



Urbanistica n. 131

September-December 2006

Distribution by www.planum.net

Federico Oliva

The reform we want

edited by Rosario Pavia, Matteo di Venosa

Problems, policies, and research

City-ports. Plans and projects
 Guidelines for port planning regulations
 The maritime transport situation
 Urban planning for waterfront redevelopment
 The port-city interface as filtering line
 The port as a park
 Maritime traffic in the Mediterranean and Mediterranean issues
 Port planning in the minor ports of Emilia-Romagna region
 Emilia-Romagna ports
 Tourist ports and urban development

edited by Federica Alcozer, Bruno and Simona Gabrielli

Roberto Uboldi
Bruno Gabrielli
Federica Alcozer
Simona Gabrielli
Ugo Baldini
Andreas Kipar
Ugo Baldini
Marina Bassi
Simona Gabrielli
Maurizio Cazzulo
Pietro Cozzani, Daniele Iselle
Pietro Cozzani, Daniele Iselle
Paolo Boninsegna

Projects and implementation

Verona sud. The "Cardo massimo"
 To imagine south Verona
 South Verona and the 'style of the city'
 The interpretation of a context for the construction of an urban plan
 The street as a settlement rule. The project as a new identity image
 The outline director for mobility and for public transport
 The matrix of the landscape: the 'Cardo massimo', the sequence of the open spaces
 The environmental strategic assessment
 Land uses asset: a description along the axis
 The guide criteria for the street plan and the seven drafts of the Cardo
 Project deepening: two 'threshold' spaces along the 'Cardo massimo'
 The normative structure
 The perequative model
 The quantities for the Variante

edited by Anna Campeol
Antonio Malaguzzi, Andrea Bondonio
Andrea Bondonio
Stefano Mancuso, Alberto Giuntoli
Benta Wiley

Reggio Emilia: project, perequation and implementation
 An international design competition for a Masterplan by private developers
 Urban plan for parco Ottavi: from the competition to the definitive plan
 Parco Ottavi: the design of the green areas
 Communicating parco Ottavi

edited by Franca Balletti
Kim Leslie
Franca Balletti, Silvia Soppa
Marialessandra Signorastrì

Profiles and practices

Tools for shared representation of sites. From "Parish maps" to "identity maps"
 The project Parish Maps in West Sussex
 Identity representation and participation: a Genoese periphery district experience
 Children and identity representation: two maps for Savona town

Sofia Morgado

Lisbon: five metropolitan states from unoccupied space

Adele Semeraro, Simona Rappuoli

Methods and tools

The management of the changes in the agrarian landscape, challenges and innovations of Siena Ptc

Silvia Viviani
Mariella Zoppi
Romano Viviani
Massimo Morisi
Leonardo Rignanese

Towards the territory orientation plan of the Tuscany Region
 Town planning and upland areas
 Good town planning: a question of culture
 Effectiveness as a quality in public planning
 Interview with Riccardo Conti

Guidelines for port planning regulations

Rosario Pavia

The guidelines for port planning regulations have finally assumed the form of a Guideline memorandum. This document intervenes in some areas which have long been neglected: the relationship between port planning and the planning of urban and land areas, the complexity of the process of approval for port plans and the distinction between the stages of drawing up the plans and the stages of evaluation for environmental impact/compatibility. The recent memorandum is also a great help in methodological and operative planning, underlining the necessity of finding a true integration between port, city and territory through the effective coordination of stages of decision making and the methods of planning and programming. Through this planning agreement, the consultation of services between local administrations, central administrations and local authorities of infrastructural networks and understanding between port and council authorities become strategic steps. To almost reaffirm the need to join port planning to the more general urban planning, the memorandum defines port plans in both structural and operative terms, thus standardising them with the more advanced trends in council urban planning found in current regional regulations. The structural port plan includes the strategic choices for urban and land planning around the area of the port: on the one hand there are environmental, scenic and other identifiable invariables, while on the other hand, there are the infrastructural systems of which the port is an integral part. Other than the sphere of the port itself, the structural plan also

identifies two subspheres: the first is relative to the operative port, or rather, those areas necessary for the efficient functioning of port activities; the second is the area of interaction between city and port, that is the areas overlapping and connecting between the port itself and the structures of surrounding urban areas. The operative plan defines, dimensionally and technically, the morphological and functional order of the port, its interconnections, its equipment and the singular destinations operating. It also defines the criteria for verification in which plans and operations are evaluated from an environmental point of view as well as technical-economical feasibility. The subsphere 'operative port' is directly responsible to the port authority, whereas for the subsphere of port-city interaction, the memorandum indicates methods of intervention concentrated between both the port authority and the local council. The memorandum also provides a check list for analysis and plans which endeavours to unify the designing of port plans and describes a methodology for writing up environmental impact evaluations. This section of the memorandum, written with the environmental ministry, is very important as it underlines the inefficiency of environmental evaluations done ex post, favouring an evaluation process which is developed in the context of defined technical and economical choices when planning. Consequently, the Guidelines for port plan regulations open up a new phase for policy making and the orchestration of operations in port areas. City councils will be brought more naturally to include port planning in their urban planning, and Regions to integrate the theme of port

planning into their laws and directives.