN_AREA	□

#### Bus Lines

33	55	2
42	64	
56	71	

#### Tram Line

15
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### Strength

The district's landmarks add cultural richness, attract tourists, and boost local businesses. They create community pride and identity, shaping the district's character and strength.

Diverse shopping malls boost the district's appeal, offering residents convenient access to various retail, dining, and entertainment options, enhancing its vibrancy and attractiveness.

The district benefits from convenient access via bus and tram routes, facilitating easy transportation for residents and visitors alike, enhancing connectivity and accessibility within the area.

Parco Ruffini boasts excellent sports facilities, providing residents with ample opportunities for recreational activities and promoting a healthy lifestyle within the community.

ACCESSIBILITY	---
BUS STATION	○
RAILWAY	---
LANDMARKS	---
CAMPUS SANPAOLO	■
COMMERCIAL OFFICE	■
PALAZZO DELLO SPORT	■
PARK RUFFINI	■
RSA LANCIA - LINGOTTO	■
SHOPPING MALLS	■
BENNET	■
HOME GOODS STORE	■
LIDL	■



### Weakness

Green spaces are unevenly distributed, mostly concentrated in the southwest of the district, leading to unequal access and outdoor activity opportunities.

The district lacks a well-developed circular and ringed bicycle path network, hindering efficient and safe commuting and discouraging residents from using bicycles as a sustainable transport mode.

Traffic congestion at the intersection of Corso Racconigi and Piazza di Robilant causes delays and impacts mobility, contributing to air pollution and noise, which affect the quality of life.

Indirect pedestrian pathways to Parco Ruffini hinder accessibility, forcing individuals to navigate circuitous routes around the district. This inconvenience may discourage pedestrian traffic, limiting the park's utilization and impacting residents' recreational opportunities.

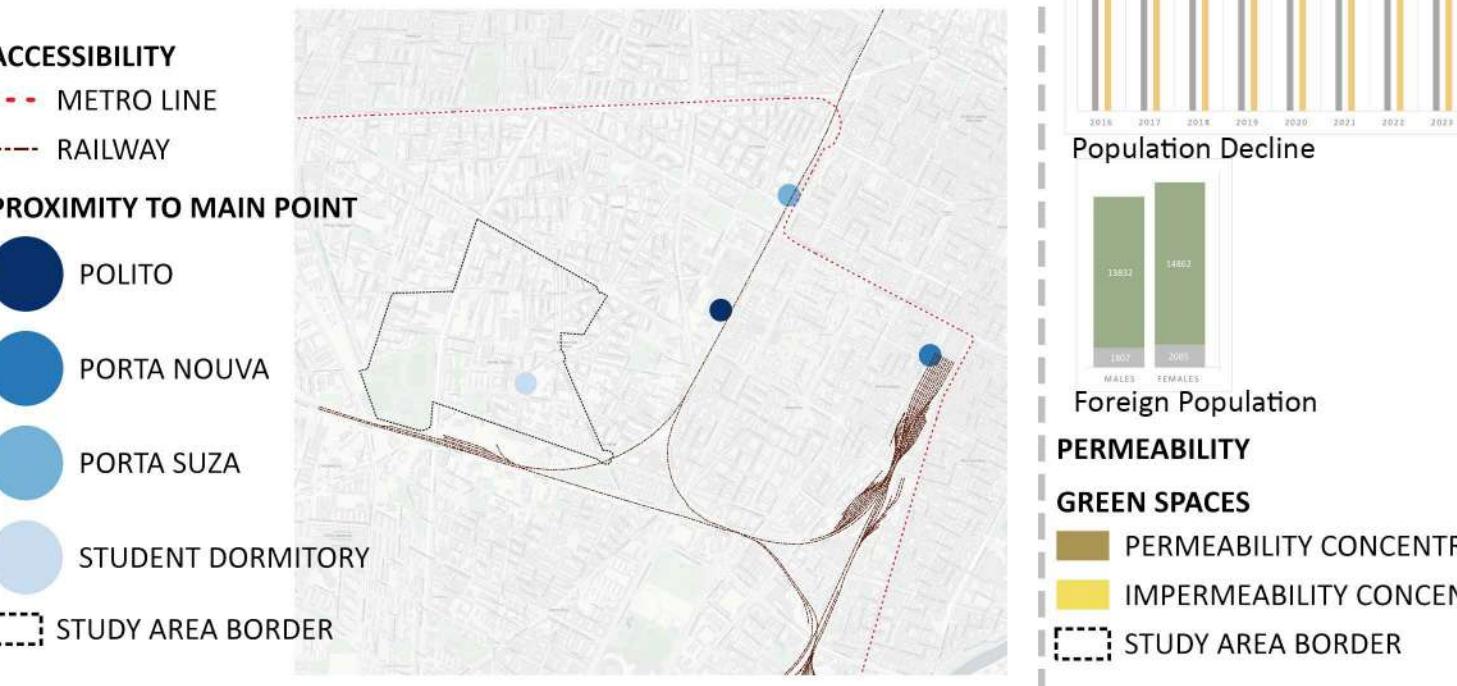
Via Dante Di Nanni lacks security measures during nighttime, posing safety concerns for pedestrians.



### Opportunity

Close proximity to the university and Porta Susa, with easy access to Porta Nuova (city center), offers potential for economic and cultural development.

The presence of student dormitory in the area provides an opportunity for increased vibrancy and economic activity, as well as fostering a youthful and dynamic atmosphere.

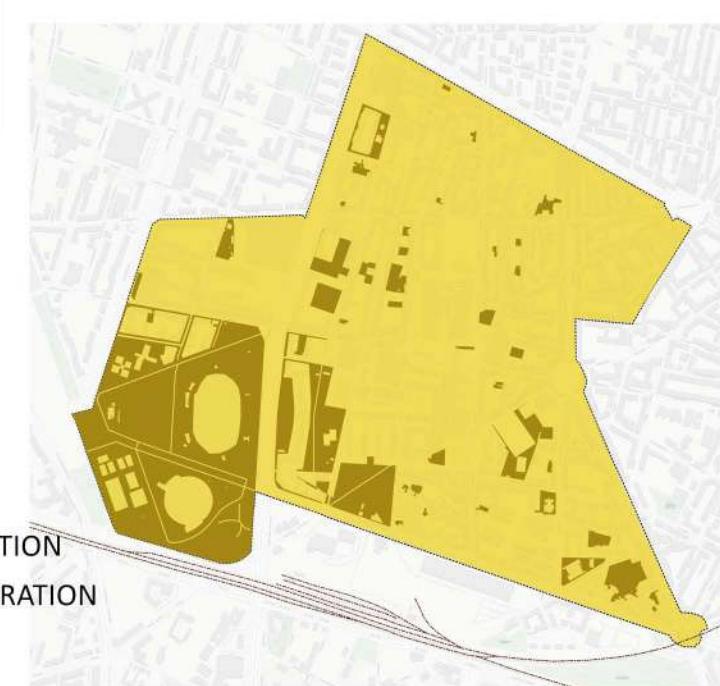


### Threat

The northeast part of the area is characterized by a high concentration of impermeable spaces. This abundance of impermeable surfaces, such as pavement and buildings, contributes to poor water drainage and increased risk of urban flooding during heavy rainfall.

Population decline poses challenges to community vitality and local businesses, impacting economic growth and straining public resources. It requires strategies to attract new residents and stimulate economic development for revitalization.

The decrease in the foreign population presents challenges for cultural diversity and may affect the local economy. It necessitates efforts to promote inclusivity and attract diverse talent and investment to the area.



# Borgo San Paolo

## 03 Proposals

Master Plan

STUDY AREA BORDER

ACCESSIBILITY

PROPOSED BRIDGE

STREET CALMING AND PEDESTRIAN PATH CONNECTION

PROPOSED BICYCLE PARKING

RAILWAY

EXISTING BUS STATION

CYCLE PATH

EXISTING CYCLE PATH

PROPOSED CYCLE PATH

GATHERING AREA

EXISTING GATHERING AREA

PROPOSED GATHERING AREAS

GREEN SPACES

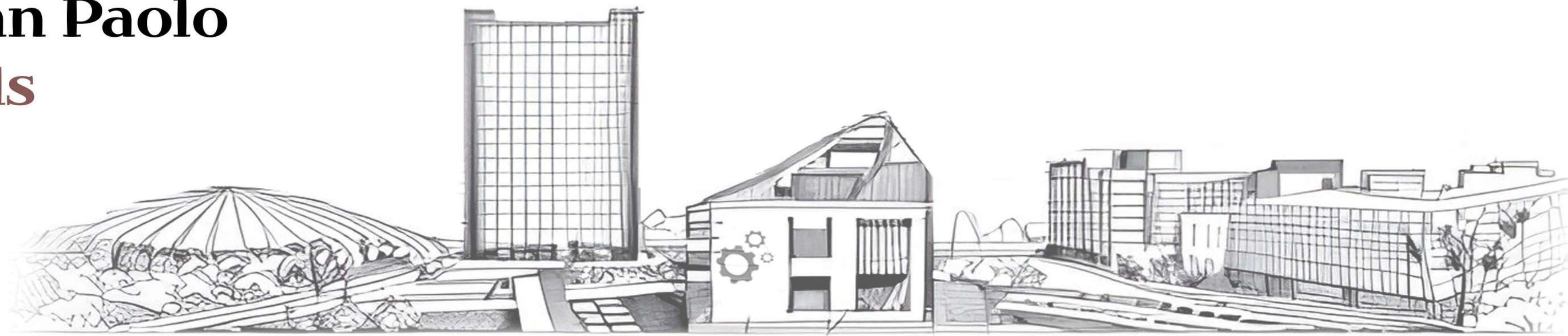
PROPOSED TREE LINE

EXISTING TREES

EXISTING GARDEN

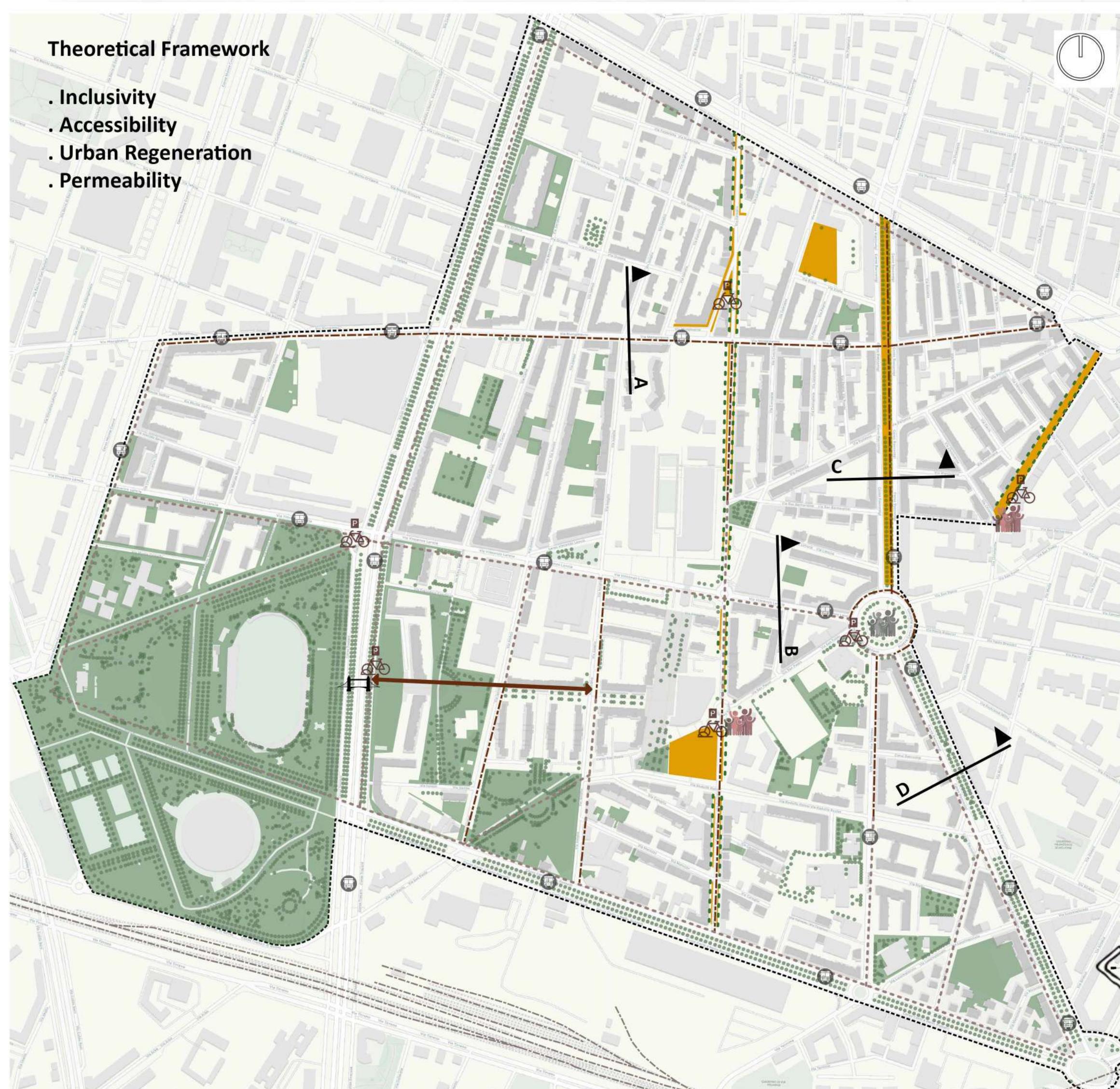
PROPOSED PERMEABLE AREAS

0 100 200 m



### Theoretical Framework

- . Inclusivity
- . Accessibility
- . Urban Regeneration
- . Permeability



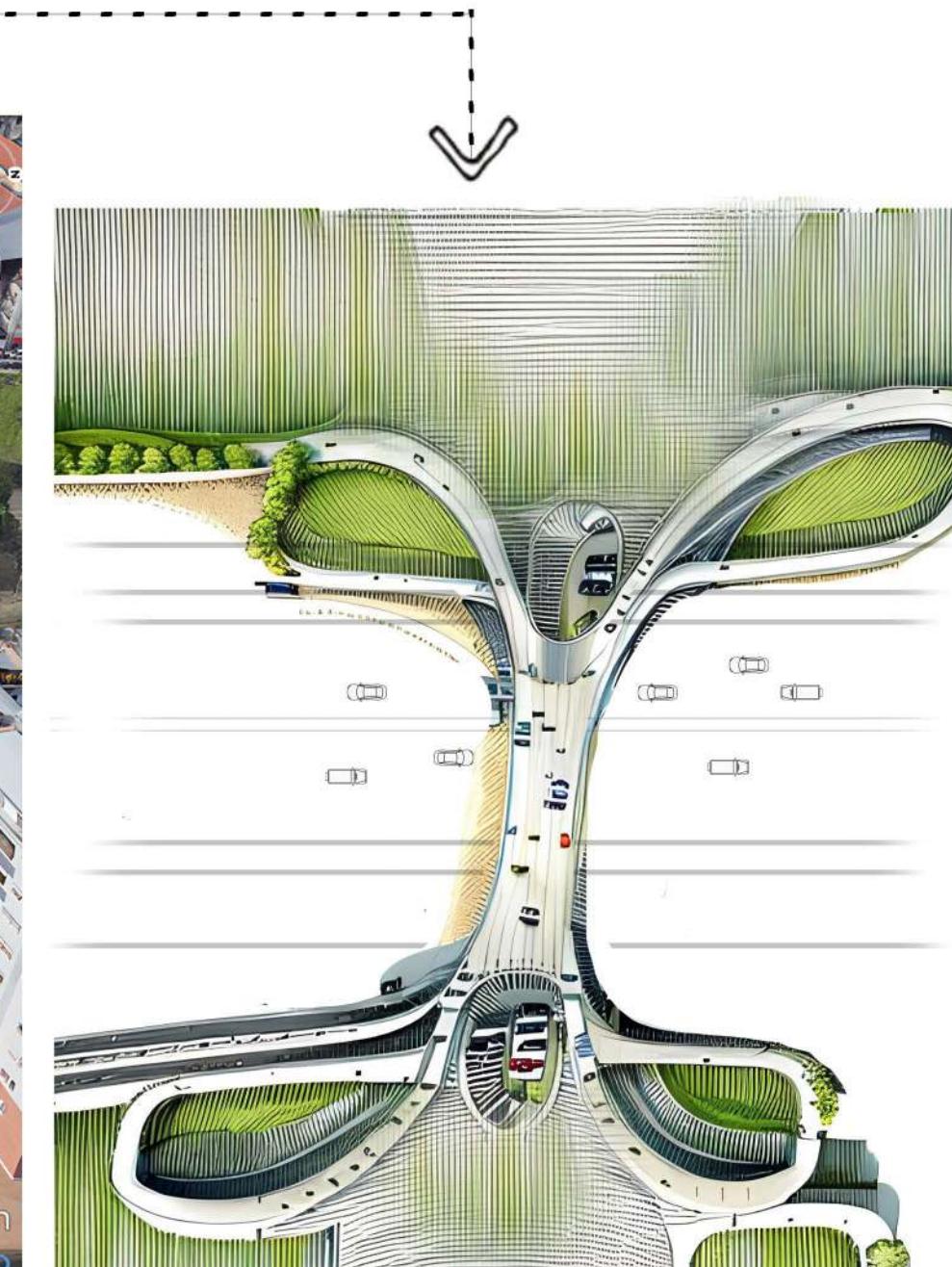
### Street Sections



Proposed Cycle Path Enhancements for Improved Sustainable Urban Mobility:  
Based on cycling design principles (CROW) we improved cycle path for sustainable urban mobility.

- Cohesion: Proposed cycle paths are linked to each other and major destinations like residential areas including San Paolo Campus for unified connectivity.
- Directness: New cycle paths were designed to provide the most direct routes possible, minimizing detours and unnecessary turns.
- Safety: Physical barriers, such as curbs or bollards, were used to separate cycle paths from road traffic.
- Comfort: Adequate width for cycle paths were ensured to accommodate varying volumes of cyclists and allow safe overtaking.
- Attractiveness: Landscaping and urban design elements were incorporated with reflective signs and colored pavement.

### Connecting the Pedestrian Path



### Street Calming & Connecting the Pedestrian Path



### Regeneration & Safety Upgrade

Via Dante di Nanni



Fountain at the center to attract children and youth, fostering intergenerational connections with the elderly.

