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Federico Oliva

The new plan

*ed. by Sauro Moglie, Claudio Centanni, Marcello Gidoni
Fabio Sturani, Enrico Turchetti
Claudio Centanni, Sauro Moglie
Sauro Moglie
Marcello Gidoni
Paolo Pasquini
Anna Teresa Giovannini, Patrizia Piatteletti*

*Maria Emilia Faraco
Sandro Simonetti, Carlo Galeazzi
Claudio Centanni, Sauro Moglie*

Problems, policies, and research

Ancona: the process of carrying out the plans
The city of Ancona on the eve of the new plan
The town planning context of Ancona
The model of the Ancona masterplan
The development of the city
The Baraccola commercial backbone
Major calamities: the earthquake and the reconstruction of the city, from the historic centre to the Cardeto park
Major calamities: the Posatora landslide
The reconstruction plan of the city and its infrastructures
Innovative instruments and the season of 'complex programmes'

*edited by Giovanni Ginocchini, Chiara Manaresi
Sergio Cofferati
Virginio Merola
Giacomo Capuzzimati
Patrizia Gabellini
Francesco Evangelisti
Giovanni Ginocchini
Pier Carlo Palermo
Nunos Portas*

Projects and implementation

Bologna, a new plan
Plan, building yards, participation
A city to look after, like a garden
The construction of the plan
A plan that rethinks Bologna and urban planning
Many projects for one plan
The plan's public process
Visions for urban planning action, despite legislation and apart from rethoric
The experience of the Municipal structural plan of Bologna
Enclosed: Cd-rom with the plan documents and the plan of Bologna process

*Michele Talia
Ivan Moresco
Anna Maria Uttaro*

Alessandra Baldin

*Antonella Valentini
Simona Petraccia
Barbara Pizzo*

Gaia Caramellino

Agatino Rizzo

Profiles and practices

Promoting innovations
Structural and strategical planning in the area of Marostica
The cities of vital rationalities. The experimental utopias of contemporary artistic action in urban spaces
Strategic environmental assessment (SEA) of the Territorial plan of Val d'Anapo and of the pilot project 'Paese-Albergo' of Buccheri (Sr)
Thoughts on city fringes
Mobility networks and coast riqualfication. The case of Pineto
Landscape as strategic construct. On the relation between landscape and planning

William Lescaze and the social housing in New York

Making New Helsinki. A small metro region in northern Europe

Aldo Tarquini

Methods and tools

Town planning in project financing. Corso del Popolo in Terni

The new plan

Federico Oliva

The proposal of the topic of XXVI INU convention, the New Plan, does not want to be a celebration of the model of plan proposed by INU in 1995, that has widely influenced the regional laws and that has represented a decisive contribution for the reform urban planning.

Such reform has not been still completed, because the national law about 'general principles of the government of the territory', scheduled by Constitution, has not passed yet.

There isn't the purpose to take stock of this period (13th years) characterized by reform, neither to verify the more innovative regional laws, or the best application of equalization, the best structure and action plans.

The new plan means something more: how that model has to evolve in regard of transformation process of city and territory and how it has to face new subjects and contents.

Plan is a useful and necessary tool for the government of territory: other tools (as negotiation programmes, architecture projects or strategic planning) are useful if they take part to a general strategy. An approach not involved in a general strategy can give good results, but it doesn't solve the essential questions of contemporary city.

As regards the form of plan, it's important to underline structural character of general plan at local and general level; a programmatic plan, not ruling owners' rights, neither volume quantities or local taxes.

Old habits characterizing planning practices based on old masterplan have to be changed with new structural concepts. The aim consists in drawing up structure plans, able to face the great

choices of city and territory and to defer useless details in a second time.

As regards the action component of plan regarding the new transformations, it is normative and it lasts five years; it also represents the moment in which urban transformation really comes true, involving costs and resources valuation. Public profit (works, general utilities and financial contributions) represent rent given to community.

New territory matters involve new contents to be included in a plan.

First of all, the question of metropolisation of territory, that is the new dimension of contemporary city developed in the last years. A 'city' in which no planning drawing is recognizable and that is characterized by territorial imbalances between the different parts and that is lacking of identifiable public spaces. Mobility is almost totally based on cars.

New Plan can give an important contribution considering a greater scale than council one: structure plans drawn up by more municipalities and able to give right answers to the main questions (mobility, public spaces, strategic settlements and uses) and deferring in a second time the definition of local project.

The second important matter regards land take, which containment represents an important sustainable policy. New Plan can give an important contribution orienting the new urban transformation towards built or semi-built areas.

The third matter concerns energy, subject almost absent in Italian planning, even if, in the last years, different regional rules about energetic save, new building and existing recovery were enacted. Energy flows programming and energetic effects analysis, not only

concerning single building, but also city and territory, are important.

The last general matter of New Plan regards environment and, in particular, how integrate environment dimension in local planning. So, the environment dimension results more effective and the management of local planning is easier.

Therefore, the New Plan can give an important contribution to solve new matters characterizing the contemporary city. In order to reach a complete effectiveness, a policy for the city ad territory, totally absent in Italy now, is necessary. Such policy has to deal with infrastructures, mobility, collective transport, peripheries recovery and redevelopment, environmental quality, social housing. A policy able to give a real prospect of modernization and sustainable development.

The city of Ancona on the eve of the new plan

Fabio Sturani*, Enrico
Turchetti**

The drawing up of a new town planning scheme is always an important passage in the life of a city, as it provides one of the few institutional opportunities for reflection and comparison, on the present and on the future of said territory. Ancona is a significant example of a planned city, which, from the Unification of Italy onwards, has witnessed a succession of plans of considerable quality and innovation. At this moment the Marche Region is lagging behindhand due to the delay in the regional town planning reform which in other regions has already introduced elements such as the doubling of the Plan, as having recourse to principles of subsidiarity and participation, and as the use of equalizing instruments, without which it is hard today for a plan to be thought to be effective. It is for this reason that in the start-up phase of the process a programmatic document is prepared, and represents the framework of the future structural plan, which serves to outline the role of the city, the relevant territorial context and the possible development strategies.

In the last few years Ancona has changed profoundly from the social standpoint: more old people, more families consisting of 1 or 2 members (60%), and more immigrants; but its physical structure has also changed profoundly, as well as the ways and times in which the people live the everyday spaces: the historic centre, the new residential districts, the Baraccola commercial area; and to this should be added the profound but problematic link with the port, and thus with the sea from the standpoint of its accessibility and its physical

closeness to the monumental centre. All these dynamics of physical transformation and in lifestyles can in part be referred to the Plan, but in part they are apart from it, which is why the Plan must in reality trace out the lines of development, within the framework of which the social, economic and cultural forces can find their effective expression. From this viewpoint, no longer that of state planning, particular importance attaches to participatory processes, as cohesion becomes the best guarantee of the effectiveness of the Plan. In a system that is more and more functioning at European scale, in which all towns and cities are assigned the role of acting as the fulcrum of territorial development, importance attaches to the capacity to reach decisions, knowing how to manage and to promote policies and relations, but above all the capacity to make one's own territory more attractive. That is why participation is regarded as concerted institutional agreement with the representatives of the local bodies and the adjacent administrations, which together define a broader, more complex territorial system. Outlining the system of territorial alliances, intercepting the flows of knowledge, providing incentives for the contemporary use of the territory, are the priority aims of the general character of development, although other aims can certainly not be neglected:

- environmental sustainability by means of the minimum consumption of territory and limiting the areas of expansion;
- equity, to be pursued by means of town planning equalization, which can lower speculative;

land rental and permit the acquisition of the areas necessary for the

community,

- feasibility, through the promotion of choices relating to settlements, infrastructures and services, in proportion to the available public and private resources;
- safety and security, reducing to a minimum the risks and dangers present in the territory, by means of an accurate prior survey of environmental fragility and critical factors.

*Fabio Sturani, Mayor of the Municipality of Ancona.

**Enrico Turchetti, Councillor of Town Planning of the Municipality of Ancona.

The town planning context of Ancona

*Claudio Centanni,
Sauro Moglie*

Through the planning of Ancona it is possible to trace the most significant phases of Italian town planning; marking out this itinerary is fundamental for defining the context in which the transformation of the city has taken place. The relationship between Plans and urban evolution is a very close one here, more than in other situations. Another feature of Ancona is the succession of calamities that have punctuated its recent history: the earthquake of 1930, the bombing of 1945, the earthquake of 1973 and the landslide of 1982 have played a decisive role in slowing down, averting or speeding up the processes of urban transformation.

Ancona is thus the result, for good or ill, of non-stop planning activity:

- a 1861 Master Plan of the city of Ancona;
- beginning of the expansion outside of the 16th-century walls in the flat part b 1885 Master Plan of Expansion;
- forecast of the first city periphery around the Station area and creation of a new urban thoroughfare in Corso Carlo Alberto, around which the "popular" residential area arose c 1914 Master Plan of Expansion;
- development of the middle-class residential city around the Adriatico district, along the axis running from the centre and reaching the coast in an easterly direction from the centre to the coast in an easterly direction d 1945 Reconstruction plan and successive building plan in 1954;
- reconstruction of the consolidated centre of the city and the theme of urban substitution 1958 PRG (Masterplan) by Astengo;
- process of 'deprovincializing' the city

and relations with the surrounding territory;

- development of housing designed for 150 thousand inhabitants (the city has never exceeded 100 thousand);
 - cultural development through the creation of the university centre;
 - development of tourism targeted on the Conero coastal area to the south rather than the traditional area of Palombina in the north:
 - upgrading the environmental and landscape assets of the territory by means of establishing the system of large urban parks;
 - start of the backfilling of the port area, in order to set up the industrial zone f 1973 PRG (Masterplan) by Campos Venuti;
 - formalization of the present pattern of the city in the southern direction in which there are two parallel road systems, the thoroughfare linking the Ancona sud tollgate with the port, and the north-south Highway connecting the consolidated city with the new residential settlements;
 - definition within the consolidated fabric of Ancona One, corresponding to the historic centre and to the Adriatic district, Ancona Two which identifies the first periphery arising around the Station and Piazza Ugo Bassi, and Ancona Three corresponding to the new residential districts between the city and Baraccola.
- 1993 PRG (Masterplan) of Campos Venuti, Ballardini, Oliva, Costa, Zani and Lenzini.
- transition from urban expansion to urban upgrading/renewal, locating the areas of transformation in the first peripheral belts, within Ancona Two which becomes the privileged part of the urban upgrading process;
 - extension of environmental and landscape protection measures further out: establishment in 1987 of the Conero Regional Park

which with its 32 square kilometres covers about one-quarter of municipal territory; coming into force in 1992 of the PPAR Landscape and Environmental Plan) of the Region of Marche.

The model of the Ancona masterplan *Sauro Moglie*

The current Masterplan of the municipality of Ancona, adopted in 1988 and approved in 1993, is one of the first examples of what are known as third generation plans; it aims at recomposing and reorganizing the many existing urban fabrics, concentrating in particular on the consolidated city and the one in the process of being formed through actions of:

- Upgrading and transformation of abandoned or inadequate areas;
- Restoration of buildings of historical-architectural value and of recent ones possessing the typological characteristics prevalent in the consolidated building fabric
- Strategic definition of 'border areas';
- Introduction of functional mixes in the areas of transformation;
- Containing of industrial areas;
- Limiting the use of agricultural land;
- Reduction of geological and seismic risk;
- Acceptance of the landscape values introduced by the Regional Landscape-Environmental Plan.

The great innovative value of the Plan consists in going beyond the now obsolete traditional zoning system, by means of the introduction of two new elements able to respond to the ever more complex evolutionary dynamics of the city: ZTO (homogeneous fabric zones) and project areas.

The system of homogeneous fabric zones (ZTO)

The ZTOs represent a town planning/building organization characterized by its homogeneous historical formation and transformation, by a formal

and dimensional relation between public and private spaces, by a close relationship between building type and plot, and by a prevalence of one or more important town planning functions. Their identification has taken place by way of a thorough ad hoc analysis of the whole consolidated urban fabric, resulting in the pinpointing of 31 Homogeneous Fabric Zones subdivided into two categories (residential and handicraft-industrial) within which the Plan foresees a mix of functions for the purpose of avoiding any phenomena of specialization based on just a single theme.

The final aim of the ZTOs is control and guidance of widespread town planning transformations regarding intended uses and public and private project measures on buildings or free sites: for the former the new methodology of 'Territorial Uses' has been conceived, foreseeing 5 basic reference classes (residential, primary, secondary, services and hotels); for the project measures an articulated framework of binding town planning/ building indications has been drawn up, called 'Characters of the measure'.

The system of project areas (APL - APC)

The approximately 50 Project Areas have the task of triggering urban upgrading processes; they are divided into Free Project Areas (APL) and Built Project Areas (APC) regarding respectively measures to upgrade what already exists and measures for important town planning transformations. The establishment of a normative framework such as that of the APCs has made it possible to address the processes of the micro-transformation of built areas which have become

necessary in the course of time, making the management of the Plan more agile without affecting the general pattern of the ZTOs.

The important results that may be ascribed to these working methodologies include: the repopulation of the historic centre within the sixteenth-century walls for a number of families that increased from 2270 in 1981 to 3700 in 2005 (a 34% increase in 14 years) and the doubling of the amount of standard green areas, increasing from 11.18 sq.m/inhabitant, as recorded in 2005 to almost 23 sq.m/inhabitant in 2007 (without reckoning the opening of three important urban parks).

The development of the city

Marcello Gidoni

The development of the city, with the creation of what is known as Ancona 3, began in the early '70s after the catastrophic earthquake of 1972, with the construction of these housing expansion districts (Q1, Q2 and Q3) in the southern part of the municipal territory. Even though the initial forecasts of the Masterplan of 1973 of as many as 25,000 new inhabitants were not achieved, urban expansion involved vast areas and greatly modified the organization of the city.

The development programme started with the drawing up of a Zonal Plan along the alignment of Via Breccie Bianche (Q1), immediately evidencing the positive feature of the whole programme, namely the clear-cut prevalence of public building (ERP) over private building (% ratio 70/30).

In this phase the difficulties stemmed from the troublesome relations with the owners of the areas who were opposed to expropriation, a matter that was subsequently addressed by means of an original form of contracting (almost a form of development right transfer ahead of its time) by the then Town Planning councillor, Gianni Mascino.

The planning of the 2nd expansion district (Q2), entrusted to a number of outside designers in collaboration with the Municipal Public Building Office, led up to a PPE (Local Area Plan) with the aim of controlling all the measures, both public and private.

The initial design of the district, which foresaw the construction of a considerable number of housing units (2500 only by public building), articulated on continuous built blocks (with reference to Corviale

of Rome), was subsequently modified and a more conventional pattern was chosen with building plots of various size earmarked for public and private building, and for what is termed 'compensation building' for the original owners of the areas.

Positive characteristics of the district, apart from the care devoted to the study of both public and private green areas, was the importance attributed to the supply of utilities and equipment, applying a standard of 25 sq.m/inhab., appreciably more than the legal minimum.

Less positive was the building quality of the district with the construction of buildings often of considerable size (referred to as 'casermoni' (tenements) of 6/7 floors) which did not always meet with the tenants' favour. The 3rd expansion district (Q3) was started following the other great natural calamity, the landslide of 1982. This increased the need for more housing which was in part satisfied within the framework of Q2 then in the implementation phase, while the remainder was located in the new district.

The planning of the district, containing some 1500 housing units, entrusted to the Municipal Town Planning Office, with the consulting services of Arch. G. De Carlo, had to take into account both the objectives of the Municipal Government (the erection of buildings of limited height with much public and private green areas available), and the environmental quality of the site, partly with the constraints as per Law 1497/39.

The proposals made by De Carlo, although very appealing, (hanging gardens, the Central Services Backbone, etc.) did not however find favour

with the tenants and those engaged on the works, partly due to the foreseeably high costs. Despite the scaling down of the initial objectives, the district today appears as an orderly settlement with ample green spaces and with architectural solutions that are sometimes happy ones, thanks to the work of a number of well-known Italian architects (including Ludovico Quaroni and others).

The Baraccola commercial backbone

Paolo Pasquini

The urban development of Ancona is analyzed through the relation between its seafaring vocation, expressed by the Astengo Plan of 1963 which follows a coastal development pattern, occupying the areas around the Port yet leaving it without any growth possibility, and the southward development Plan, of 1973, which among other things foresaw an 'inland port', linked by road and rail to the Port of Ancona.

In the '60s, to obtain new port areas they foresaw and carried out the filling-in of sea areas through the ZIPA public consortium, but then for management purposes the areas were sold off for activities other than those of the port, thereby losing the possibility of developing the land spaces for the Port of Ancona.

In the '70s and '80s the foreseen 'inland port' located at Baraccola was inserted in a public initiative Productive Settlements Plan, of about 200 hectares, which foresaw also areas for public and private offices, for wholesale trading, for industrial and handicraft activities, and for road transport. A plan that overturned the preceding choices, shifting housing and productive development towards the hinterland, but without forgetting the needs of one of the engines of the city, the Port, proposing a real decentralized Logistics Platform of approximately 40 hectares, almost in competition with the Jesi Interport then being built. But the lack of demand of port operators and regional policy choices stopped any progress from being made, and indeed the hypothetical competition with the Interport of Jesi put an end to the inland port project. The productive aims were carried out: the handicraft

and industrial sites and the wholesale commercial centre; but very soon the pressure to carry out above all commercial structures or to transform into commercial activities certain areas intended for other uses became very strong. A good part of the built-up strip along the S.S.16 as far as Camerano and Osimo, intended for productive areas, has been converted into retail commercial structures, in this way taking on the role of a continuous 'commercial backbone', located away from the urban fabric, but well provided with car parks and large expo spaces.

The implementation procedure of the industrial area of Baraccola, in spite of public planning backed by ten years' experience, in actual fact ended up copying the 'spontaneous' transformations, giving rise to a city area having the same critical elements and limited sustainability (with congestion, pollution, soil consumption, energy consumption, etc.), as well as losing another opportunity (after ZIPA) to give prospects to port activity.

By now we can only envisage a 'second life', decided by further planned transformations in a broader context, able to act on the entire 'commercial backbone', grafting innovative requirements onto it, from the advanced tertiary sector to industrial management quarters and to logistics.

Major calamities: the earthquake and the reconstruction of the city, from the historic centre to the Cardeto Park

Anna Teresa Giovannini,
Patrizia Piattelletti

The historic centre of Ancona, in the acceptance of the area within the town walls, was the subject of studies targeted on the adoption of a town planning instrument of implementation already in the latter half of the '60s, when two Coppa-Salmoni project-plans were in fact in preparation, one for each of the historic districts of Capodimonte and Guasco San Pietro, and were adopted immediately after the earthquake of 1972, enabling the then Administration to cope with the emergency by including it in the planning, regarding the emergency as an 'opportunity' for carrying out the plans and pursuing their objectives.

The second phase occurred towards the start of the '80s, when the original town planning forecasts, subjected to accelerated implementation, began to display their limits. Under the pressure, even emotional, of the recent earthquake, the requirements of prevention of the seismic risk prevailed over those of conservation of constructional and typological elements; subsequently the will emerged to systemize more conservative technical implementation systems, by revising the original town planning instruments, linked also with the objective of recovering entire blocks, previously earmarked for demolition.

In the mid-'80s, people became more aware of the 'quality' of the measure. The question of replanning the 'potential voids', as they were termed, distributed from the ridge to the harbour jetty on Colle Guasco, where the fabric

had been subject to an extraordinary 'thinning out' process following the wartime events, was tackled through two important design experiments. Arch. Marco Porta, coordinator for Ancona of the initiative of the 17th Architectural Triennial of Milan, 'Imagined Cities', chose as his theme the upgrading and reorganization of the areas along the waterfront, with contributions from 'invited authors' (Riva, Gardella, Galfetti, Guerri) and from some young local professionals. The upper part of Guasco was redesigned, with the appointment of the Anglo-Swedish architect Erskine, who again proposed the reconstruction of new buildings to repopulate the hill slopes and ridges as far as the Roman Amphitheatre.

With the oncoming of the '90s practical responses were sought, assigning a number of strategic projects in the thematic areas: the project to rearrange the Cathedral square (piazzale), to Arch. Umberto Riva, and that of the recovery of the Insula of San Francesco to Arch. Massimo Carmassi. The new plan for Guasco decided in 1997 adopted the new design solutions suggested by the architects. Subsequently with the financing made available by the Jubilee a start was made on constructing a car park in the Vanvitelli seafront area, as the first item of the waterfront, carrying out a prefiguration of the 'Erskine proposal'. During the excavation works an interesting archaeological site came to light with port warehouse structures dating from the Trajan period. This discovery necessitated a rethinking of the structure and of the whole system of accessibility to the area and of the connections thereof with the harbour jetty downstream and the slopes of Mount Guasco upstream. The Administration

commissioned three experts - Massimo Carmassi, Giancarlo De Carlo and Francesco Venezia - to make coordinated proposals. The designs drawn up, discussed in public debates, were then examined by a commission formed by various institutional subjects which postponed its choice to a later phase. Nevertheless, although without any formal approval, some of the proposals were taken up in the formulation of the new Port Plan.

After that the Offices, coordinated by Arch. Marisa Bonfatti, drew up a master plan to harmonize the various solutions proposed, linking them with the works on the slope as far as the Cathedral. In a number of aspects, this project acted as the natural continuation along the side slopes of the redesign of the ridge areas foreseen by the Cappuccini Cardeto Plan adopted in 1997, with the aim of establishing an urban park in the areas being demilitarized on the two hills. With the startup of the implementation measures in 2001, a veritable system was created, thanks to the pedestrian and cycle crossing of the Guasco, Cappuccini and Cardeto ridges, and simultaneously a network of units of the new Territorial Museum system (the City Museum) with the making of a cultural itinerary of historical-archaeological-environmental type.

The building design phase, properly so called, started in 2001 commencing from the strategic zones of the new accesses to the area from the city, continuing with the restoration of the most significant elements found. Among the latter, the restoration of the ancient Jewish cemetery, an area of 15,000 square metres containing the most ancient in-situ tombs in Europe, was accompanied by the operation of cataloguing and translating more than a

thousand memorial stones; the collection of the information in a multimedia consultation centre enabled the first of the units of the widespread urban Museum to be established within the park.

Plan, building yards, participation

*Sergio Cofferati**

The new structural plan fills a gap: several decades have passed, in fact, since Bologna gave form to its last urban layout. The new plan was developed in order to place the city and its surrounding territory in a European context, blending innovation with urban quality, described as 'habitability'.

The new plan seeks to create more harmonious living conditions, in order to improve social cohesion in a society where processes of differentiation have accelerated.

The structural plan, in this respect, provides the framework for urban redevelopment, not just on a physical level.

The Municipal structural plan provides a system for major transformation projects: projects for transport and the environment, for reusing derelict areas, projects which together create the conditions for investment, development and innovation.

Bologna today is already a work site, and the decision to give continuity to certain previous decisions is significant in demonstrating the desire to tackle the current changes proactively. Smaller projects will be carried out alongside the major developments in order to bring about improvement throughout the city. These will include projects involving the public space and green spaces, improving and developing the public housing stock.

In many cases the Municipal administration is directly involved, ensuring the necessary investment; in other cases it promotes, coordinates or authorises projects funded and carried out by other institutional and financial entities, whether public or private.

In the programme set out in

our mandate for governing the city, we emphasised the importance of rules and procedures for participation, because we feel that it is essential to build together a project for the future.

Decisions will still be made by the City council, but it is nevertheless important to reach decisions having ascertained the possibility of including and developing proposals for government - and therefore for urban transformation - put forward by all those who are involved or interested.

Discussion forums, public involvement in projects and information activities in the districts concerned have demonstrated the usefulness of this approach.

* Mayor, Bologna Municipal Authority.

A city to look after, like a garden

Virginio Merola*

The process of urban planning that is changing, and will change, Bologna over the next fifteen years has assumed a definite character. The underlying idea is that of identifying the city of Bologna as a meeting place, a place for dialogue, a European city of moderate size, but large enough to have the capacity for accommodation, accessibility and attractiveness, exercising its role in a metropolitan and regional context. It is a city where development is seen as being based on the economy of knowledge, which rediscovers the multiple aspects of its culture. It is a city that stakes its future on the possibility of an urban context founded on quality, social cohesion, solidarity and innovation. It is a city that chooses to compete by cooperating in the global economy, through a network of regional, national and international relationships. The urban programme takes the form of specific redevelopment strategies - the 'seven cities' - and of 'situations' at neighbourhood level, each of which is identified with specific actions and objectives. The seven cities are conceived as a way of restoring value to the various aspects of the urban context, in order to highlight the various ways of living in Bologna and to develop urban quality as a means of reconciling different peoples, genders and generations. The three systems of transport, community facilities and environment are the framework that provide an unvarying context for guaranteeing sustainable development for the city. The choice of role for the city is clear and precise: we

are proposing Bologna as centre of the metropolitan city and capital of the regional urban system. The Municipal Structural Plan anticipates the strategic directions which provide the starting point for defining the Regional Territorial Plan in its discussion stage. Bologna's role can be seen as providing a driving force and a service to the cities of Emilia-Romagna as a whole, within the context of policies on transport, trade exhibitions and production, business and tourism - as a gateway to the regional territorial system that can give added value for a polycentrism which finally succeeds in operating as a system. In this Plan, the objective in its various forms - the city of encounter and dialogue - is to provide support to the citizen, meaning the person who lives in the city and who carries out various roles over the course of time and within the city area. Until now the plan has achieved wide support and participation - over 190 public meetings of different kinds, including Forums, neighbourhood meetings and urban planning workshops over three years of work - and seeks to continue in this way. It is an experience that is changing the way in which the city's Urban Planning department operates and is strengthening motivation and skill. This Plan assumes the concept of limitation and environmental value as a culture tout court. It seeks to limit territorial consumption and is accompanied by great attention towards architectural quality, energy saving, the development of alternative energies and consumption methods that do not produce waste but are conceived in a context of urban ecology. In this way public transport is regarded as a general

condition for the living standards of the city in its various forms and as a driving force for environmental recovery. Urban planning equalisation is an instrument for developing the public use of the city, for acquiring areas and contributing towards the creation of services and public works. The housing policy envisaged by the Plan provides for the creation, over a maximum period of fifteen years, of 8,000 residential units of which 2,000 are destined for social housing. Green fields transformation is limited to three territorial contexts, whereas the other interventions are for the transformation of brown field. Urban planning equalisation will serve to give more opportunities to all owners of land and to define the use of places according to the public objectives to be achieved. This administration is making decisions that have been awaited for more than twenty years: the new station, the redevelopment of the abandoned military areas, a new plan for the university, the creation of new public transport systems, the completion of the trade fair district, all carried out with projects and funding that are now operative, approved or undergoing approval. With this Municipal Structural Plan the City Administration is demonstrating its determination, following the example of the gardener, as the sociologist Bauman describes in his book *Modus Vivendi*, to strive in order to make Bologna a comfortable and attractive place in which to live.

* Town Councillor of Urban Planning, Territorial Programming and Housing, Bologna Municipal Authority.

The construction of the plan

*Giacomo Capuzzimati**

When the municipal administration was elected in June 2004 (with Sergio Cofferati as Mayor and Virginio Merola as Town Councillor of Urban planning) it decided, as soon as it took office, to re-launch the municipal urban planning programme. After a preliminary phase which led to approval of the programming documents the planning conference was held, which included a number of important contributions. The final written proceedings of the conference, which ended on 18 January 2006, form the basis of the Planning agreement, signed by the Mayor of Bologna and by the President of the Province.

In order to encourage participation by the citizens of Bologna, various information and consultation channels were activated in the city districts as well as a forum involving individual citizens, representatives of the financial world and community organisations, and leading figures in the city's social and cultural life. At the same time public project workshops were set up to look at some urban aspects of the old General planning scheme.

The Municipal structural plan was presented, in its general form, by the Mayor to the city on the 18 January 2007. It was adopted on the 16 July 2007 and published over a lengthy period in order to collect observations and so that discussion could be accompanied by a new series of public initiatives, including information and public participation (fourteen public meetings at the Urban center involving more than a thousand people) and a specially created website.

The observations collected within the allotted period are

around 400 and the administration is now preparing a response to them in order to reach the final approval of the Structural plan, which will take place at the same time as the adoption of the Urban building regulations and prior to the announcement for the formation of the first Municipal operational plan (the new instruments governing the transformation of the city territory, which substitutes the old General development plan, consists of the Structural plan Psc, the Operational plan Poc and the Urban building regulations Rue). By complying with the time periods it will be possible to achieve the objective of rebuilding the new municipal outline plan before the present administrative mandate expires.

*City of Bologna Operative Director and Director of Territorial and Urban Planning Department.

A plan that rethinks Bologna and urban planning

Patrizia Gabellini*

The changes that took place in the major cities have arrived in Bologna with some delay and have been mitigated by the city's undoubted economic, social and political solidity. Only recently have they appeared clearly, and their undesirable effects have progressively occupied the political agenda. The present-day of European territory is distinguished by a blend of urban situations where the 'old cities' continue to play a fundamental role as fulcrum, but within a complex system that includes different urban forms, where people live their existences in different ways in widely varying geographical situations, often living in more than one place, generally working in others, using school, health, cultural and commercial services in yet other places. The identity of these 'people' is no longer known, but has become a cosmopolitan blend of different nationalities, ethnic backgrounds, races and a composition that is highly unstable. These forms of difficulty, which are now directly felt and suffered in Bologna, constitute the surface of those deep-rooted processes of transformation which in various ways affect the whole of Europe. Over the twenty year period that separates the last two general plans there has been a clear change in the city; changes of administration have interrupted continuity over the years since the Second world war and have placed urban planning at the centre of debate; a regional law has come into force which changes the relevant institutional framework. During this long interval the right conditions have developed for a general

rethinking as to the future of the city and the characteristics of a new urban planning instrument. In 1990, Bologna and the municipal authorities around it obtained recognition as a 'metropolitan city'. The guidelines to the Regional territorial plan that is currently being prepared indicate the need to move away from polycentrism towards a 'regional system' where Bologna 'can become capital', which "distributes values, identities and benefits among the entire territorial system, repositioning itself... among the circuit of European regional capitals". The Plan has operated on the assumption that competition with other European cities of similar status is possible if its characteristics as an attractive city are strengthened, in particular through a multiplication of opportunities for the populations of young people who are able to develop their skills, who are capable of viewing the world differently, and are therefore equipped to bring about change. It is necessary to guarantee a style of living in its broadest and most varied sense, which enables and assists coexistence. The image of the 7 Cities in the Structural plan has various functions: it interprets the processes of urbanisation, demonstrating its territorial breadth; it identifies a strategy that is capable of being implemented in other metropolitan districts; it proposes perceptible forms by relating the strategy to the physical space. The Cities are the recognition of the existence of new urban forms in the Bologna area, or rather over extensive areas of the city with their own existing or potential integrity and quality, where different and varied blends of population, fixed or transient, express their way of living in many different ways, recognising

themselves as members of that population if they share a neighbourhood that they are prepared to look after. The Cities propose a strategy that seeks to bring together the municipal, metropolitan and regional area in supporting the role of Bologna as a national and international centre of undoubted importance. Only the two Cities along the Via Emilia are considered as part of Bologna (described as the 'city cities'). The cities of the bypass, hills, river Reno and river Savena, on the other hand, are proposed as metropolitan cities because the factors that distinguish them and give them their name (respectively the major road, the character of the landscape, the Reno river and the Savena torrent and road) are also elements that structure the metropolis. The same attributes in the Bologna Municipal structural plan can be used to develop quality and value in plans for other municipal authorities that overlook the same bypass road and rivers, or are sited on the hills above. The long - or mid - distance communication system that characterises the City of the Railway and the new organisation of the central station and its vast surrounding area will bring about far-reaching structural change for Bologna. The seventh City is therefore national and international. The Cities are territorial forms that seek to emphasise differences which are already present and 'highlight' strategies that are developed in different ways in space, in time and in relation to the people concerned, also using ideas and proposals from the past, crossing administrative and territorial divisions and community boundaries. Urban design and urban planning have always sought to achieve (though

they are rarely put into practice) ambitious objectives of structuring space by identifying medium-long term territorial strategies. The combined effect of many varied factors has progressively cancelled out this characteristic of 'mission'. The Structural plan, a component of the new municipal plan, makes it possible to restore a basic aspect of urban planning; on the other hand the deep-rooted transformations that have taken place in the area today make it useful, sometimes indispensable, to build scenarios. The Bologna Municipal structural plan has been developed with this awareness and, in relation to some of its characteristics, acquires a strategic aspect. It is therefore a fundamental interpretative framework for a composite series of urban planning works and actions, the feasibility of many of which is proven and accepted. It seeks to consolidate the medium-long term vision through a wide-ranging process of consultation with institutional, economic and political figures and through promoting understanding of the territory through the discussion of clearly identified choices. It emphasises the importance of building up a shared image of the territorial area, which is clearly anchored to the spaces to be redeveloped. For Emilia-Romagna's urban planning legislation, the structural plan is one of the major new factors. The documents that precede and accompany the 'nucleus' of the plan (consisting of the report, regulations and illustrations) are, on the one hand the Knowledge framework and the Preliminary document, and on the other the environmental and territorial sustainability assessment and the Constrains charter. Each of these documents has its own small history, which reflects problems and

requirements that have emerged more or less recently in the urban planning process. Their approach and, above all, their concomitant construction provide the first significant indications of the 'reformed system'.

The new approach can be seen also in the stages of the process: Conferences, agreements, competitions are the procedures provided by law in order to respond to the requirements of discussion, agreement and openness which are of central importance in the field of urban planning and dominate the social and political world.

The choices in the structural plan for Bologna are set out with reference to cities, systems, ambits and situations: systems and ambits are provided and pre-defined by law, cities and systems are introduced in order to emphasise the strategic approach and the attention towards the physical configuration of the territorial area. While the 7 Cities indicate where redevelopment is to be encouraged over the next 15 years, the systems, situations and ambits indicate the ways in which the plan seeks to guide actions and policies that affect the territory as a whole, in order to promote quality in relation to the various conditions that mark the starting point.

The transport system, the system of public spaces and community services and the ecological and environmental system are customary (almost 'classic') structural components. In the Bologna Municipal structural plan it is sought to highlight the objectives followed for each system and to describe the policy criteria operated, in line with the supra-local planning guidelines and creating the foundations upon which the Urban building regulations can provide a basis for the regulations governing the development of public

space.

With regard to the classification of land use, the plan identifies 3 kinds of area (Development area, Developed area, Rural area) each containing Ambits that can be recognised according to the types of development, the state of conservation, the level of services and the functional mix, each of which is sufficiently wide to assure the possibility of future compromise (that frequently cited notion of flexibility).

In order to structure local choices, the plan also identifies 37 situations, giving them the name with which the inhabitants usually identify those same parts of Bologna. The situations refer to large parts of the municipal area which are regarded as 'cohesive' from the morphological and/or functional point of view and in terms of its landscape and environment, where a selected series of actions, linked to those that support the re-organisation of the entire territorial area, is capable of bringing about improvement to general living conditions and of meeting the fundamental standards of urban quality expressed by the law. The choice of identifying 'Situations' emphasises the conviction that a structural plan must operate on all scales that are regarded as necessary for adequately representing the guidelines laid down for operating other instruments.

If urban equalisation is the method established in the Plan for obtaining the necessary resources in order to provide infrastructures and services for the territorial area, its achievement is accompanied and implemented by assessments, public involvement and communication, projects and preliminary proposals. The range of instruments and procedures that have

been developed over the course of the last two decades have been developed and operated with the understanding that they now form part of a 'normal' wider approach to urban planning.

The Bologna Municipal structural plan, which forms part of a long period of redevelopment in the city, began to take form along the way and its approval is achieved as work continues. The plan seeks to operate from within the processes and to guide them, and in doing so it has followed an original course of including in progress projects: through the Cities, with a territorial strategy that constructs physical relationships and significance between the places being redeveloped; through the Situations, with a thin thread of action and policies (integrated access and sustainability, ecological and environmental quality, social quality) in order to link public spaces that will be created through redevelopment with those that already exist; through the Ambits in order to indicate role, facilities, services and conditions of sustainability in operations that are regarded as decisive.

Certain decisions have been inherited which have been developed over the last decade, for the creation of new industrial, business and management complexes, the decentralisation of various university buildings, the expansion of existing specialist structures. All of this highlights a phenomenon of general significance: the extreme complexity of the decisions which affect the present-day territorial area. This is due to competing considerations concerning numerous aspects and interests which often conflict with each other. Once the decision has been made, it also gives rise to long timescales in reutilising abandoned areas, both for the

'preparation' of the land as well as for mounting what is generally an integrated operation.

In this context a new urban instrument, typically a structural plan, has the purpose of organising, highlighting, adjusting where at all possible, and integrating actions that are capable of changing the general framework and living conditions.

* General consultant for the Municipal structural plan, Politecnico di Milano.

Many projects for one plan

*Francesco Evangelisti**

In developing new urban measures it has been sought to keep open a constant dialogue with the known part of the existing city but also with the projects that concern it. As well as examining all of the projects currently being carried out, there have been operations of mid-project verification of proposals formulated by the plan, seeking to prefigure the physical effects of the transformations as they are gradually proposed. Beyond this first objective, the work so far has made it possible to achieve another, which is to create a sort of gallery of images which makes it possible, for every part of the city, to open public discussions based on spatial prefigurations of the effects of the plan.

In order to operate this system the work group has been able to benefit from discussion with the planners involved in images developments already under way, to open new consultations with other planners and collaborate with various university research institutes, providing guidance on subjects for workshops, examinations and theses. There are always new projects for the city. Even in a case such as that of Bologna, with a plan that is now twenty years old, certain important new developments must still be commenced or completed, on the basis of projects which have been discussed and developed over time and from which the new plan can and must seek to learn. In this sense, there was a reinterpretation of the redevelopment project for the construction of the 'cultural centre' at the Manifattura delle Arti, which can be considered as an anticipation of the strategies for the Cities of Via Emilia.

The planning of the public trolleybus transport system and of the bus stops along the metropolitan tram system offer major opportunities for achieving quality objectives for the Cities of the Via Emilia, insofar as they are possible extensions of the urban quality of the historical centre linked to the redevelopment of the space along the main road.

The two areas of the former Fruit and vegetable market and the Bertalia-Lazzaretto are operations a 'interstitial restitching', proposed by the 1985 General planning scheme, which have still not been commenced, due in particular to the presence of a large number of municipal properties. The planning processes for the two areas have both been lengthy and have led ultimately to final decisions which have turned out to be significant also for the construction of the new plan.

The former Fruit and vegetable market area is affected by two major development operations: the creation of a new combined headquarters of the Municipal administration and the construction of a new, mainly residential complex in the Navile market area. The Bertalia-Lazzaretto district is a new development of land formerly used for secondary urban uses (quarries, refuse disposal...), which in 2001 was the subject of an international planning competition for the design of a mixed urban complex. The current urban plan provides for the presence of housing, a university campus, management and business activities as well as public services.

These two projects have provided significant indications in relation to the urban form, the functional mix and the emphasis upon public space in the urban design.

At the same time as the preparation of the Municipal structural plan, various

actions took place that were aimed at wide-scale consultation in redevelopment projects relating to public spaces.

The experience of these 'workshops' has influenced the definition of that part of the Plan concerning the 'Urban situations' that have been identified over the municipal area, for which a wide variety of actions are provided that seek to improve the overall system of the public city. The experiences launched include design competitions and public workshops on urban design.

The regional legislation and the Provincial territorial coordination plan provide for the construction of 'territorial agreements' (between the Municipal authority, province and management entities) in order to regulate the development of 'functional centres'; in the case of Bologna, several of these important centres (or systems) with specialist functions are already regulated by current agreements which have generated as many projects (hospitals, university campuses...). Other agreements have been created alongside the Municipal structural plan, while others still, aimed at giving further depth and detail to the guidelines contained in the structural plan, are in the discussion stage.

The flagship project of the City of the railway, is the new Bologna Central railway station - an example of the construction of an agreement through the use of projects, which in turn generate others. In July 2006 the Bologna local authorities and the Rfi (Italian railway network society) reached a territorial agreement for the creation of the project. Two preliminary project operations were carried out for the examination of proposals, which defined the objectives and provided

quality and quantity indications, which were then set out in the agreement and then in the Municipal structural plan. The 'International design competition for the New integrated complex within Bologna Central station' announced by the Rfi, is currently under way.

In the case of other agreements already in force and being implemented, it was felt necessary for the Municipal structural plan to consider future developments, such as in the case of the expo-centre and business area of the Fair district. Looking ahead in the medium-long period to a scenario that considers the network of metropolitan infrastructures significantly improved, and the improvements to the Bologna trade fair system complete, the Municipal structural plan has examined and simulated actions of further improvement to the area, visualising one of the strategies that relates to the city of the bypass road. The Municipal structural plan bases the feasibility of its forecasts on an environmental and territorial sustainability assessment which considers the environmental impact of proposed actions, associating them with views and considerations about the form that the new city will gradually assume.

With regard to operations for the improvement of areas used for residential or specific purposes, this will take place through programmes that coordinate complex and coordinated operations in areas to be dealt with systematically and through direct actions, which are modest in size but equally significant for improving the urban quality. The former involves mostly industrial or abandoned military areas where public spaces can be created for the consolidated areas around them through the

redevelopment of under-utilised and derelict areas. On the areas used by the railway and for military purposes along the Milan-Bologna railway line, which are now abandoned, there will be redevelopment works of major importance for the city, creating a new urban axis within the existing city. Also in this case, the pre-feasibility studies have considered both environmental sustainability as well as morphological and typological aspects. The sustainability assessments have also included various considerations relating to the maximum building capacity of the areas for new developments. In this case the explorations have related, on the one hand, to the possibility of recreating an urban fabric with interesting relationships between the open public spaces and constructed spaces and, on the other hand, to the characteristics of the site and the levels of energy performance for the sustainability of the new buildings. The Municipal structural plan's environmental and landscape guidelines relate to protecting and enhancing the hill areas and the four great rural wedges, including reclamation of the waters and the river environments along the Reno, navile and Savena. For these various environmental contexts the Plan proposes strategies for protecting the environment and enhancing the landscape, encouraging uses that are recreational in order to give new value to these territorial environments, in line with the characteristics of the ecosystem and the environmental context, so that it is part of a single integrated ecological network. Also in this case, the prefiguration and anticipation of certain projects has enabled the plan to express a clearer language and therefore to

demonstrate an openness to broad public debate.

*Director of the Bologna City urban planning and Combined urban programmes unit and Head of the Psc project group.

The plan's public process

*Giovanni Ginocchini**

The re-launch of the process for drafting the Bologna Municipal structural plan, following the change of administration in June 2004, has seen not only the revision of the general objectives governing the city's transformation, but also a desire to try out new forms of communication and public involvement in the choices that relate to the territorial policies. The programme takes the form of a process for communicating and listening to a wide range of stakeholders, associations and individual citizens. The mixture of methods and instruments for interaction has assured that the procedure has the necessary flexibility as well as the possibility of calibrating the degree of interaction possible, alternating information and consultation with project development that involves public participation. A great deal has been done to combine information and consultation, in particular in the renewal and re-launch of the Urban center Bologna, which is dedicated to communication and transformation of the city and which has also held public discussion forums. In the other hand, the progressive activation of neighbourhood workshops has made it possible, in particular situations, to carry out a more in-depth consultation between citizens, experts and administrators. From the very first stages and during the entire process the administration has paid great attention to defining the parameters of discussion. Transparency in relation to the decisions already taken (and therefore non-negotiable) and those that still remain open, and therefore subject of debate, is a distinctive feature of the

experience. From the 'technical' point of view the first stage of the public forum has produced interesting results. The full and comprehensive statement with attached map of all contributions collected and 'georeferenced' in a territorial database have made it possible to examine the questions and places that are at the centre of public debate. This contribution is useful not only in reviewing the Preliminary document but also for the successive stage of developing the plan. The neighbourhood workshops have provided a second line of action aimed at dealing with the development of certain specific areas of the city from the project point of view. These areas are places that provide important opportunities at urban and metropolitan level and, at the same time, opportunities for regenerating 'depressed' districts where living conditions are poor. The workshops activated so far have dealt with questions currently at the centre of discussion: the reuse, with safeguards, of stretches of urban countryside, compensating transport infrastructures with new parks, construction of new centres commencing from public spaces, new residential districts orientated towards mixed uses and sustainability. The passage from Preliminary document to structural plan has been marked by a far-reaching operation of 'selection' of objectives to which the results of the forums and workshops have contributed. The structural and strategic proposals contained in the Municipal structural plan have sought to embody the proposals that emerged from the public consultation process, integrating them into the system of general choices made.

The strategies identified (see for example the City of the bypass) as well as the proposals for the 'micro cities' (collections of situations) make best use of the results obtained from the public discussion process for the plan and projects. Special space is set aside in the illustrative report as well as in the Regulations, Legislative framework of the Municipal structural plan for 'Public participation and involvement processes' as instruments for implementing the plan. The report emphasises how the structure assumed by the plan can become a guiding factor in subsequent processes of public involvement and examination, thus confirming the circularity of the process. Article 40 of the framework regulations adopted confirms various basic choices in relation to what has taken place in Bologna (opening discussion to all citizens, the voluntary nature of processes being launched) and it limits itself to setting out certain inalienable conditions. Following the plan's approval by Bologna Council, preparations have been started for a new phase in the consultation process which centres upon the requirement for communicating and examining the contents of the new measure. From its title 'Bologna in seven cities' there is a clear relationship between the programme and the structure of the plan, in particular the seven 'territorial figures' which describe its structural and strategic component. For each of the 7 Cities, the programme arranges a public meeting in order to present and discuss the policies and projects, as well as a guided tour, on foot or by bus, organised in collaboration with the Districts involved on each occasion and with the associations operating in

the area. With regard to the Thursday afternoon meetings at the Urban center, it is interesting to emphasise the particular attention that is placed on visual communication. On the other hand, the seven Saturday morning guided tours take a closer look at the area and in particular those places which are affected by the main developments, whether proposed or already taking place.

*Consultant of Bologna Municipal Authority.

Vision for urban planning action, despite legislation and apart from rhetoric
*Pier Carlo Palermo**

These are not easy times for urban planners in Italy. Public discussion seems to be increasingly rarefied, more fragmented and marginal.

The capacity for major reform, after almost twenty years, appears increasingly less credible, while legislation at regional level differs widely and is mutually indifferent. The capacity to govern and manage the processes of transformation, which lies at the core of planning in other countries, does not seem to show any apparent progress.

On the other hand, it is beginning to seem as if certain ideologies and methods of governance may become a further factor for inertia and confusion. The ordinary functions of the Italian tradition remain: producing plans in the hope that they do not simply become formalities or rhetorical measures. The results are uneven, depending upon the contexts, but also upon the awareness and commitment of the urban planner. We need the innovative experience of experimentation and discussion, and the work carried out by Patrizia Gabellini offers interesting food for thought. After Jesi, Bologna.

I am interested above all in considering the contribution that this experience can make in the crucial area of 'urban planning visions', which are currently uncertain and subject to a variety of conditions, including restrictions imposed by sector legislation and the influences of the so-called 'new strategic trends'. My own view is that this is an essential topic and no less important than operational skills.

At Bologna, Patrizia Gabellini has demonstrated the possibility of a process where every legal formality is respected, but added to the usual summary schedules is a variety of original contributions, with a two-fold function: not only to better explain the choices relating to the territorial systems and land uses, but also to demonstrate the fertility of a different conception of the 'structural framework', whose contents are richer in interpretative and visionary terms and (in addition) in indications relating to the future project. It is based on an apparently reasonable conviction, which still however has little influence on practical procedures: there is no sense in separating strategies and structures, nor leaving every project examination to subsequent operational stages! The metaphor of the 'seven cities', the series of project themes and explorations, the preliminary project schedules for specific territorial situations, the relevant strategic interest, each represent, on a different scale, various possible ways of interpreting these requirements. Technically, they constitute a partial, but robust, synthesis of a variety of trends in Italian urban planning innovation and experimentation that has been going on for more than twenty years. Conceptually, they deal once again with a crucial question - the interpretation and development of strategic and programmatic aspects of urban planning. In this sense, I think that the contribution is also important for carrying out a critical review, which in my view is necessary, of certain recent trends in so-called 'strategic planning' in Italy. It is difficult for me to understand and share the (sometimes superficial) suggestions and (sometimes improbable) experiences that our

country is belatedly developing in this field. If the purpose is to emphasise the need for an 'interactive understanding' through adequate forms of consultation and dialogue, this is a principle that has been known for more than thirty years (thanks to Lindblom and Wildavsky). Any idea of strengthening the 'technologies of strategic choice' is even more dated and has never produced good results where the perspective is still essentially technocratic. Nor do I understand why the vision must be reduced to rhetorical exercises that are lacking in any kind of reference to the morphological and physical context: in Turin, just as in Venice or Naples. On the other hand, the experience in Bologna demonstrates how it is necessary and possible to give a strategic vision to the relative structural contexts, but also a place (a space, a form) to the strategic themes and objectives.

In other words, it demonstrates the possibility of a programmatic convergence between approaches that today are still wrongly separated. It therefore seems to me that the contribution is original and promising, not only as an innovative way of interpreting a legislative mandate, but also for reformulating a complex series of questions that can be considered as crucial, but are not always considered adequately.

*Dean of the Faculty of Architecture and Society, Politecnico di Milano.

**The experience of the
Municipal structural plan
of Bologna***Nuno Portas**

The Municipal structural plan provides an important contribution in the long process of adjusting the planning system to deal with the urban explosion of the last half century.

In addition to changes in technology and production, in the growth of the Gdp pro capita and the middle classes, in the acceleration of mobility, there is a decisive factor, which is that of the uncertainty of processes (in terms of participants and resources), which relates not just to the private sector, but also to the role of the public sector. Thus, a substantial part of activities and of regulation procedures, which were originally based upon prevision, is transposed 'live' to implementation processes, by way of interpretation, alteration, substitution, seeking unplanned opportunities. The Municipal structural plan's approach of including within the concept of the plan the logic of strategy (consistency of intermodal supports, relationships between the parties involved, ecology) and regulation (of uses and spaces in urban centres and external areas) is a courageous move, which is perhaps reminiscent of the 'structure plans' of the 1960s but also of the more recent experiences of urban projects - even if this has arisen within a context of greater unforeseeability and territorial dispersion.

The text highlights benefits and opportunities arising from the Municipal structural plan's methodological aim but also certain potential risks, due to the difficulties in bringing together timescales and interdisciplinary intentions in relation to structures (phenomena of 'splintering')

as well as the ability of administrations to ensure interaction and collateral benefits for programmes in relation to construction works and facilities that are often lengthy.

Finally, the text raises a question as to the possible advantages of specifically linking the Municipal structural plan of the Seven Cities with the previous Provincial territorial coordination plan (drawn up at that time without the participation of the Bologna city authority), in other words of highlighting the true extent of the explosion, and the spatial relationships with the expansions established by the Municipal structural plan.

*University of Porto, Faculty of
Architecture.

Promoting innovations*Michele Talia*

the public policies to their control.

The weak tie between town planning and urban research seems to fall apart. Draft of an event long attended and feared, prepared from the progressive decline of research founding system and from the increase of didactic obligations which burden on the university staff. Such a phenomenon is not only Italian, and nearly everywhere the emphasis on applied research has monopolized financial and human resources that in the past were devoted to deeper investigations. In the attempt to speed up a reflection that moves in countertendency, encouraging cognitive investments in the areas where the scientific work is risky but potentially more productive, INU has launched in 2006 a 'Prize for doctorate thesis and bachelor dissertations'. In its first edition, it has concurred to signal the six contributions illustrated to you. It testify the wide range of the issues faced in the final phase of the university curriculum, which sweep from strategic landscaping to the use of city art in citizens participation, and from the city borders reshaping to the methodological problems more closely associates to the evaluation processes. Until now the INU project has not been able to go beyond a plain look on what is going on in the Italian university, even if a new step in ahead can be completed. Beginning from more tightened relationship with cultural institutions, it will be possible to promote the convergence of a wider number of young researchers on some fundamental issues, in order to improve the understanding of the urban changes, and to address

Structural and strategic planning in the area of Marostica

Ivan Moresco

The actual territory is the result of a complex stratification generated by economic, social, environmental and cultural dynamics and relation. In Veneto, in particular, social dynamics dictated by the economic development and by the so-called 'North-East model' in the second half of the last century, have brought to a territorial urbanisation based upon an unorganised settling system also known as 'extended city'.

The ruling of the urban structure, which follows the economic laws without limits to its growth, has become more complex through the years. The open spaces have been shattered to leave room to the industrial peripheries. It is therefore necessary to face the territorial planning according to a method focusing on the characteristics of places and local identities, on the realisation of a sustainable development.

The Region of Veneto has inaugurated a radical change in the territorial and urban planning activities based on the new law L.R. 23rd April, No. 11, Policies for territorial government.

In short, beside the level of regional and provincial planning there are two new instruments:

- a. The Territorial asset plan (PAT) and Intermunicipal territorial asset (PATI);
- b. The Intervention plan.

On the basis of these principles, the dissertation has tried to experiment a method of Strategic systematic planning, aiming to compare the methodological principles applied to the constitution of PAT by the new law L.R. No. 11/2004, with the intent to find elements of potentialities and limits emerging from a still preliminary applicative

phase.

The study focuses on four municipalities: Marostica, Pianezze, Mason e Molvena.

The structural plan

It is a means of planning with a strategic content aimed to define a territorial asset and to promote the realisation of a sustainable development. It involves and claims the intervention of the social parts, thus entering a creative dimension of planning, in order to define a shared programme of action, which, beside the growth, grants the protection of natural, ecologic and environmental values and the improvement of the landscape.

The method

Giovanni Astengo thought that the elaboration of such planning should follow an analytic logic and highlighted four phases of the process: to know, to understand, to evaluate, to intervene.

Structure of the thesis developed through different phases.

Territorial contextualisation: Phase 1: Historical analysis; Phase 2: System analysis, Knowledge.

Phase 3: Evaluation synthesis and objectives for the planning. Phase 4: Structural process.

Territorial contextualisation

It focuses on the territorial unit considered. It implies a first approach to the new urban law of the Veneto which promotes the intermunicipal planning.

1. It maps the historical process of territorial formation since the age of the 12th Century. This analysis doesn't aim to fossilise the territory and its constitution, but to acquire norms for a wise management of the territory itself.

2. It considers 3 systems according to which the analytical work to establish territorial knowledge is investigated upon:

- Settlement system;
- Landscape system;
- Relational system.

3. It suggests an integrated reading of the sectorial analyses.

For each system we provide a synthesis of the specific territorial peculiarities so that it is possible to highlight, within the whole structure, those characteristic elements to be re-valued and re-qualified, the problems, the ongoing dynamics, the objectives to pursue in the project, the transformations to safeguard and the compatible uses.

This phase aims to highlight the structural non-variables and the physical and environmental characters defining the territorial identity.

4. It is the last phase of the planning process and develops through three operations which are different but complementary:

- Degree of territorial transformation: thorough reading of the system analyses highlighted in Phase 3; it helps define the territorial transformability and the non-variables considered of each system;
- Sceneries: it points out the effects of the possible degrees of territorial transformability. Sceneries are not exhaustive project proposals, but highlight the potentialities and possibilities for a territory to be modified. The different alternatives allow to estimate on the basis of a strategic territorial level the coherence of planning proposals on sustainability objectives;
- Structural project: it translates into projects the consequences of territorial transformability according to the results of Environmental strategic evaluation. The plan defines the choices of possible and sustainable development of the open spaces and of settlement structures; it highlights the areas subjected to urban and environmental re-

evaluation and/or transformation. It promotes modalities to safeguard and restore environmental elements. It disciplines the modalities of intervention to reduce or eliminate hydro-geologic and hydraulic unbalances. It defines the relations and weaves the network of local and territorial.

The cities of vital rationalities the experimental utopias of contemporary artistic action in urban spaces

Anna Maria Uttaro

Especially over the last decade urban planning has been turning its attention to involving citizens in the choice of their city's transformations. This practice has been forced to collide with a variety of urban practices due to these new 'actors' with a different language and knowledge of reality. The technical jargon, based on the validation of logical rationality as the best means of understanding and modifying urban reality, has collided with the need to communicate with a common language, made of a seemingly incomprehensible mix of logical and sensible rationality. Considering the city as a continuous result of the production of urban spaces, created by various and complex practices of people, we will have a look at the growing distance between urban and planning practices. This distance seems to characterise how we build a city today and how we are incapable of finding a common language for shared construction. Is it possible to start focusing on a language that draws the planner closer to his work's social addressee? How can we make technical jargon interact with a language linked to the urban experience? How can we enrich it? In pre-modern days, Western cities could have been considered as an expression of vital rationality, i.e., when techniques of construction interacted with the community's. This practice was not far from the symbolic values, nor from the appropriation rituals that gave meaning to the place. This interaction in the Western society was

interrupted in modern times, creating fractures, when the supremacy of scientific method caused the dispersion of knowledge and condensed it into single disciplines. The city was put into the hands of technicians; every-day life was closed into the privacy of one's home; and aesthetics and arts in museums and galleries. In the Western post-modern context there are new needs and attitudes, creating interactions that do not ignore the pre-modern vital rationality, but in completely different forms. These are clues capable of building fertile connective bridges between planning and urban practices, urban society and aesthetic needs, artists and local communities working together in a city's common space. They could be considered as possible 'indicators' of a renewed synergy between the above-mentioned elements, since it was believed to find multiple common points with recent planning practices involving the population. Multiple ramifications were followed by exploring the post-modern clues: some artistic practices provided interesting characteristics from an urban planning viewpoint, e.g. the expression of desires, the use of metaphors and imagination. Over the last decade, a much more articulated art field began making headway. Since the 70's, Public Art presented itself at the citizens' service with sculptures or installations in non-conventional outdoor spaces. Thanks to the new genre public art, in the 80's one began to experiment ways to introduce oneself not only in public, but also to interact with the public; relational art is an artistic procedure seen as a communicative potential to carry out a widespread creativity, sometimes causing the work of art to disappear completely.

Declined as a participated art, one stresses the importance of an open work of art, bonding the artist and public, emphasising the procedure instead of the final artistic object. The current practices replace art not only in its urban context, but also in the process of constructing social relations. The main significant thematic problems emerging from these clues, due to the heterogeneity of the different practices in the world, are the following: the contemporary context in which aesthetics is gaining way in different fields of every-day life, through various disciplines, e.g. anthropology, sociology, economic sciences, marketing; the nature of the relation between planning and urban practices on one hand, and the artistic/creative on the other, makes one hypothesize the integration between the two previous approaches; the topic of mixing aesthetics with cultural studies during the last century, and art criticism based on the approach of a relational aesthetics. Thus, what can we learn from these explorations? Is it possible to imagine renewed urban planning 'seeds'? Focusing on the risks of a relational action that puts the connections between life, art and urban planning back into circulation, it is important to distinguish synergic relations and others less virtuous, to avoid the risk of contamination from the rising custom of using urban art at all costs to revitalise cities. It is time to try to pursue an experimental utopia to produce urban space in which techniques, art, knowledge are at the service of every-day life to transform it. The signals show that it is necessary to begin putting back the pieces of different knowledge, to think about the possibility of building a city together. To shorten the distance between urban and

planning practices means getting closer to real life; the technical education of the urban planner must not ignore common language, it must be better understood by citizens who wish to participate and must consider not only logical but also aesthetic-sensible rationality. It is necessary to have a real dialog of different disciplines. The communication with every-day life means multiplying these keys. The artistic, cultural processes may have an important role as they work among the premises of technical solutions, they elaborate ideas, they make the imaginary work, they make one ask questions, they develop creative theories that do not necessarily want to find the solution to the problem at all costs, but are curious to explore it. Culture multiplies the range of experience of single individuals, helping them escape from an every-day life broken into pieces: work, transportation, private life, free time. It is necessary to work on building senses, starting from the imaginary that creates shared projects and policies. One should approach future jobs based on building multiple relations between different points of view; a job that, thanks to the creation of relational spaces and times, is able to favour the elaboration of a collective narrative, i.e., to produce urban cultures, according to methods still to be experimented.

William Lescaze and the social housing in New York

Gaia Caramellino

By tracing the development of the first New Deal public housing programs in New York during the 1930s the article explores, through the work of the Swiss emigré architect William Lescaze (1896-1969), two significant moments of the social housing discourse within the context of the political and cultural development of the city, from the initial theoretical stage (1930-1934) to the direct intervention of the federal government with the approval of the Municipal Housing Authority Act in 1934 and the subsequent foundation of the New York City Housing Authority, that led to a new phase of federal projects built in New York until the end of the decade.

Lescaze attempts to introduce references inherent in his European architectural education in the first public housing projects inaugurated in New York by the NYCHA with the Public Works Administration funds during these years, lead to interesting considerations on the role of an European-trained architect within the New York housing debate and on his social responsibility during the New Deal years. He actively participated in the definition of a corpus of standards officially adopted by the Authority and by the new federal housing programs, that became part of a trend revived after the Second world war that visually characterized the low-cost housing interventions in New York until the 1960s. The analysis, crossing the architect's biography with the study of the low-cost housing policies inaugurated by the Roosevelt's New Deal programs for New York, follows the thread of the

social and economic trend. A first moment focuses on the pioneering role Lescaze played by introducing 1920s' 'Modern movement' paradigms into the New York housing projects during the first experimental phase of the programs, breaking with the legacy of the local housing debate developed during the Twenties, as well as with the tradition of philanthropic housing and of beaux-arts design.

The origins of his social housing commitment could be searched in Lescaze's Swiss education, considering the vivid cultural context of his formative years in architecture at the Eidgenössische Technische Hochschule of Zurich between 1915 and 1919, indelibly marked by the progressive figure of Karl Moser and by the under-considered role of Hans Bernoulli (1876-1959), then professor of town planning, focusing also on Lescaze's first professional experiences in Europe between 1919 and 1920, set in the post-war depression context when social reforms and low-cost housing were an absolute priority for young architects. During the initial experimental moment of the New Deal housing programs, architects, housing reformers, and institutions debated high-rise buildings, slum clearance and the acceptance of European models for low-cost housing, in search for innovative solutions and new standards, with the purpose of using in the best way the 25.000.000 dollars granted by the PWA for the first projects funded in New York, although few buildings were actually constructed. By the end of the 1920s Le Corbusier's lesson of the high-rise 'Tower in the Park' had been assimilated by New York architects and housing reformers, who started to ponder the issue of vertical distribution, adopting Le Corbusier's

vision of the cross-shaped towers for low-cost housing and supporting these concepts with New York federal agencies, still defiant of European architects and the solutions they introduced.

Contrasting intellectual and institutional positions emerged during these years, such as the 'cultural' approach promoted by the Museum of Modern Art of New York, on one hand, and the PWA programs, still rooted in the local housing discourse developed during the 1920s by the Regional Planning Association of America and the Russell Sage Foundation, on the other.

Since the 1932 International Style Exhibition of the MoMA, housing and architecture have been considered as two different fields by American historiography. It is precisely in the exhibition that we can find the origins of this misunderstanding that led to the vision, still shared by American critics, that separates housing from architecture, a position accepted with difficulty by a European architect for whom housing represented the first expression of architectural culture. In the early Thirties, Lescaze advocated slum clearance in both his writings and the un-built projects for Lower Manhattan, highlighting the potential of high-rise buildings and of European models such as Le Corbusier and German Zeilenbau schemes, as well as the provocative character of his never completed 'theoretical' proposals developed for the residential districts of Chrystie-Forsyth streets and River Gardens between 1930 and 1934. A first initial moment of these theoretical housing experiments included also a 'realistic re-planning' study for the Astoria District, Queens, promoted by the Housing Study Guild between the late 1933 and

the early 1934. Lescaze having become a member of its Guide Council in 1934, when with Carol Aronovici, Henry Churchill, Albert Mayer and Henry Wright, he proposed an 'ideal' housing program to draw the authorities' attention to the fact that the funds allocated by the Federal Government for low-cost housing in New York could have been spent to greater advantage in some areas outside Manhattan rather than in the already extensively explored Lower East Side, where the cost of land was higher. Compared with the contemporary isolated proposals of 'model housing' for Lower Manhattan, the innovative program for Astoria for a large-scale low-cost housing project was clearly inspired by the community planning models and by the Neighborhood Unit concept. Although the considered projects were not implemented for financial reasons and because of the innovative solutions Lescaze introduced, too radical for the New York urban context, these experiences laid the bases for the introduction of European models in the subsequent development of federal public housing programs for New York and marked a turning point also in Lescaze's career, shifting from his initial provocative position to his subsequent commitment in the institutions.

The establishment of the NYCHA in 1934 inaugurated a second, more institutional stage of the New Deal housing discourse in New York, concerning the years 1935-1939, when the debate of the previous years were eventually followed by the direct intervention of federal government, with the drafting of public housing projects for New York promoted by the early work of the NYCHA and funded by the Housing division of the PWA in the second half of

the 1930s. It was in those years that Lescaze started to be considered as an international 'housing expert', a role acknowledged with his appointment as a member of the Architectural Board of the New York City housing authority in 1934, as chief designer of the Williamsburg Houses (1934-38) project and consultant to the United States housing authority in 1938, a position he held until 1969, the year of his death. The article explores Lescaze progressive involvement with the New Deal federal agencies for low-cost housing and among the Nycha Architectural Board, as well as his gradual acceptance as an European architect in the decision-making processes, with particular attention given to the competition project and the final proposals the Swiss architect developed for the Williamsburg Houses in collaboration with the Authority. Lescaze was partly compelled to yield to the Nycha technical restrictions dictated by the economic situation. After the statement of the Wagner Housing Act in 1937, the less significant economic outcomes are the direct consequence of the difficult conditions imposed by excessively strict rules, standards defined in great detail limiting architect freedom and imagination, bitterness in front of the working conditions of the architect who collaborated with the federal organizations in those years, limitation of the designer's work, inevitably led to solutions that were formally uninteresting, ordinary and very similar. Considering a long-term process with its central period between 1932 and 1934, the article focuses on different aspects of Lescaze biography converging in three significant housing proposals that mark the development of the New

Deal public housing programs for New York during the 1930s. Through an initial theoretical and experimental moment of the discussion about federal programs in the early thirties, William Lescaze designed the first low-cost housing projects for New York in the firm's name Howe and Lescaze in a radical 'modernist' idiom with the clear intention of 'stimulating the planners' fantasy' and to awaken federal institutions to the importance of slum clearance interventions in Manhattan and the introduction of European housing models developed during the 1920s. His 'model housing' proposals and his never completed experimental projects for the residential districts on the Lower East Side of Manhattan, such as the Chrystie-Forsyth Streets Housing Development (1931-33) and the River Gardens Houses (1932-34), constitute an eloquent demonstration of his interest in adopting solutions which were clearly derivative from Le Corbusier's redent block and cross-shaped high-rise tower models. Lescaze's Chrystie-Forsyth Streets Housing Development was one of the few United States housing projects represented in the Exhibition at the Museum of modern art of New York in 1932, described by Henry-Russell Hitchcock as the first significant attempt to solve American low-cost housing problems in 'modern social, economic and aesthetic terms', radically in contrast to the range of the others proposals for the site, all in the tradition of the garden apartment perimeter. The project was intended for the redevelopment of a narrow 'corridor' of Manhattan's Lower East Side between Chrystie and Forsyth streets on one side and Canal street on the other, approximately 306,500 sq.ft. of land the

City had acquired in 1929 with the hope of constructing a major early precedent for public housing, and included a large-scale residential complex that covered seven blocks consisting in 24 nine stories L-shaped slabs, raised off the ground by columns and pilotis, thus leaving the first floor practically free and creating a continuous park. Although the 'tower in a park' plan of European origin, incorporated in the New York context, is undoubtedly the most obvious reference in Lescaze approach, calling for European slab-blocks as a way to introduce higher densities, another source of his proposal was the isolated slab-block in a Zeilenbau scheme developed in Germany during the 1920s. Although it alludes also to the European attempts of the early century, it was definitely Le Corbusier layout in the 1929 Ville Radieuse, first exhibited at the Brussels Ciam in 1930 and the à redent model illustrated in the proposal, that inspired Lescaze when he designed the Chrystie-Forsyth project, especially the feature of the open corridor-balconies running all along the façade on each floor. His proposal for the River Gardens Houses constitutes another significant effort to promote European models in the same years. Although not adequately considered by the specialized press, the Rutgers Town housing development, called River gardens by Howe and Lescaze in the project documents, represented an interesting joint effort by Lescaze as architect, Carol Aronovici, as planning consultant and Albert Frey as associate. The project covered 18 badly deteriorated blocks built before 1900 and formed part of a broader 'super-plan' for the whole Corleone Hook renewal area

on the Lower East Side, approximately 50 acres of slums along the East River between Manhattan Bridge and Williamsburg Bridge. The housing scheme proposed by Lescaze for River Gardens included 103 storey blocks, 20 cross-shaped storey towers and 27 storey towers, once again raised above the ground on pilotis, surrounded by open spaces designed as public gardens and connected to each other by low blocks, with garages and shops running around the perimeter and facing the street. Cruciform tower replaced in this case the independent low-building concept proposed for the first project and strongly influenced the composition layout when at the same moment economic advantage of high-rise cross-plan tower was officially accepted by the Housing Study Guild as early as 1934 and variations on this model became the customary layout for American low-cost housing and the most common solutions adopted by the Nycha in subsequent years. What is significant about the two Lescaze projects is the way he redeveloped the original models in his proposal, such as altering the towers height, a direct consequence of his idea 'to relate the towers to the human scale and avoid a stereotyped monotony', altering the hierarchy and rational order that characterized Le Corbusier urban proposals and resulted in an excessive rupture with the scale of the existing city and with the surrounding street grid in Manhattan's Lower East Side. The New York economical political and cultural context was of crucial importance for the development of Lescaze projects and prompted both by financial needs and federal design standards, but also expressed the legacy of the 1920s housing reform movement.

Lescaze subsequent involvement as chief designer of the Williamsburg Houses in Brooklyn (1934-38), the first government built housing project in New York, regarded by the Pwa as "the most valuable contribution to social progress that New York Deal has made", provides interesting cues for an analysis of the policies adopted by the Pwa and the Nycha in the architectural decisions for the new social housing, highlighting a new contradictory behavior of the institutions, influenced by the new European modernism. A fundamental moment for the understanding of this shift within the Nycha is the public competition in 1934, and the assignment of the project to Lescaze and the Williamsburg Architects, whose proposal was in complete disagreement with the Pwa programs and guidelines and with the preliminary schemes for the Williamsburg site plan proposed by the Nycha technical staff, still influenced by the legacy of the 1920s New York City garden apartment tradition. The project covered 10 standard blocks in Brooklyn and in Lescaze final site plan, which represented a radical shift, cross streets were closed to form three large 'superblocks' where he proposed 1.622 apartments in 20 H and T shaped building, placed 15 degrees out of alignment with the gridiron streets, producing an abrupt schism, 'in the manner of Le Corbusier' between the project and its surrounding environment and a significant break from the Nycha accomplishment.

Making New Helsinki. A small metro region in northern Europe

Agatino Rizzo

One of the most dynamic cities in the recent years is Helsinki, the capital of Finland. With more than 337 sqkm of surface area and only 5.2 million inhabitants, Finland is the least dense country in the EU. Bordered to east to Russia and in the north with Sweden and Norway, the Fennoscandia peninsula faces, south and west, to the Baltic Sea, a basin of 50 million of people predominantly Christian religion and divided into Lutherans, Catholics and Orthodox.

After the economic crisis in the early '90s, and the rapid and unexpected recovery in the next decade, a relationship between Ict and a strong Welfare State system has helped to make Finland a unique case of development in Europe and the entire western world.

The Helsinki Metropolitan Region is located in the southern Finnish peninsula, opposite Tallinn, an old Hansa city located 75 km across the Gulf of Finland, which was in the past Helsinki's competitor for the trade with Russia. Helsinki is a city of nearly 600,000 inhabitants, which is the economic and cultural centre for 2,000,000 inhabitants of the metropolitan area. Four levels of public governance operate in this metropolitan area: City Planning Departments (each for every municipality), Helsinki Metro Area, Region Helsinki, and Uusimaa. Poor communication between these departments makes planning a difficult task. The visions projected by metropolitan departments individually are useful only to understand the processes going than for drive local transformational processes, especially for those cities that belong to the Helsinki Metropolitan Area Council

(Helsinki, Espoo, and Vantaa). Although, on one hand, these miscommunications between these public forums underlines unexpected gap in Finnish-governance, on the other hand, it is still considered as the best example for planning and renewal. In fact, the metropolitan area shows, also today, a deep understanding of the surrounding landscape: the forests, lakes, rivers, coastal belt, geological formations are in the end elements of departure as well as points of transformation processes in the region.

Several articles, in major magazines, at different times were focused on Helsinki. Among all these publications, the ones of most relevance here are: number 33 of *Urbanistica* published in 1968 and number 530 of *Casabella* published in 1986. Both these articles focus on Helsinki city centre, an area of significance, lies in between Eliel Saarinen's railway station (to the south) and Pasila, the other major railway node (to the north). In this area a plenty of projects have fallen through, such as Alvar Aalto's proposal (presented to the city in 1961), which was followed by numerous controversies, and the architectural competition in 1986, which had a large group of nominees, but had no consequences.

An area that has already engaged the energies of Eliel Saarinen with his plan for the 'Greater Helsinki' (1918). Although Saarinen's plan seems to be seeking urban solutions which were too formal and rigid (especially for the city centre), the Great Helsinki plan exceeded Howard's hypothesis (garden cities against big cities) and instead invents an original strategy of decentralisation based on a net of garden cities radial to the city centre. The plan for the Greater Helsinki would

become the main focus of subsequent urbanization of the metropolitan area although the rapid growth of the urban population has lead to an eroding of the main strategy.

Town planning in project financing. Corso del Popolo in Terni

Aldo Tarquini

The south-eastern quadrant of the historical centre of Terni is structured by the axis (corso del Popolo) of the demolished part, traced after the war during the reconstruction phase and delimited by the cardus and decumanus of the ancient town and the river surrounding its residuary development.

The shape of the road, that is the result of detailed planning including the special design of the road surface and outline of the buildings, defined by their ground anchoring and arcaded loggia and top floor attics, becomes the emblematic expression of a neorealist town planning approach that, instead of calling for dominant courtly or simplified outlines deriving from recurrent morphological models, fits into the pre-existing town layout.

Completion of the main road was planovolumetric and functionally established by Wolfgang Frankl with a new plan that was approved in 1997 after a long period of development.

The plan concludes the road adopting the same town planning style as the constructed part thus establishing the sequence of 'single' buildings articulated in shape and alignment, fitting well with the existing western face and opening up onto a broad crescent facing the river toward the Giardino quarter on the opposite side and leading to a big underground parking lot near the town centre and underground road system excluding every physical barriers with the river thus enabling a pedestrian link with the 20th century area. The entire work took place in an area owned by the Municipality of Terni that decided to promote it with

project financing aimed at accomplishing the planning stage and with the idea of using the pentagonal building for municipal offices which was not stated in the primary stage.

In the initial stage of indicating promoters, the proposals considered a combination of contracted public works and management and permutation of municipal building plots that even though meeting requirements did not have a development model of the project financing tool adequate for the urban scale of the works.

In the negotiation stage, which in the case of Terni was limited to only one private party, it was possible to focus on the potentials of project financing and establish two very interesting innovative contents concerning the projects for parts of the town, as for the type of public work and cost.

It was stipulated that not all of the public works included in the project financing shall be necessarily managed by the contractor, but that they can be considered as one single work made up of different elements having an economic advantage within the management of one of them.

In the case in question, the management concerns 1.036 units of underground public parking lot while the other projects are handed over to the Municipality upon completion of works. For cost accounting, consisting of the funding by the Municipality for the financial sustainability of the operation, it was possible to transfer the municipal building lot thus including the accomplishment of private buildings in the financial plan of the entire works.

It is clear that this enables many applications in various urban contexts where works include particular management and operational complexity due

to close links between public and private sectors. Administrative confrontation, in this case involving the promotion as well as the negotiation stage with six pronouncements by the Regional Administrative Court (Tar) and the Council of State, is a risk in all complex town planning and building operations. On the basis of various experiences, an average of four years is necessary to conclude project financing. In the case of corso del Popolo, detailed town planning and operational foresights have allowed to focus on planning quality of public works, but it is presumable that quality verification of preliminary planning can be extended to private works as well and to a more precise town planning definition.

In the early stage of identifying a promoter, planning quality can and shall be one of the important selective criteria and the chosen solution can be improved when there is a major economic offer on the basis of precise criteria established in the public notice.

Further planning can be established in the negotiating stage, including indicating a contractor. Although the procedure differs from architecture and town planning competitions, project operations can be quality-oriented in order to establish their solid feasibility.

For economic and technical matters, the procedure can improve the promoter's project and, through negotiations, the important developments of economic performance for the Municipal administration. In the case of corso del Popolo, the promoter's project provided for the construction of a 824-unit public parking lot (well below the final 1,036-unit lot).

The 5,706 Sqm public building was totally upgraded as for its typology,

technological aspect and distribution and the number of related parking units passed from 80 to 140. Moreover, a new external investment amounting to approx. 1 million euro was obtained to accomplish the works (parking lots and other facilities) aimed at reducing the impact of the realization phase on the town centre and nearby areas as much as possible. The total volume of buildings to be constructed amounts to 65,600 cubic metres of which 18,600 are planned for hosting public municipal offices. The financial plan provides for public works investment amounting to 20,468,220 euro and 16,009,131 euro for private works, totalling 36,477,351 euro.

Notice for identifying the promoter was issued on 2nd may 2000; private tendering according to the promoter's preliminary project was called on 21st march 2001 and the final resolution for indicating the contractor was issued in june 2004; the last Council of State ruling is no. 7897/04, dated june, where the promoter's appeal was rejected.