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A plan for the government of territory

Federico Oliva

In Italy it's very difficult to draw up a modern, efficacious and useful plan at this moment, except in the few Regions that renewed their legislative framework. But there are some difficulties also in these Regions, because of technical and administrative culture, influenced by the old planning system, that is such radically set to interfere with the implementation of the new system. The difficulties are not concerning the implementation system of the law, but they regard times and procedures fixed by law (drawn up by Astengo): *Delibera programmatica* (February 2002), which contents were defined in the previous *Documento programmatico* (December 2000), a prevalently technical document; *Progetto preliminare* (December 2002), to which more or less 300 objections are made; *Progetto definitivo* adopted by Town Council in May 2004, and at the moment I am writing these notes, plan is on discussing at Region. For these reasons, preparation of the plan took a long time, partially shorted by continuous process of the plan, that allowed to pass important anticipation variants, such as that one concerning intermodal yard of Movicentro and, first of all, the one concerning the recycling of ex Montefibre area, the most important urban transformation of the plan. The action plan for this area was drawn up by the same consultants of masterplan as a new Olivetti neighbourhood, as a tribute to planning history of modern Ivrea. And if approval process has not come to an end yet, after more than a year that is under regional

investigation, the reason depends on the old legislative framework that provides Region passes the plan. The complex process of co-planning should grant this approval without any problems.

From masterplan to structural plan

The delay of planning reform in Piedmont put all the population in the condition to deal with the old prescriptive system, introducing possible innovations: the attempt to emphasize the structural features of the plan. The totally prescriptive, restrictive and normative character of the old masterplan cannot be changed only by a programmatic formulation that doesn't defines property rights, as the new structural plans do. But it's possible to change the implementation system of the plan, from restriction system to a new system based on perequation and compensation, observing the rules fixed by law, as many plans, drawn up in the last 15 years, did. The general planning strategy can be emphasized by simplifying and under-lining plan choices in a design able to represent strategic contents.

In PRG of Ivrea and in particular in *Delibera programmatica* that represents the institutional start, four draft designs, originally drawn up at scale 1:10,000, pointed out the structural approach of PRG: 'Structural scheme. Synthesis' that defines in depth the indications contained in three other drawings: 'Actions for environmental system', 'Actions for infrastructural system', 'Actions for settlement system'. In the first design, the legend is concise, different from the other designs, in which legends are more explicative and detailed, typical of the structural approach of European

states, in particular RFT. These legends clearly highlight the contents of the next PRG, so that a further report is not necessary. The four legends point out also action modalities, making clear the limits of the old normative system, that associates the detailed rules to those contents and those actions, in order to realize the projects. *Delibera programmatica* resumes the original unsuccessful proposal of Astengo consisting in drawing inspiration in rationalist masterplan.

The four gates of Ivrea

I think the 'key word' able to sum up plan philosophy and relevant to planning strategy and city relaunching can be 'accessibility'. In Ivrea, in fact, more accessibility grants a possible residential decentralization from metropolitan area of Turin, with a greater public utilities endowment and more quality of urban and territorial environment, so that competitive livability is assured. Accessibility also permits a new industrial development directed to qualified technologies, development of small and medium business and of new economies, already present, but to be strengthened, in order to overcome a difficult transition period. A better and more efficient accessibility involves the improvement of mobility system, by strengthening, at first, the existing railway line Aosta-Ivrea-Chivasso-Turin and, then, the road system that connects Ivrea with regional territory and the new railway system that would give Ivrea an important intermodal role. The new infrastructural system and the respective transformation draws a new vision of Ivrea, a new city framework based on four 'gates', four parts of the city completely renewed, as regards both infrastructural system and urban morphology, by re-

development and transformation actions: the historical 'gate' of via Jervis, the first localization of Olivetti settlements and where there will be the Montonavale tunnel opening, a new access 'gate' to the fourth Olivetti neighbourhood under construction in ex Montefibre area, in which an intermodal yard (Movicentro), integrated with railway station, will be realized; in the south a new 'gate' that opens on via Turin from the new tollgate and that involves the redevelopment of urban south fabrics consisting in new residential areas, in particular along connection street with neighbourhood of Bellavista, and careful to urban and environmental quality; in the east, a reorganizing action is provided with an urban redevelopment along corso Vercelli and along the new street that connects corso Vercelli with environmental area situated on the north of San Michele lake. The four 'gates' draw a new urban vision for the whole city, even if city maintains the general framework given by previous masterplans, also by those that weren't approved: a broad city, rich of environmental values and characterized by a polycentric system, nevertheless its restricted dimension. Besides the traditional historical fabric (part of the city included inside the ancient wall), there are the historical fabrics of Olivetti city, characterized by polarities of neighbourhood placed on the territory and public utilities zone near the former industrial activities. They are ruled by redevelopment rules, in order to define a suitable use modality with respect of local economy development and typological and architectural features of building heritage. In the south of the ancient historical city and near ex

Olivetti industrial areas, there is the most important settlement provided by masterplan placed on ex Montefibre area; it's a new urban centrality characterized by different uses that grant, on the one hand, the economical feasibility (residence, trading), on the other, the opportunities for a possible development of new industrial activities to be integrated with the other activities in ex Olivetti factories; in this important area, plan also provides important public utilities for city development (mobility, new hospital). Because of previous building volume (area was ruled by an action plan) was excessive in respect with environmental sustainability of transformation, a part of the settlement is placed in the south of the same one, along the east ring road (SS 26), using compensation system.

In the south (San Bernardo) and in the east (corso Vercelli), masterplan provides two new 'transformation areas' for specialized industrial and handicraft-trading settlement. The first one consists in the enlargement and consolidation of the last industrial area of Olivetti, more accessible by new tollgate. The second one has the main purpose to support and strengthen trading system spread in the area characterized by the new east 'gate' of the city.

Masterplan quantities between tradition and innovation

Ivrea is a little city (24,000 inhabitants and 10,800 families; 48,650 rooms and 11,270 lodgings), but it holds an important role for surrounding territory, the east canavese; city wants to carry out this dimension, as well as the urban quality and the polycentric urban framework.

Settlement provisions are reasonable, led by concrete transformation potentialities,

by redevelopment necessity and by urban fabrics framework. The two most important strategic areas, Montefibre and Varzi, an abandoned area the first and an old industrial under-used area the second, derived from almost obliged choices. As well as the choices relevant to other transformation areas, prevalently residential areas, that are almost obliged and derived from the necessity to program urban redevelopment actions inside the new 'gates' of the city.

On the contrary, forecasts concerning completion actions are surprising and consist in almost 1,100 new rooms; but also this choice derives from a careful planning and building analysis that involves a re-classification of many areas, characterized by restricted dimensions and restrictions not in force any more.

In general, new town planning transformation in Ivrea involves, besides new industrial areas, the building of more or less 4,400 rooms, a part of them used for public building (more or less 1,000), on the basis of normative system that gives community a share of new building potentiality. A necessary datum, in order to strengthen an urban pole inside the metropolitan process that is interesting areas surrounding Turin.

As regards planning standards endowment, masterplan satisfies law endowment and provides public utilities division, emphasizing parks and gardens (300% more than the existing green). Masterplan introduces new environmental standards, to be realized not only by public bodies, and aimed to grant an efficacious sustainability of the plan, concerning protection of irreproducible environmental resources and the regeneration of reproducible environmental resources.