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Received books

## New tools for the project of the consolidated city Marina Cassin

The territory of the municipality of Trieste is characterized by a complex physical-morphological and socio-economic structure, which causes the administration to face a number of major issues related to the management and planning of the existent city: structural and incidental problems stemming from the growth of large housing compounds, from changes in socio-economic conditions, from the traffic volume, from the transformation of large derelict districts that are about to be redeveloped, but also from the numerous challenges and opportunities, which will arise in the Giulia area in the near future. In the last few years local policies have been focused on the consolidated city, stressing the importance of both general issues related to the preservation and improvement of the historic heritage and of specific thematic areas such as the creation of a waterfront space, the so-called Rive, or the redevelopment of the Old Port, a derelict harbour district bound to be integrated into the urban area as a natural expansion of the historic city. As for the tools that have been recently devised, the Detailed Plan of the Historic Center deserves special attention both for its complexity and scope of interest. The Plan currently in force dates back to the end of the seventies. The need to maintain a high level of integration between the different functions present in the consolidated urban fabric, and the development, in the nineties, of a new sensibility to these themes, has made it necessary to use a new management tool for the

central urban area. Along with the establishment of a special office and the appointment of a scientific consultant, the complexity and scope of the issues examined have required a series of specific consulting services for an in-depth analysis of some themes as well as new cognitive elements to survey the pre-existing situation. The rich apparatus of studies on the socio-economic transformations, the examination of statistical data and of the typological-morphological layout have revealed, in particular, the absence of depopulation processes in the historic center and the permanence of a high degree of commixture between the service industry and residential activities, serving as strong points that render this part of the city lively and integrated. The Plan covers an area that goes beyond the notion of historic center as put forward by the current local plan, recognizing the larger 'historic city' as made up of blocks arranged in an orthogonal grid, this representing a distinguishing feature of Trieste up to the beginning of the 20th century. The historic city is divided into zones, onto which are grafted a number of strategic planning lines, defining objectives and specific actions. These issues are currently being studied, using the following special tools: the Regulation Plan for Buildings, including a series of rules, that take into account the typology of the building heritage, the identification of viable modes of intervention, and special measures concerning buildings' internal and external elements; the Public Space Project concerning the identification of intervention planning units for the reorganization of pedestrian spaces, squares, avenues,

parks and car parks; Strategic Projects for the areas subject to transformation, that despite their location outside zone A of the plan, are directly connected to the historic centre.

New planning tools like the Plan of Colour and of the Plan of the Dehors, have been developed, as an appendage to the new detailed plan. The Plan of Colour, whose implementation has just begun, is aimed at improving the urban landscape, through the definition of guidelines for choosing modes of treatment for buildings' superficial and decorative devices that are consistent with their historical features. The Plan of the Dehors, whose planning phase has just been completed, is a guidance plan aimed at setting out the rules for creating various types of artefacts devoted to commercial concerns, and for defining occupancy and upgrading methods for roads, squares, pavements and public spaces.

Moreover, all the areas of the historic city overlooking the sea have been subject to several hypothesis of reconfiguration, some of which are currently being translated into intervention plans and tools. In particular, transformation processes that are currently underway in the area of the Old Port call for the definition of a Variant to the master plan in force, in accordance with the initiatives carried out by the Port Authority. Special attention will be paid to the reorganization of the road infrastructure and accessibility system and to the definition of new viable functions, so as to transform this old industrial settlement, which has been detached from the city up until now, into an integral part of the urban fabric.

The former wine warehouse

and the city swimming pool Bianchi are located on the opposite side of the Rive, to the south of the Harbour Station. The private owners of the warehouse have taken up one of the solutions put forward on the occasion of the Ideas Competition for the upgrading of the waterfront, that took place in 2001. They are ready to proceed, following the definition of a common programme with the local administration. This tool, whose definition is still underway, is highly complex, due to the plurality of actors involved.

The northern end of the historic city covers a wide area and includes the Old Port, the railway station, Miramare avenue, and the neighbourhoods that adjoin this very important thoroughfare granting access to the city. Following the future reorganization of the Old Port, some planning guidelines have been drawn up for a possible upgrading of the residential areas, located in this section. These guide-lines, developed in agreement with the authorities involved in the programme "Port Authorities and Railway Service" are part of an Innovative Urban Programme, a complex tool recently issued by the Ministry for Infrastructure and Transport. The programme envisages three main measures: the reorganization of the road network to reduce traffic along Miramare avenue; the integration of public road and rail transport; the definition of a new network of pedestrian routes at altitude and on the ground level, to connect the residential settlements to the railway and the port.