The project focuses on two meaningful processes that will transform the face of Tel Aviv. It offers rethinking about the street level design and the use of the underground area.

The first process in the coming future is the absorption of another half a million people that are expected in the next 50 years. These residents will flood the city’s streets, and although they will contribute to the urban economic prosperity, at the same time they will cause great strain on the city’s foundations. The second process is a dramatic change in the city’s transport system, which includes activating the tram and metro lines, and integrating collaborative and autonomous vehicles.

### Transportation changes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Year</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tram Line</td>
<td>2024</td>
<td>Ben Yehuda and Idelson Corner</td>
</tr>
<tr>
<td>Metro</td>
<td>2032</td>
<td>Marmorek and Huberman Corner</td>
</tr>
<tr>
<td>Autonomous Vehicles</td>
<td>2030-2040</td>
<td>Dizengoff and Frishman Corner</td>
</tr>
<tr>
<td>Planning Reality</td>
<td>Overlap areas</td>
<td>2032</td>
</tr>
</tbody>
</table>

### Urban densification

Full Actualizing master plan 5000 | Tel Aviv

Population expansion | Tel Aviv

<table>
<thead>
<tr>
<th>Year</th>
<th>Present</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>443,940</td>
<td></td>
</tr>
<tr>
<td>2030-2040</td>
<td>620,000</td>
<td></td>
</tr>
<tr>
<td>2040-2050</td>
<td>800,000</td>
<td></td>
</tr>
<tr>
<td>2050-2060</td>
<td>960,000</td>
<td></td>
</tr>
</tbody>
</table>
Changes in urban transportation may lower the use of private vehicles in the city and gradually liberate the parking areas and allow them to be converted for other uses.

The project examines these processes in two key locations in the city, and suggests new rethinking about broadside and programmatic scenarios. In this case the traffic of the masses leaving the metro stations creates opportunities for designing leveled, spatial complexity and urban intensity of a new kind.

Total 4.85 sq.km parking space in Tel Aviv
Employment Square

Converting parking lots to other uses | Maintaining the structure systems

Givon Parking Lot

Section A-A
| Renewal of Givon parking lot

Gindi Parking Lot

Section B-B
| Renewal and connection of both parking lots (Givon and Gindi) to the metro route

Habima parking lot

Section A-A
| Renewal of the Habima parking lot

Section B-B
| Connection of Habima parking lot to the metro route
The project reveals the possibility to exploit the power of mass movement of people using the metro line. This process will be done by turning the underground parking lots into bustling centres, revitalizing urban spaces and designing them as complex layered spaces that offer a new kind of urban experience.

**Cultural Square**

**Section C-C | Habima parking lot**
Exploiting the existing slopes and open areas (that until now provided circulation space), to create new courtyards and natural light deep in the ground.

**Section D-D | Habima parking lot**
The opening of the ground floor creates a three-dimensional square that now consists of 2-3 levels.

**Section E-E | Habima parking lot**
New spatial and programmatic scenarios that emphasize the cultural character of the square.
Section C-C | Connecting Givon and Gindi parking lots to the metro route. Expanding the employment square by additional complementary programs

Section D-D | Gindi parking lot
Exploiting skylights that exist on the upper park land, so that sunlight can reach all floors

Section E-E | Givon parking lot
Creating an open patio in order to connect the new offices to the square. This process will bring daylight into indoor space.

Givon parking lot | Opening the ground floor to the various programs and maintaining vehicle movement

Givon parking lot | Connecting the underground floor to the upper park by deepening the existing skylight

Gindi parking lot | Connecting the underground floor to the over park by ground line folding

Gindi parking lot | The parking lots interface point with the metro

Employment Square

The process on both sites included working with the existing structure, creating openings in the concrete floor (between columns and support beams), while maintaining the exciting static schema unchanged. Furthermore the project’s target was adding additional layers to the underground level, exploiting existing skylights and light openings (to bring in natural light), and dealing with problematic radon gas underground.