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Paolo Avarello

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*edited by Manuela Ricci
Roberta Lazzarotti*

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*edited by Piergiorgio Bellagamba
Piergiorgio Bellagamba
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Planning as a problem

From the sea-shore to the hill: the front-city of Reggio Calabria
Francesco Suraci

The city of Reggio Calabria develops from the sea to the hill's slope, with its 200.000 inhabitants it lives since over 10 years a period of transformation of the territory, and in the areas object of recent intervention it takes form in new containers in new places; containers that centralize the town functions and become new urban poles (Mediterranean university, directional centre of the offices of the municipality, building of the justice). Around these have grown urban mobilities that now lacking in internal-external.

Besides, except a few episodical works near the seashore, as the building 'superficial subway', the various infrastructures realized among the poles are of traditional kind as streets for mobility by tires. In this contest new 'urban mobilities' interest the hilly places and the limits of the torrents embankments that delimit the central area of the city.

The torrents in the city are not navigable so are not resource for the mobility, are part of the public urban empties, are barriers among the neighbourhoods and are crossed only punctually or by some bridges. There are two torrents which delimit the principal city area and are urban areas that exploited could make a new image of the city.

The idea-project

The idea-project is to requalify new places of urban mobility of Reggio Calabria to reach the outskirts of the city by an infrastructural net and architectonic elements, in which there are cultural, environmental and technological buildings, that connect the mobilities realized and not.

To redefine rationally an urban mobility, following environmental standards to reorganize the offer of relationship spaces and new ways of enjoyability of the city. It means to reconnect the spaces inside mechanized pedestrian islands and public green. Fundamental is projecting a pedestrian system also mechanized connected, a kind of front-city, with the superficial subway and to requalify the spaces of the new urban centrality to realize connections among city neighborhoods.

It means to redefine the 'waterfront' of the city as a 'hinge' between itself and the sea, by 'promenade' and 'avenida de mar' connected with the systems of urban mobility.

In the city 4 areas of study have been individuated, which are connected to the new infrastructural elements, such as the superficial subway, cycle track, pedestrian ways.

The proposal of an evaluation and reorganization of the mobility and of the relationships elements is composed of new public spaces of aggregation and of a system of ways and 'green conveyer belts' connected to the new architectural elements: the green plate of interconnection, with the mechanized pedestrian ways; the door-building with hotels; the staybridge, connect the door-building with the seashore; the winter garden at the door of the universities; the drawbridge allows direct entering to the 'universitary castle'; avenida de mar with shopping and artisan centres; squares on the harbour; screens showing natural scenes such as Eolian island, Taormina, etc.

Urbanistic intervention in the southern area of the city

In the southern area of the city has been projected an infrastructural-architectural

element as a green-cyclable-pedestrian plate of 20.000 squared metres to realize in height on the urban empty of Calopinace torrent, by which reorganize the infrastructural system near the torrent, requalify new places of mobility and realize promenade enjoyable through a system of connections elements, and of spaces conceived to receive the multyactivity public-private.

The main intervention is the interconnection plate between the seashore near the rail station and the urban centralities of Directional centre Cedir and the Justice building. Has been proposed to protect the space of the torrent Calopinace riverbed, embankments become new cromatic scenery.

The project is in relation with the experimentation of a research made by the University Mediterranea of Reggio Calabria.

Justifications for planning choices, between necessities and attempted relapses

The base planning parameters follow the under listed systems: the 'time system'; the 'infrastructural system' the 'architectural system'.

Strategically it realizes a system for private boosting to make a 'programmatic planning of territorial becoming', system of economic development useful to an employment increase. From necessities of mobility we get to urban and touristic development with strong and attractive elements as the door-building that represent the ancient entries to the cities and today ripropose Reggio Calabria as the door of Europe and of Mediterranean sea.