



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

Projects and implementation

<i>Roberto Uboldi</i>	Verona sud. The "Cardo massimo"
<i>Bruno Gabrielli</i>	To imagine south Verona
<i>Federica Alcozer</i>	South Verona and the 'style of the city'
<i>Simona Gabrielli</i>	The interpretation of a context for the construction of an urban plan
<i>Ugo Baldini</i>	The street as a settlement rule. The project as a new identity image
<i>Andreas Kipar</i>	The outline director for mobility and for public transport
<i>Ugo Baldini</i>	The matrix of the landscape: the 'Cardo massimo', the sequence of the open spaces
<i>Marina Bassi</i>	The environmental strategic assessment
<i>Simona Gabrielli</i>	Land uses asset: a description along the axis
<i>Maurizio Cazzulo</i>	The guide criteria for the street plan and the seven drafts of the Cardo
<i>Pietro Cozzani, Daniele Iselle</i>	Project deepening: two 'threshold' spaces along the 'Cardo massimo'
<i>Pietro Cozzani, Daniele Iselle</i>	The normative structure
<i>Paolo Boninsegna</i>	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

Tourist ports and urban development

Rosario Pavia

In recent years, the redevelopment of Genoa's old port has revealed a tourist attraction for big port cities and port areas. After ten years of closure and exclusion (major ports are today still separated from the city by barriers and fences) and thanks to the decentralisation of commercial traffic in the new areas of Voltri, the old port has rejoined the historical city. Decentralisation has not only allowed the recuperation of storage and pier areas but also a more urban-compatible utilisation of the port. In the space of a few years, the old port has been transformed in to large urban square and is on of the more significant urban centres in terms of symbolism and beauty. Despite the presence of the highway, Genoa has renewed its relationship with the sea. Doubtlessly, the success of this initiative is evident in the sheer size of the tourist port. This situation in Genoa demonstrates that port activities can exist alongside the urban lifestyle. This port offers its city and visitors a beautiful and fascinating waterfront. And the relationship is reciprocal - with a quality historical centre, the city can, in fact, take the opportunity to connect with the seaside in a way that is impossible when marine areas are dissipated along the coast line and far from urban centres. However, the example found in Genoa is indicative of a tendency, not a rule. In the big port cities of Italy, the process of urban redevelopment proceeds with extreme difficulty. The presence of tourist ports in the heart of the city is an important starting point for the complete redevelopment of the

shoreline.

One statistic highlights the marginality of port activities in the big Italian ports: of the 116.873 available boat spaces in Italy (2002), those found in tourist ports and connected in some way to the historical city, are only 8.000-9.000.

What causes this marginalisation? In the big coastal cities, the port authorities manage the port area. For this reason, the priority is given to activities connected with cargo and passenger traffic. The continuous increase in maritime traffic has created a strong demand on port areas and advanced technology for the logistics and movement of goods. The port has become a specialized system which requires autonomy, efficiency, security and control.

Under such conditions it is difficult to imagine that the port authority could consider space for port tourism. To do so would require new quays, new catchment areas and a new maritime infrastructure. Furthermore, the decentralisation of port activities in Italy is blocked by intense urbanisation along the coast: eventual policies for decentralisation are connected to the development of new seaside infrastructure and to the reconverting of disused and industrial areas within the port zone (as seen in Brindisi and Taranto) and a complex operation of rationalisation and specialisation of port systems.

Today, port authorities and Council administrations are faced with the often conflicting developments needed for port areas. On the one hand, the primary consideration for port areas is that of logistics, but alternatively the Council tries to win parts of the sea for the city. Still, in recent years, an increased sharing of objectives between the two sides has been noticed: both have understood that

the port economy is connected not only to its maritime function, but also to that of other sectors: service, industry, commerce, real-estate development and culture and leisure activities. By now, the real-estate, urban and employment effects of redevelopment have been noted: not only in the ports of Barcelona and Marseilles, but also in Amsterdam, Hamburg and London. In these cases, the cities have rediscovered the sea as a resource, while the port has opened towards the city and surrounding territory. Such examples sustains the recent attempts to find a point of balance between the needs of the city and those of the ports in Italy. It is from this point of view that tourist ports can carry out an important role in the reconnection of city and sea.