110 Seconds Sociability | AA&U For Architecture, Art and Urbanism

European Architectural Competition for the Redevelopment of Former Football Stadium, Nicosia, Cyprus

Project Team: Socratis Stratis (architect, urbanist, assistant professor)
Collaborators: Riccardo Urbano (architect), Anastasia Angelidou (architect)
Support: Rui Santos (architect), Stavri Giannakou (architect), Savas Anastasiou (student of architecture), Filippo Guari (student of architecture)

110 SECONDS
ARCHITECTURAL COMPETITION
FOR THE REDESIGN OF THE OLD "GSP" AREA, NICOSIA

The aim of this proposal has a double take. Firstly, it is to create frameworks for sociability in public space for the 1500 cars' motorists of the underground garage. In other words, to turn a rather passive practice of parking one’s car within a massive underground parking, into an active practice of sociability on the grounds of the public space. The second take refers to the notion of reversibility. It is proposed that the proposal contains possible afterlives. This challenge becomes pertinent regarding the fact that a current policy about private cars in the city could be challenged in the next 10 or 20 years. Consequently, a former decision about concentrating 1500 cars at one spot, useful for current planning priorities, could become gradually obsolete. Containing possible afterlives could decrease investment risk. Both of the objectives want to enrich the debate around sustainability.

For this aim a major decision has been taken. To keep the parking users on the public space grounds by organizing the parking garage around 12 automatic parking units grouped in six blocks. Half of them are accessed from the "GSP" level (street) and the rest from the "Garden" level, (-6.00m). The latter is created by a big gesture at the south edge of the site by pushing the ground of the city to a lower level. The "Garden Level" is connected to the street level by a terraced garden and large inclined planes, supported by public program, vegetation and natural light.

- 1.THEATRE LEVEL
  1.1 Pedestrian wooden platform
  1.2 Running track
  1.3 Podium – seating area for open-air events
  1.4 Roof garden
  1.5 Roof terrace of the building
  1.6 Old clock
  1.7 Giant screen/s with audiovisual system for holding of events
  1.8 Elevator

TYPICAL PARKING LEVEL
SCALE 1:500

HIP-HOP LEVEL
SCALE 1:500
(TYPICAL PLAN FOR THE HIGHER PARKING BLOCKS)

Allowing reversibility
It is crucial to emphasize the gains regarding the reversibility issue by inserting the 12 units of automatic car park in six “cages”. Within these “cages” the metal automatic-parking industrial system is inserted. When and if the current priority of car park density is altered in the future, the metal structures could be dismantled and rebuilt, for example at Park & Ride points around the city periphery. Consequently, some of the cages would be gradually emptied and could house public uses because of their very flexible container like size and independent accesses from the former car elevator points.

- 4.1 Gym
- 4.2 Club
- 4.3 Mechanical room
- 4.4 Water reservoir
- 4.5 Car park
Case 1
Sociability practice
Culture of waiting
Short duration program as the threshold
Sitting eye level higher than the car
Conventional parking practice

WEEK ONE
How are you today?
Have a nice day!

DAY TWO
Nice to see you here again
Hello

DAY ONE
Hi
Hi
Good morning

YEAR 1
Greetings to your family!

MONTH 1
Nice to see you here again

WEEK 3
Me too! :) it's cool here!
I prefer this car park tower!

I prefer the coffee of Mr. Giorgos
the espresso indeed
I'm going for a drink are you coming?
I am really tired today :/
TRANSVERSAL SECTION C-C
SCALE 1:200
FIRST FLOOR OF (CAR ELEVATOR) SOCIABILITY BOOSTER POINTS 2 AND 3
SCALE 1:200

ELEVATIONS 1:200

2. GSP LEVEL
2.1 Square and Green Spaces
2.2 Seating areas
2.3 Giant screen/s with audiovisual system for holding of events
2.4 Water surfaces
2.5 Old clock
2.6 Light shelters enabling the space to be used in all weathers
2.7a. Children's Playground for children >3 of years old
2.7b. Children's Playground for children <3 of years old
2.8 Pedestrian walks/paved areas
2.9 Running track
2.10 Spaces for open-air events, such as concerts and performances of plays
2.11 Two-storey buildings with functions in support of the square
2.12 Bus stop
2.13 Theater cafeteria canopy
2.14 Cafes/Bars
2.15 Restaurants/Taverns
2.16 Shops
2.17 Galleries / Exhibition Rooms
2.18 Services for outdoor events (100 m )
2.19 Slab cut outs [glass blocks or metal grate] for natural light into the car cage
2.20 Garden level car access
2.21 Garden level car exit
2.22 GSP car access
2.23 GSP car exit
2.24 Sociability booster point
2.24a GSP car elevator
2.24b IN/OUT car area
2.24c Short duration people waiting area
2.24d Long duration people waiting area
2.25 Control room

PLAN OF THE GSP LEVEL
SCALE 1:200
The rest of the program is organized around “Gates”, through which the users could pass in order to enter into the square, (image 8). The old-clock is located next to one of them, maintaining its former role. The edge of the square along Evagorou avenue acts as a registry for programmatic activities which then are directed towards “GSP”, “Garden” and “hip-hop” levels, (located between the car-park “cages”).

**PLAN OF THE GARDEN LEVEL**

**SCALE 1:200**

1. Car park
2. Guard/Watchman's Room
3. Automatic Car wash
4. Office
5. Waiting Room
6. Store Room
7. Machine Room
8. Store rooms
9. Sociability booster point
10. GARDEN LEVEL car elevator
11. IN/OUT car area
12. Short duration people waiting area
13. Long duration people waiting area
14. Park and bike center
15. 30' minutes car park
16. Men's Lavatories
17. Women's Lavatories
18. Storeroom
19. Cafes/Bars
20. Garden space
21. Access to gym
22. Access to club
23. Seating area
The linear spaces between the concrete structured cages are ideal for uses such as gallery spaces, gym, and night-club. The view into the car-cages on both sides of the linear space gives a very unique character to those spaces. The automatic car parking process is viewed as a performance. During day time, natural light would filter through the car-cages by openings on their roofs.