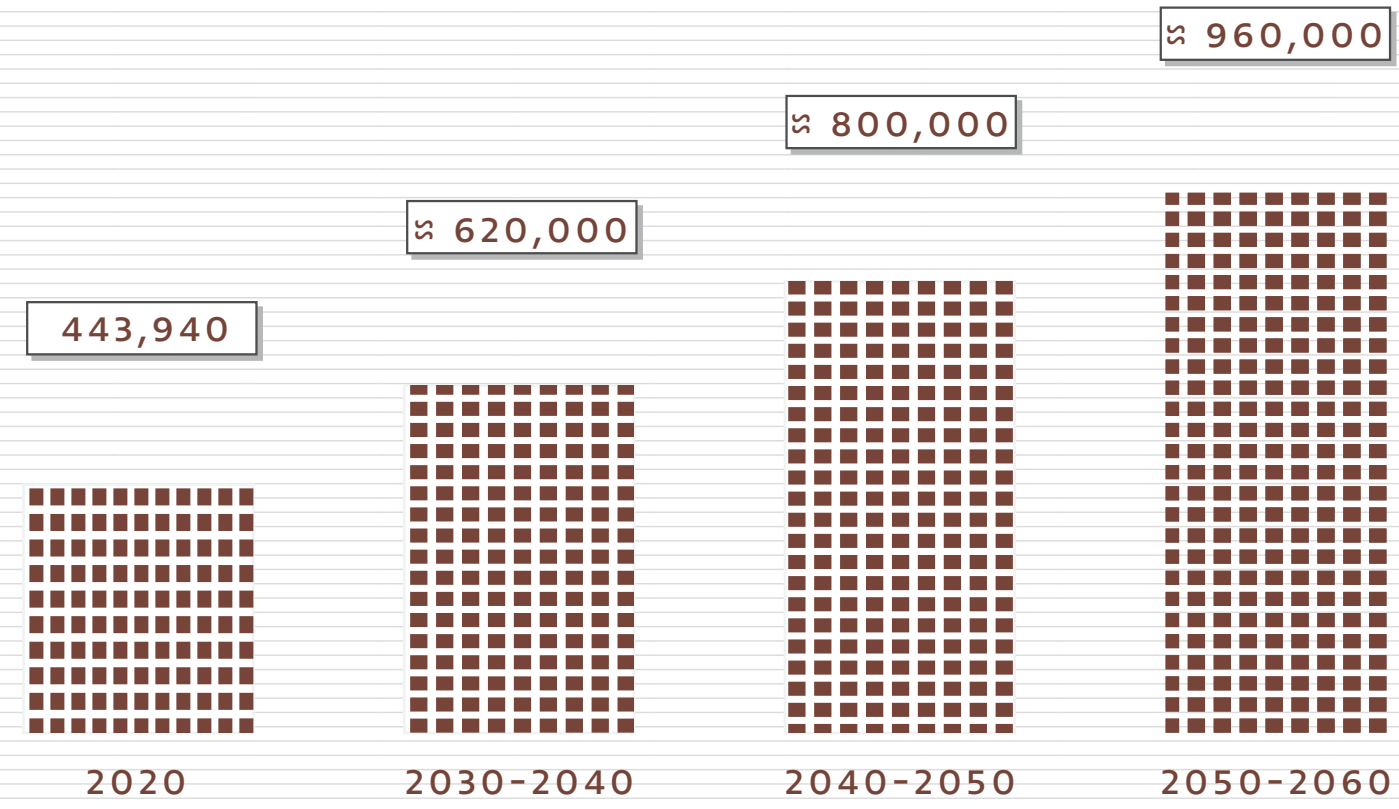


Urban densification

Full Actualizing master plan 5000 | Tel Aviv



Population expansion | Tel Aviv



Sub - Aviv

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

Tram Line | 2024
Ben Yehuda and Idelson Corner

1

Metro | 2032
Marmorek and Huberman Corner

2

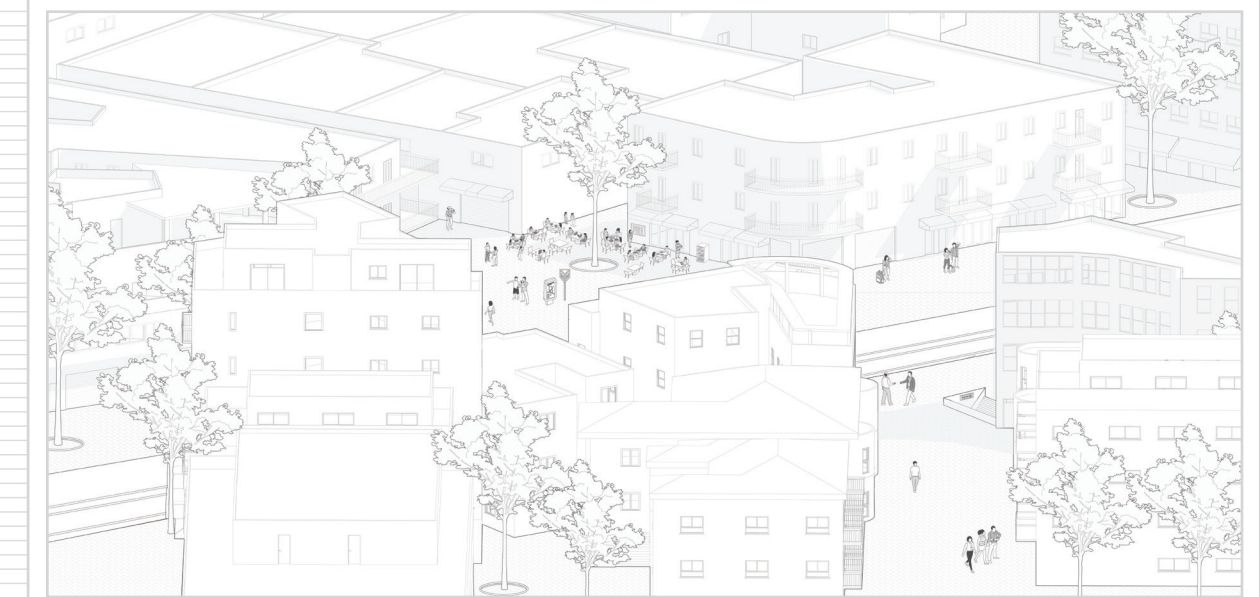
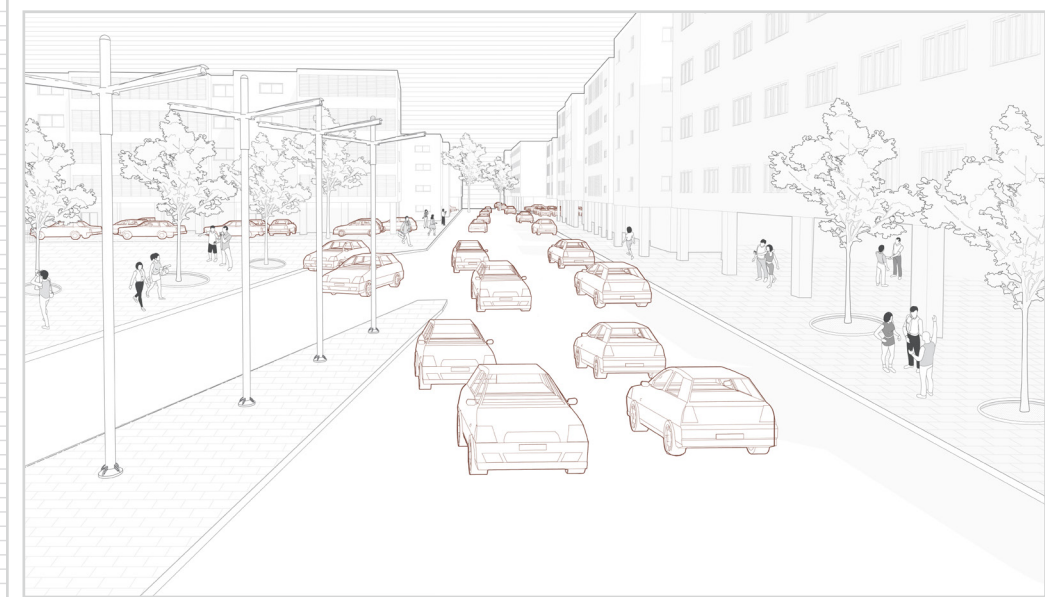
Autonomous Vehicles | 2030-2040
Dizengoff and Frishman Corner

3

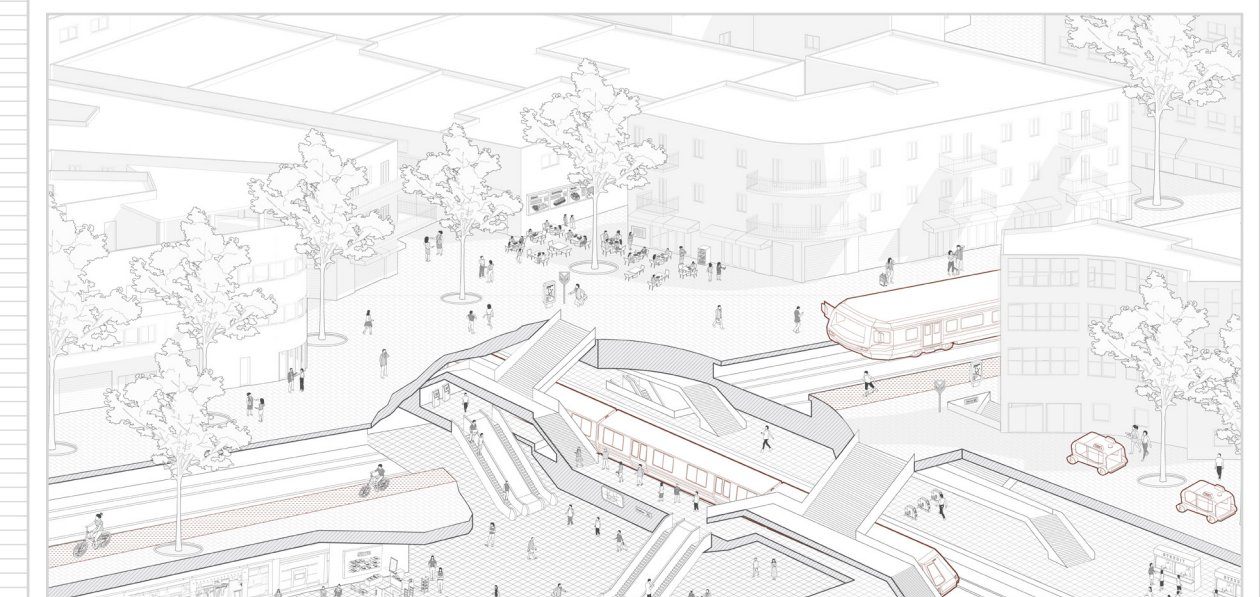
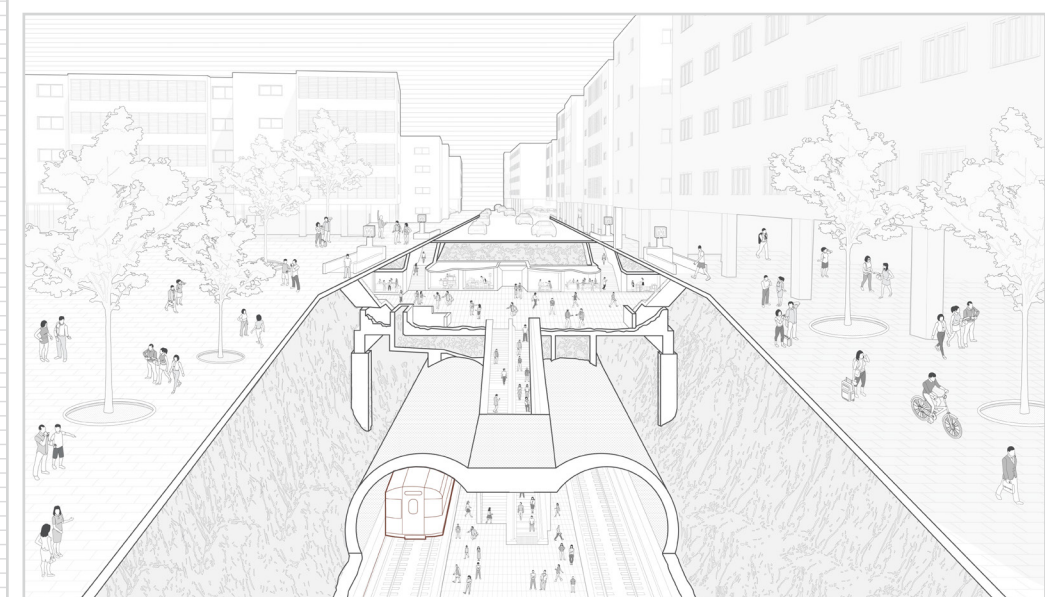
Planning Reality | Overlap areas | 2032
Allenby and King Gorg Corner

4

Present



Future

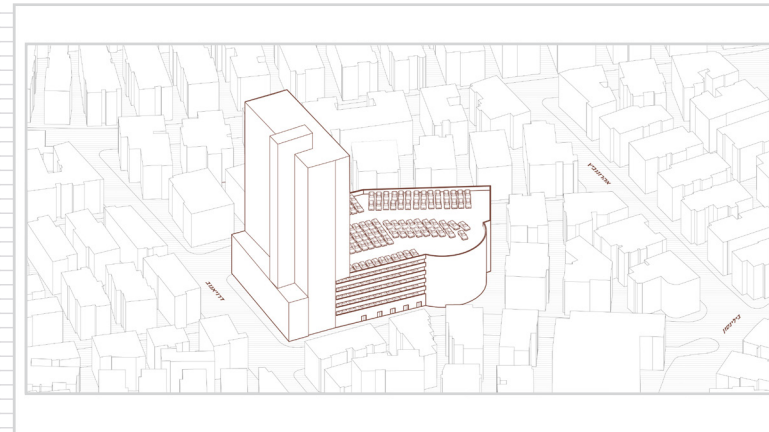


Parking typologies

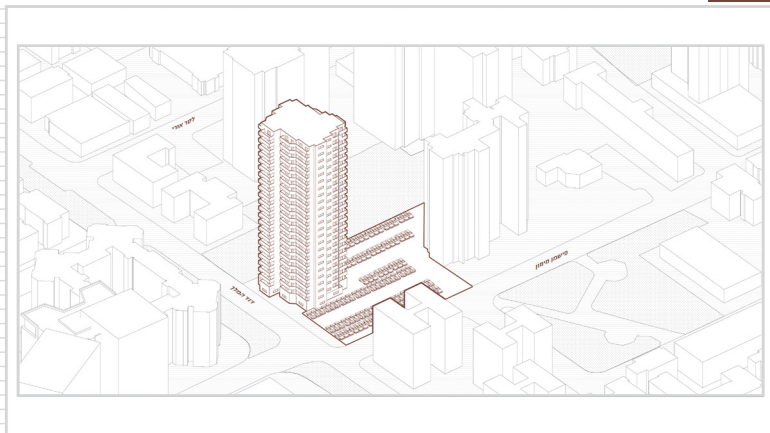
back 1



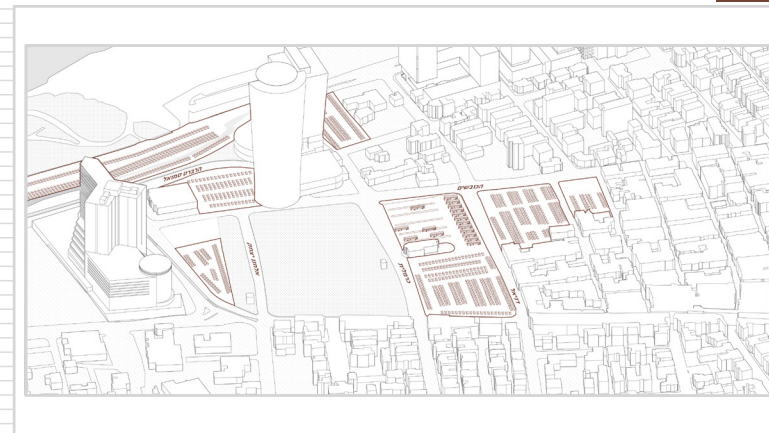
upper 5



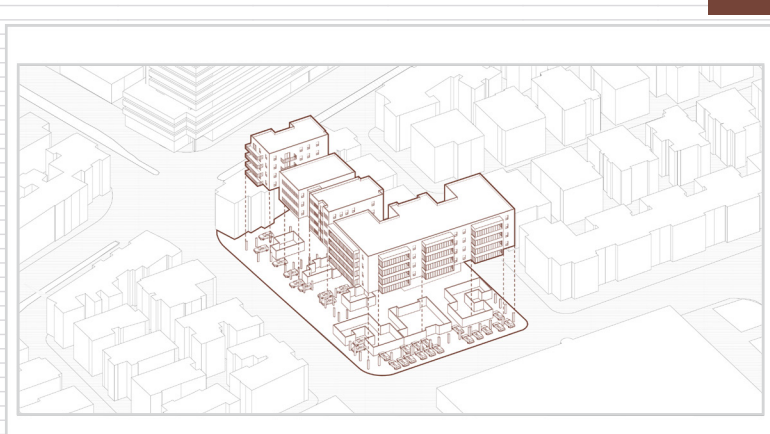
Open Private 2



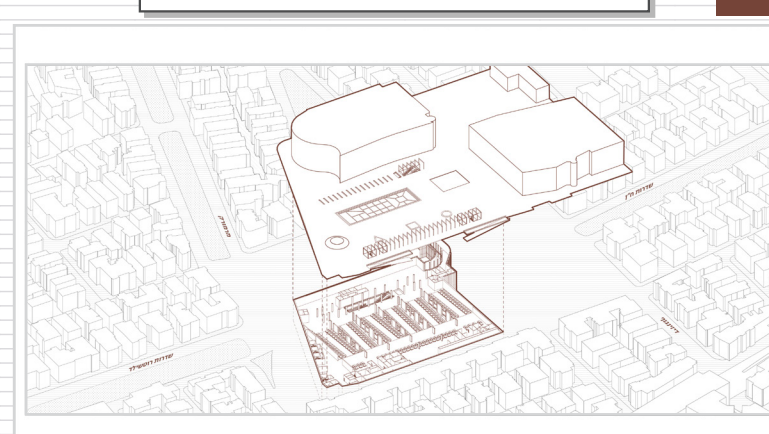
Open public 6



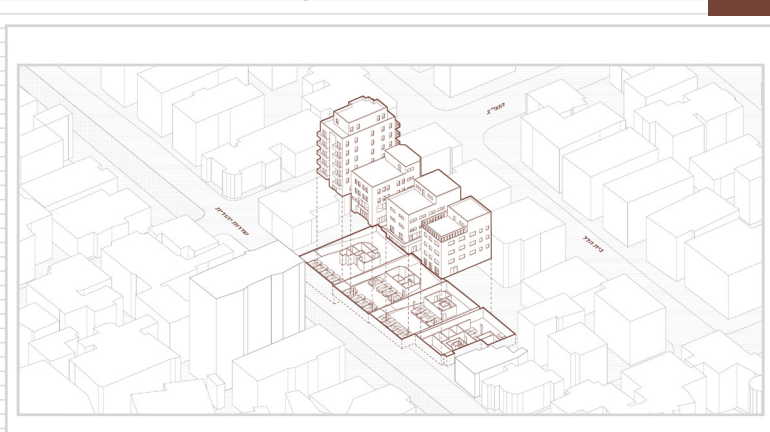
frontal 3



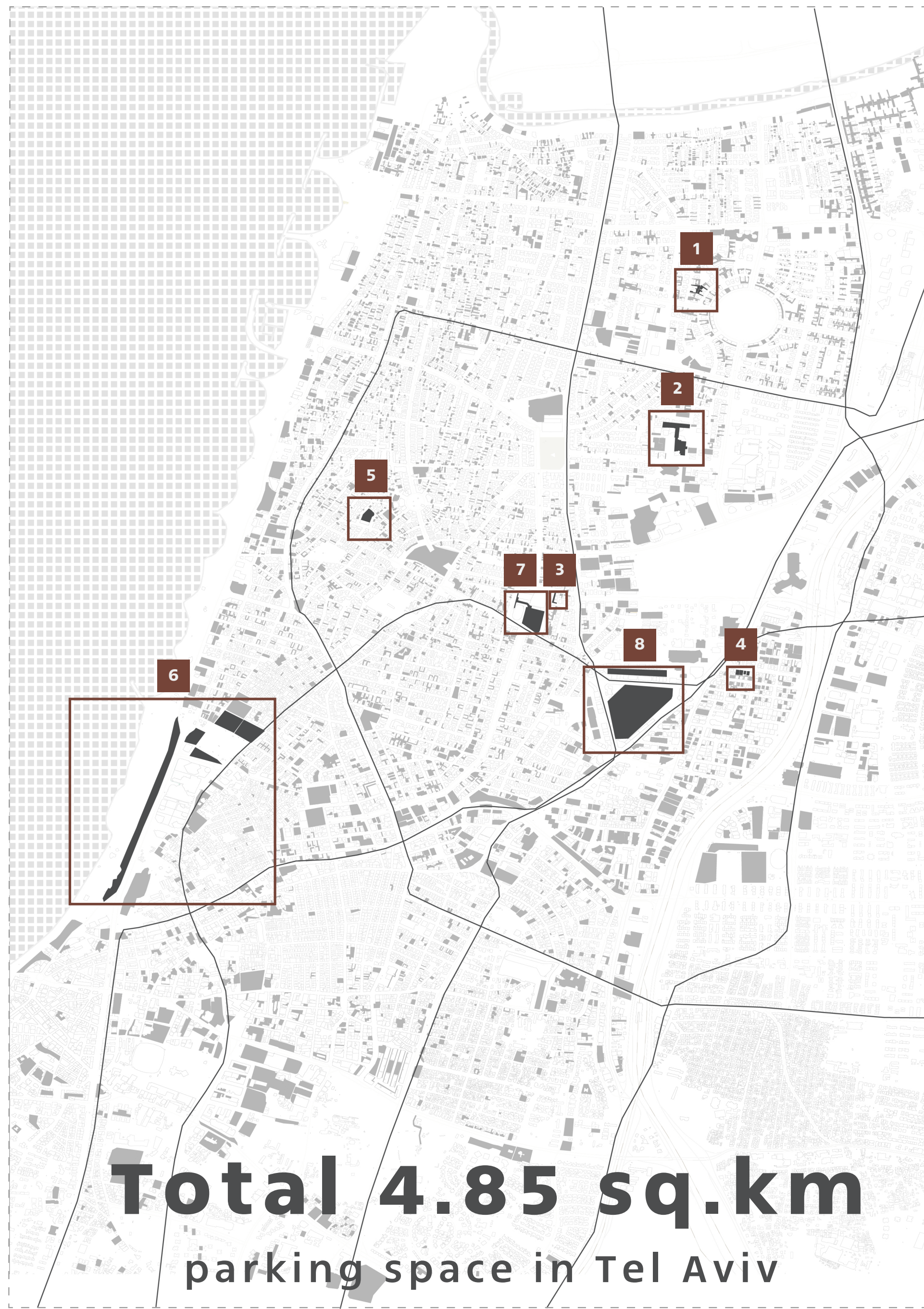
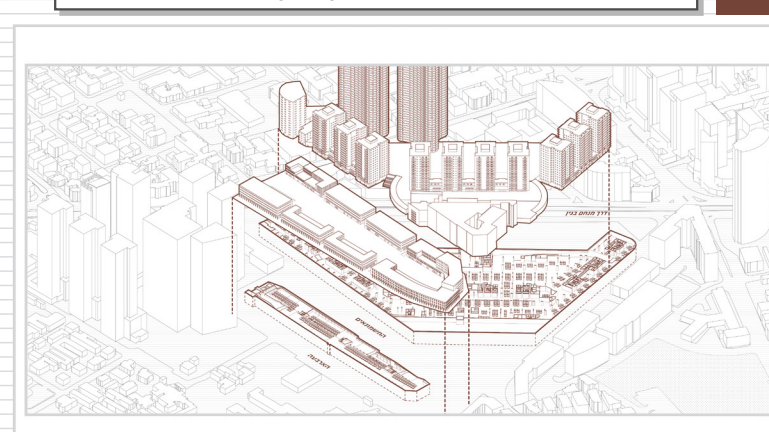
Sub-ground Public in residential area 7



Sub-ground private 4



Sub-ground Public in Employment and Trade area 8



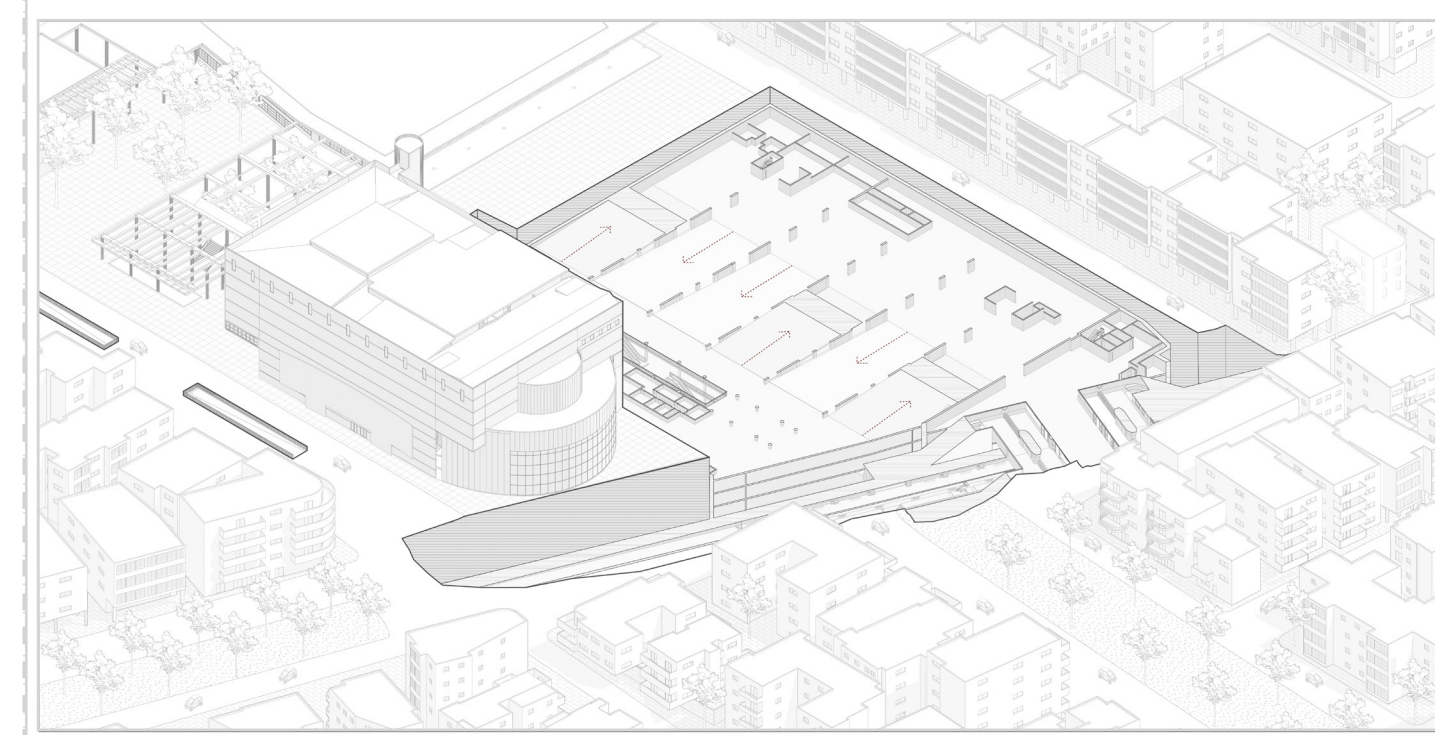
Total 4.85 sq.km
parking space in Tel Aviv

Sites

001

Cultural Square | suggested
Connecting the parking lot to the metro route

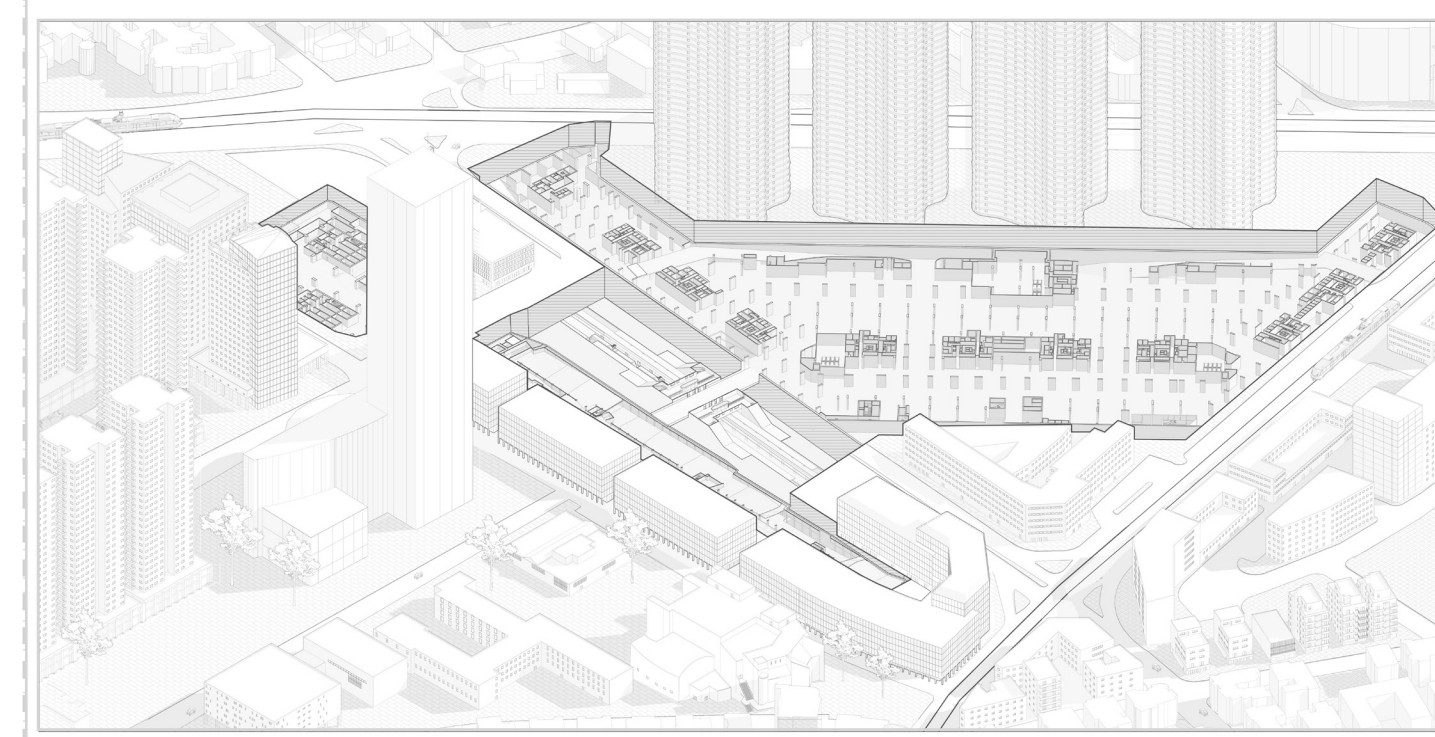
7



002

Employment Square | suggested
Connecting the parking lots to the metro route

8

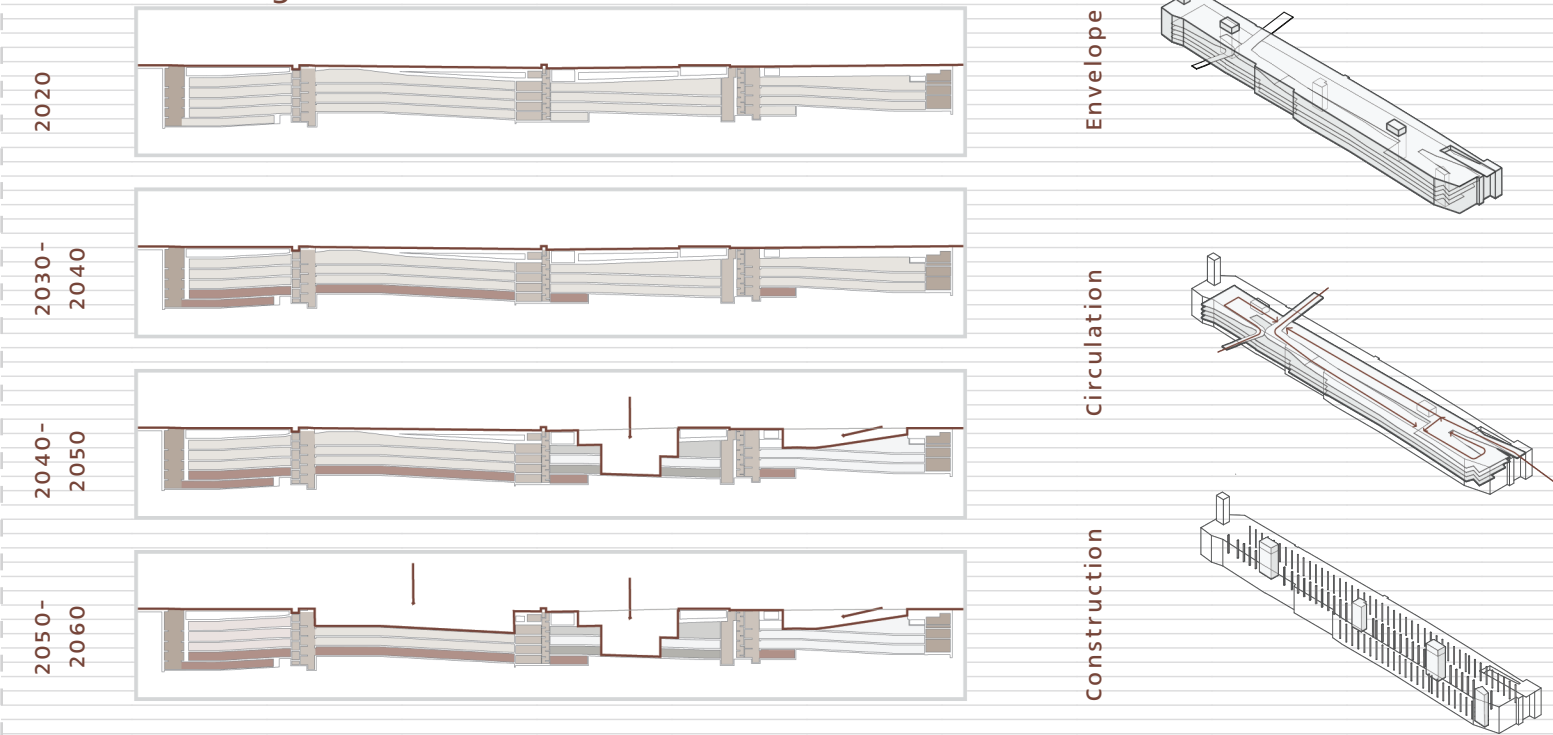


Changes in urban transportation may lower the use of private vehicles in the city and gradually liberate the parking areas and allow them to be converted for other uses.
The project examines these processes in two key locations in the city, and suggests new rethinking about broadside and programmatic 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.

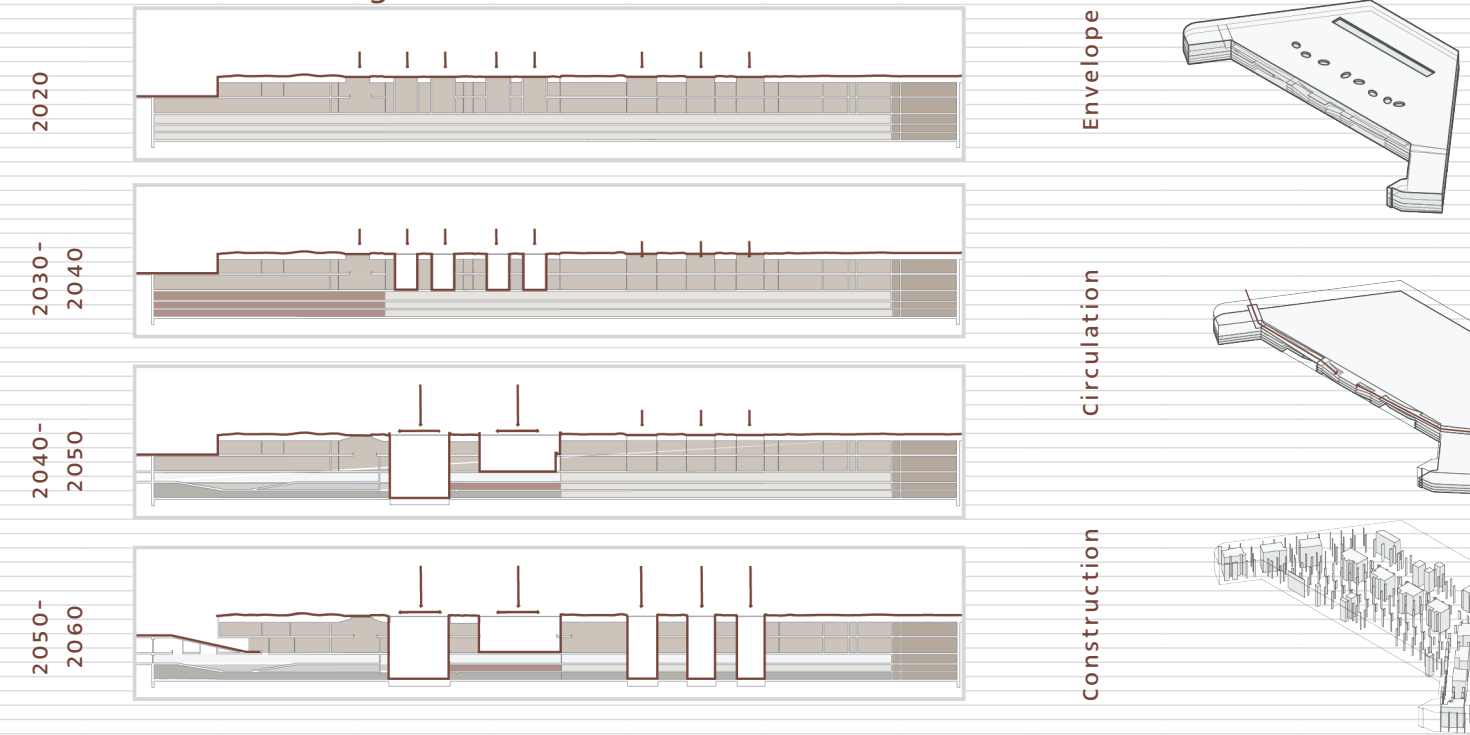
Employment Square

Converting parking lots to other uses | Maintaining the structure systems

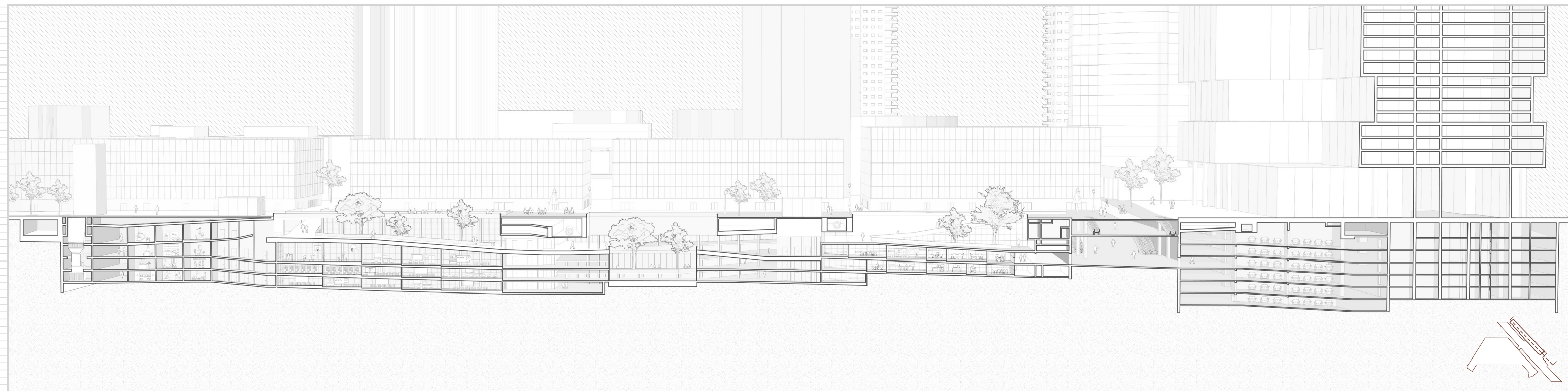
Givon Parking Lot



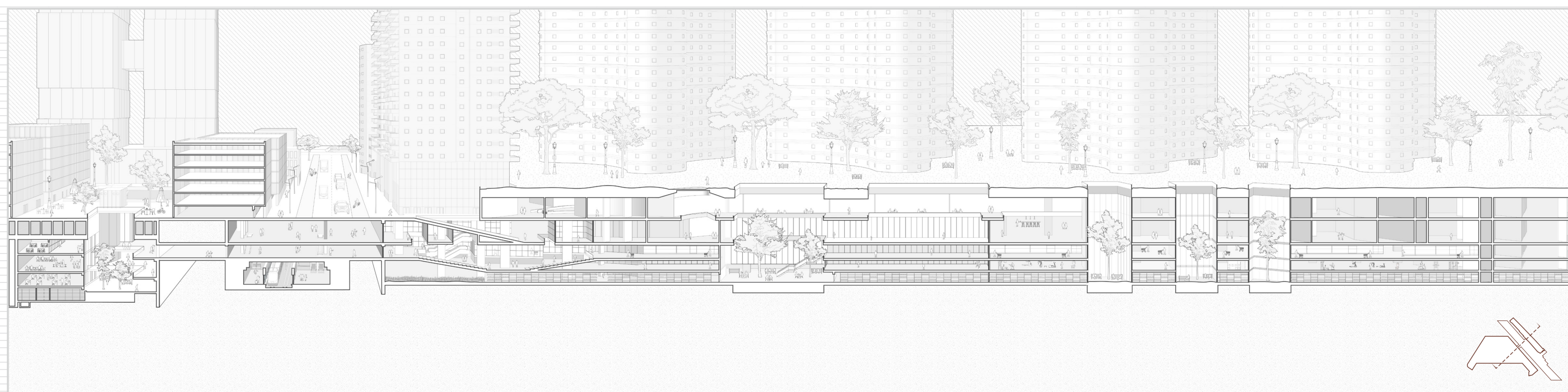
Gindi Parking Lot



Section A-A | Renewal of Givon parking lot



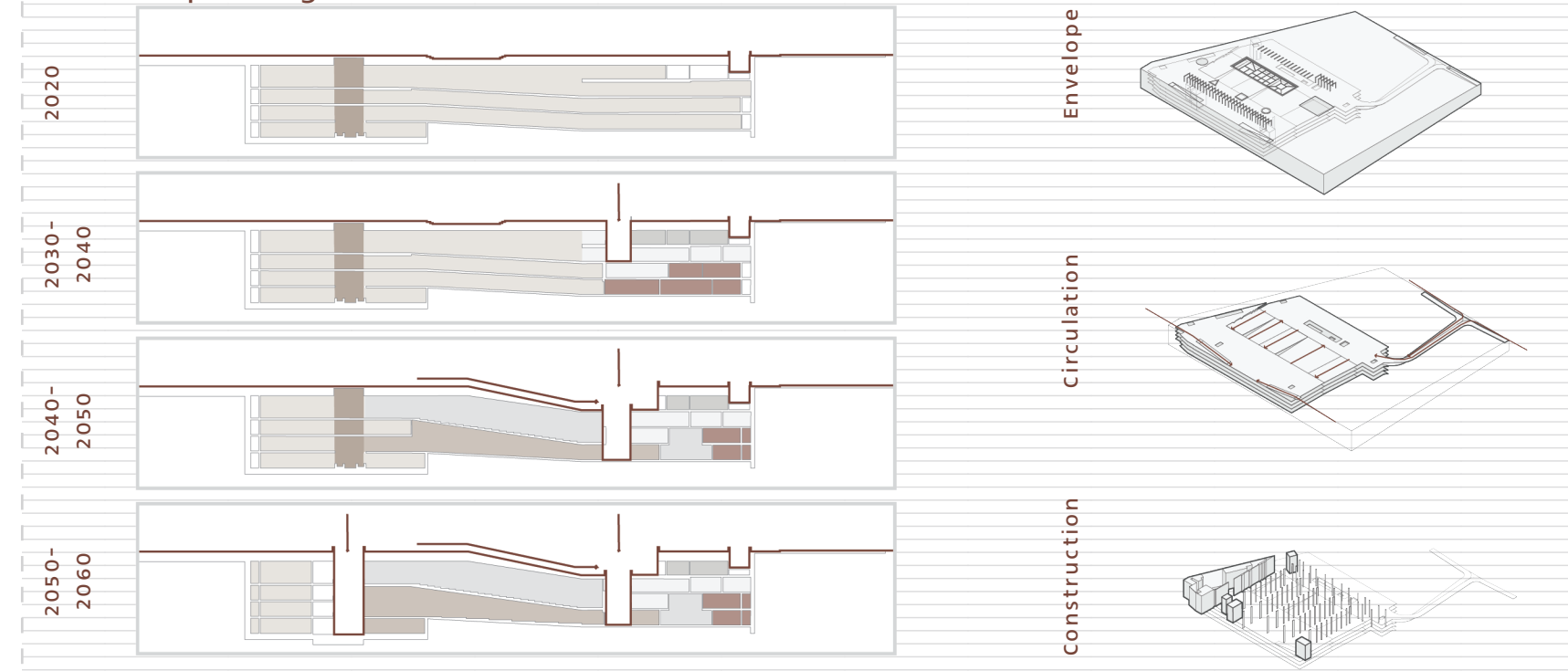
Section B-B | Renewal and connection of both parking lots (Givon and Gindi) to the metro route



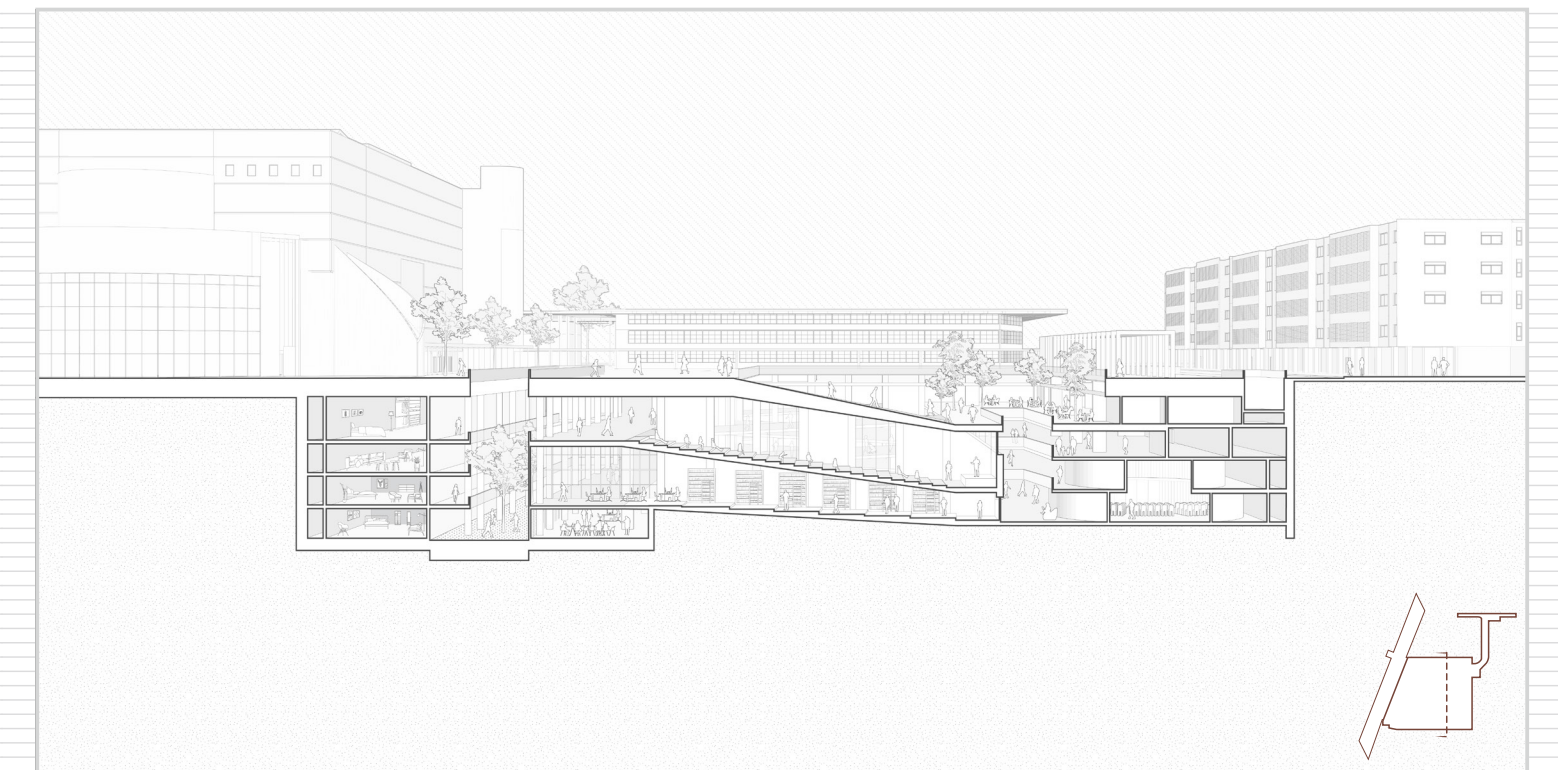
Cultural Square

Converting parking lots to other uses | Maintaining the structure systems

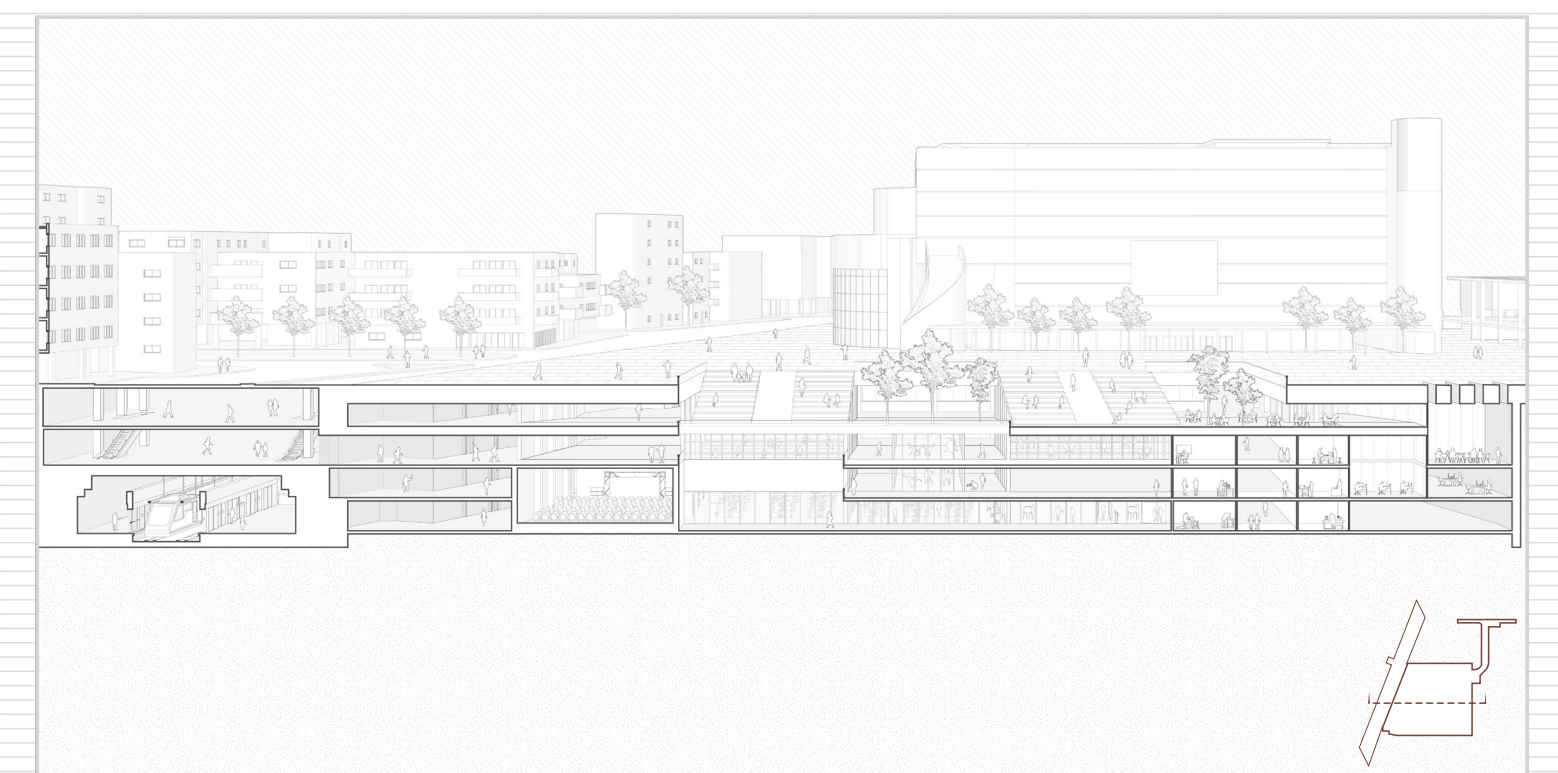
Habima parking lot



Section A-A | Renewal of the Habima parking lot



Section B-B | Connection of Habima parking lot to the metro route



A view of The new cultural square



Definition of the new ground floor and combining it with the street level



Exposing the cultural world and merging it with the street level

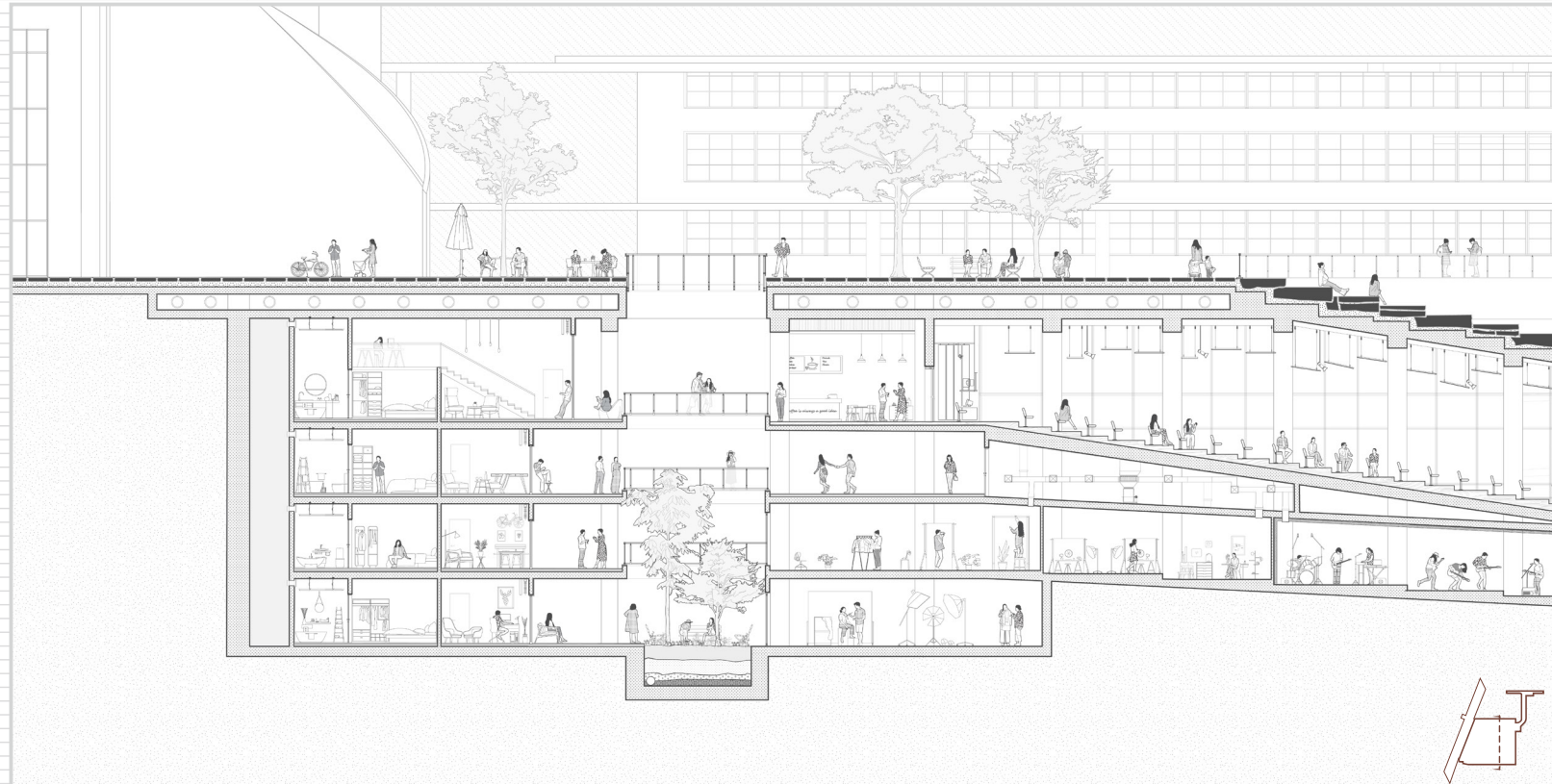


Cultural Square

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

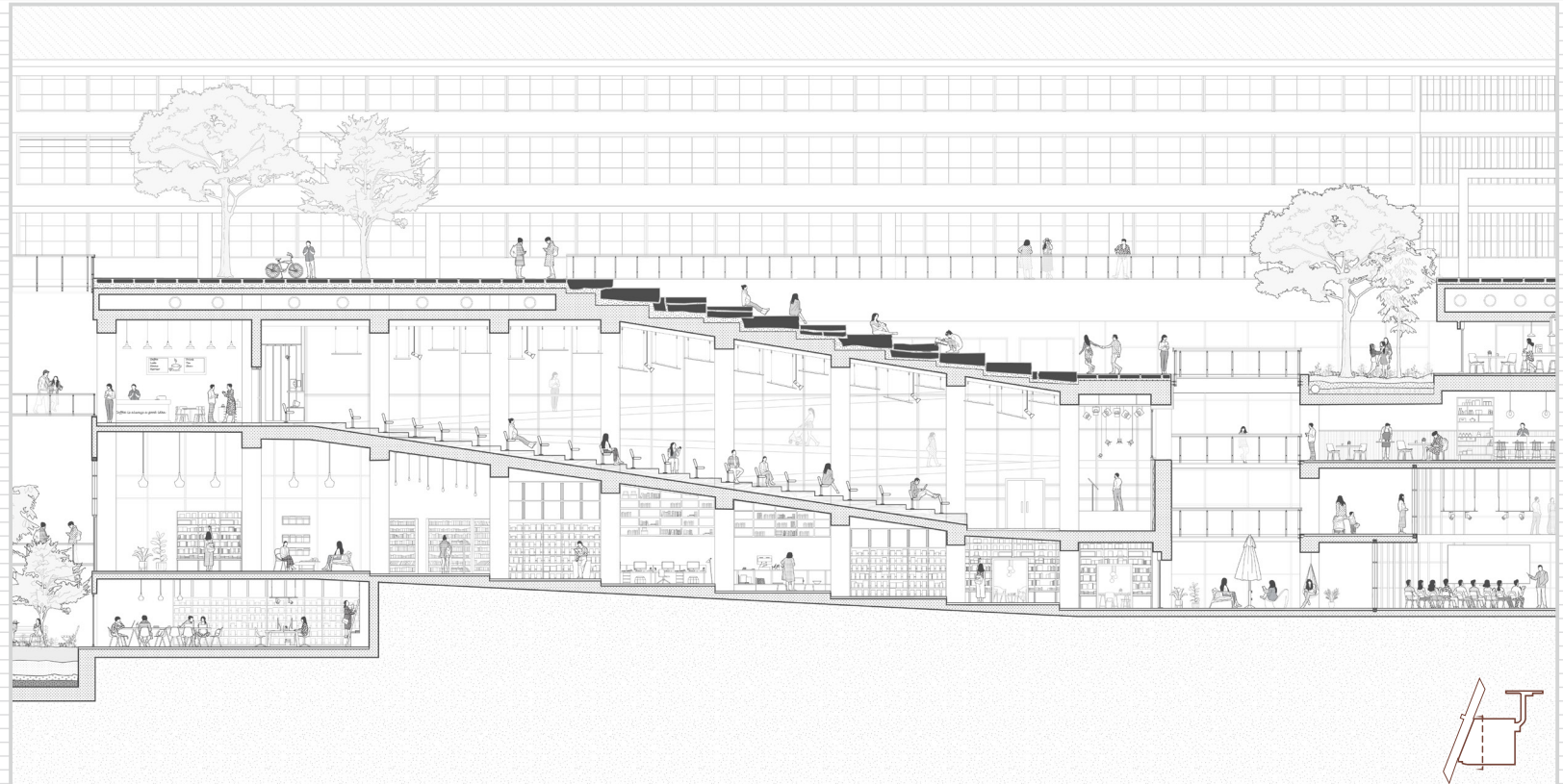
Section C-C | Habima parking lot

Exploiting the existing slopes and open areas (that until now provided circulation space), to create new courtyards and natural light deep in the ground



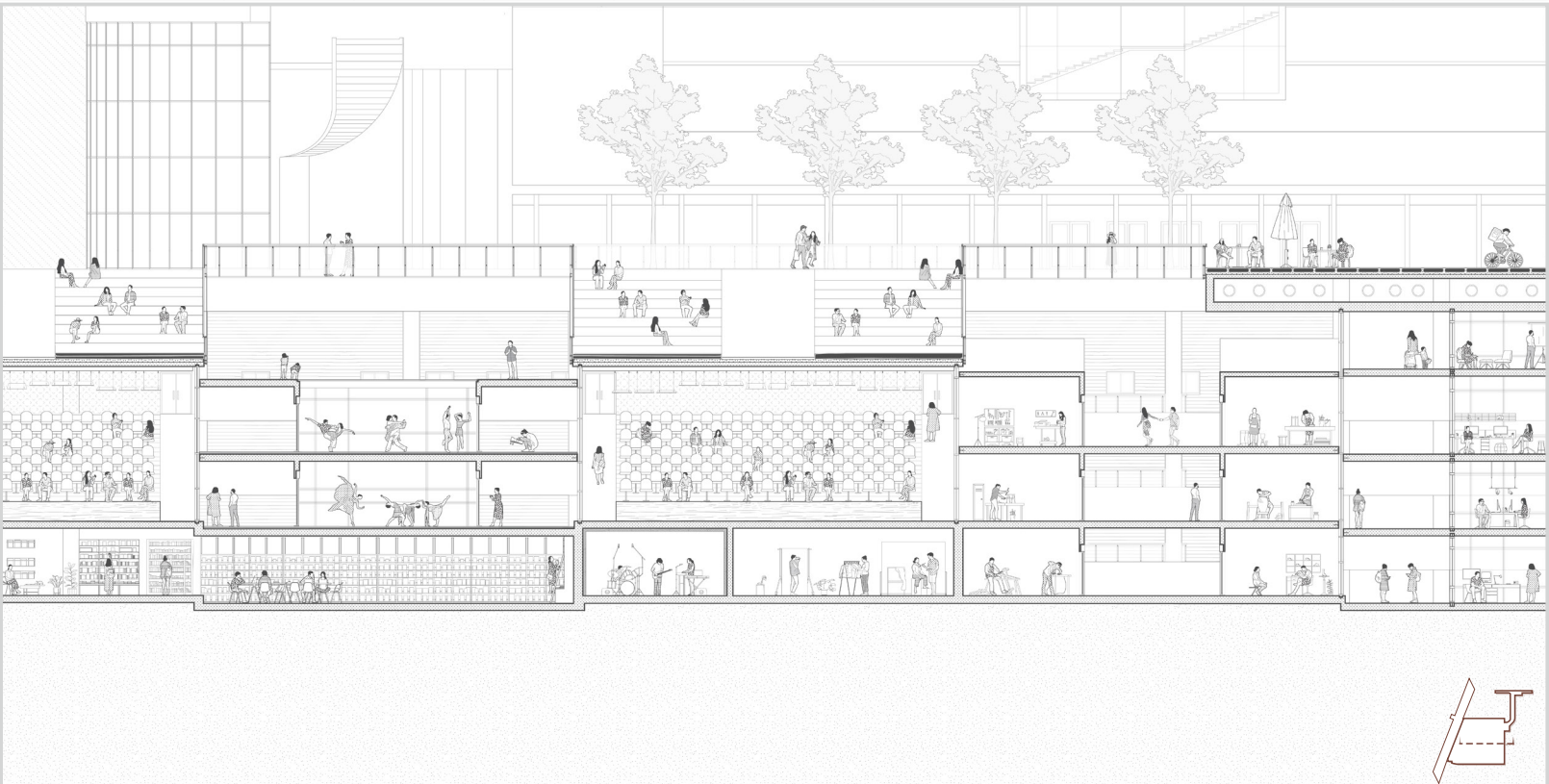
Section D-D | Habima parking lot

The opening of the ground floor creates a three-dimensional square that now consists of 2-3 levels.

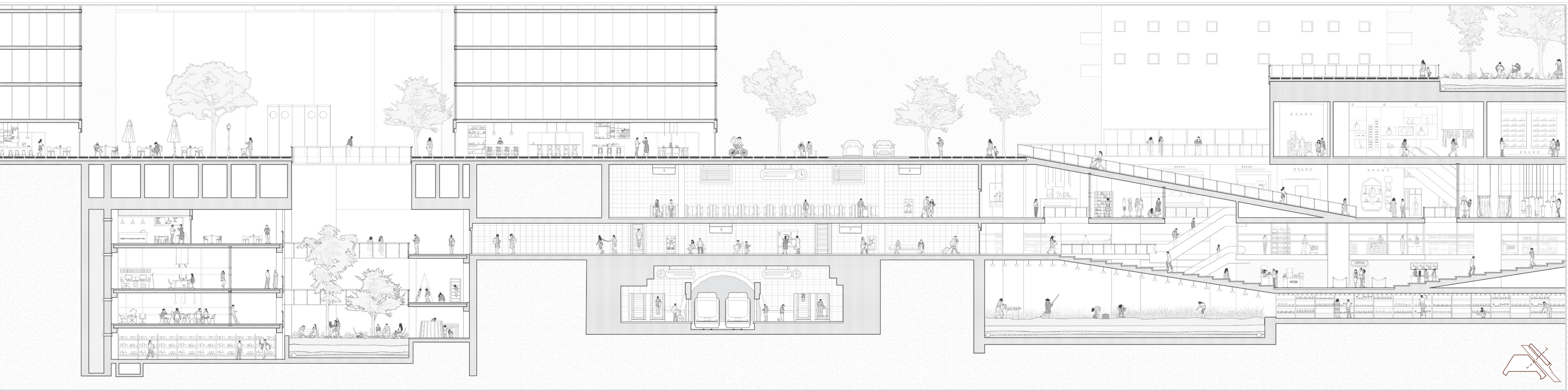


Section E-E | Habima parking lot

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



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.

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



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



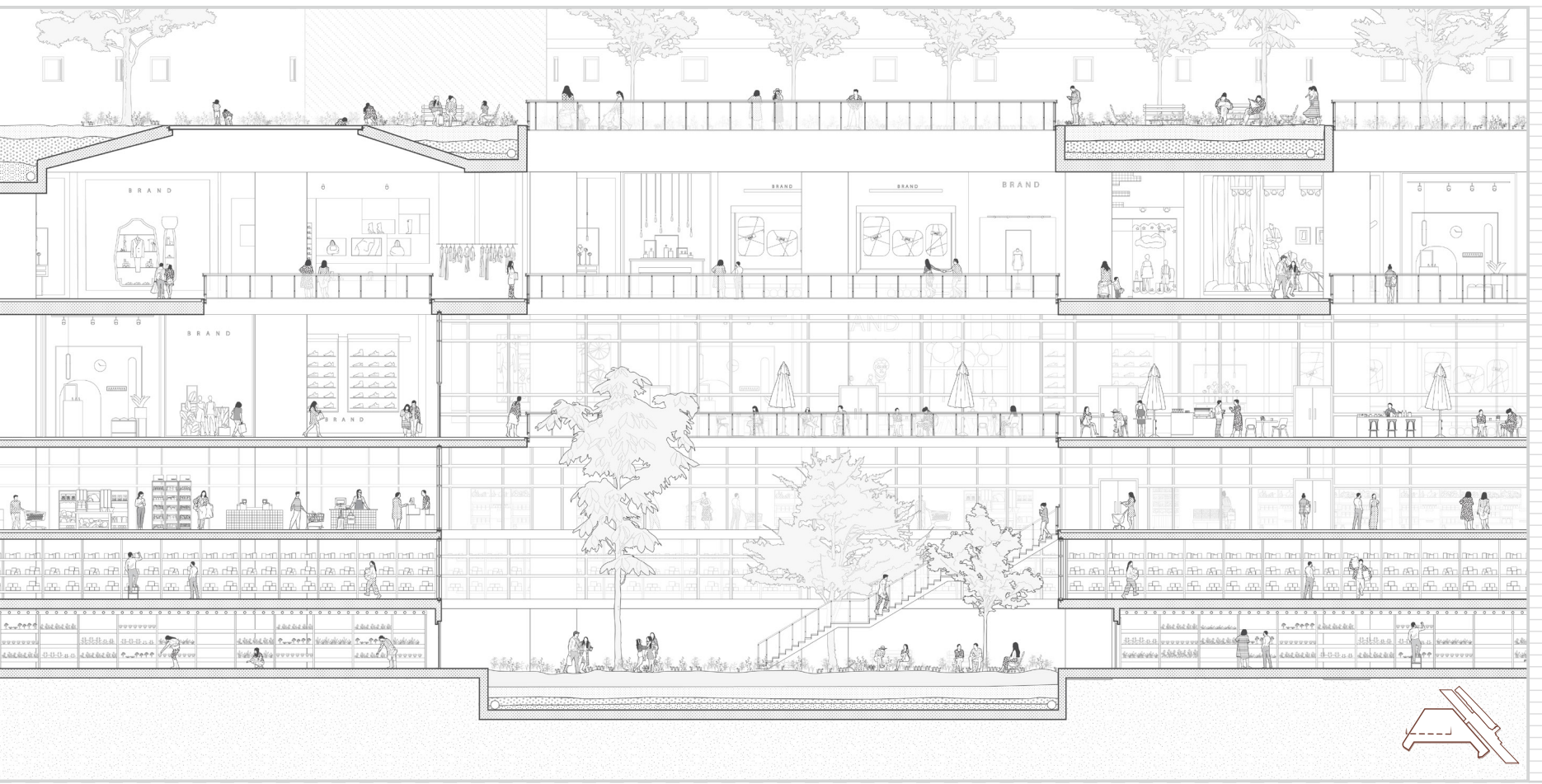
Gindi parking lot | Connecting the underground floor to the over park by deepening the existing skylight



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



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
Merging the street with the sub-ground by ground line Folding

