

Politecnico di Milano, Facoltà di Architettura e Società  
Corso di Laurea magistrale in Pianificazione Urbana e Politiche Territoriali  
Master of Science in Urban Planning and Policy Design  
**Academic Year 2010/2011**

## **Urban Planning and Design Studio**

*Professors:*

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*with:*

Laura Domenichini, Giulia Fini, Marco Mareggi, Federico Zanfi

**9.**

**CONSTRUCTION SITES  
AND PROJECTS**

19th October 2010

G. Fini, F. Zanfi

## Agenda

- > Few **introductory notes** on the concept of re-composition within the contemporary city. Quotes selection: *cool metropolis, relational space, dissolution, re-assembling*.
- > **Bologna Structure Plan**: an urban plan dealing with different on-going transformation projects, patterns and materials of the contemporary city, within a shared vision of urban re-composition.
- > **Tirana Metropolis**: an academic research dealing with a chaotic urban condition made of few modernist projects submerged by hundred thousands of anonymous self-promoted construction sites.

## *Quotes from previous lecture*

« We always live between a **present** that has already passed and a **future** that is not yet complete. We live the transformation »

« To consider the on-going construction sites and projects as a malleable material for our re-composition projects allow us to evaluate in advance the outcomes of the transformations that are taking place and being planned, and their **interactions** with the living environments »

« They make it possible an interpretative reading of future patterns, and some hypotheses about future **habitability** »

## ***Four theoretical metropolis***

Andrea Branzi addresses to the present urban condition as the *cool metropolis*.

In his vision the ***cool metropolis*** (or generic metropolis) comes after the ***mechanical metropolis*** – the integration between city and the industrial revolution of the Twenties and the Thirties – , the ***homogeneous metropolis*** – corresponding to the endless modular vision of the Modern Movement until the Fifties – and the ***hybrid metropolis*** – corresponding to the complex, contradictory territories of post-industrial era, full of internal conflicts.

## *The cool metropolis*

The *cool metropolis* is the outcome of a mature post-industrial society, in which the devastating tensions of the “warm” years of change have become endemic, like permanent categories, and as such do no longer produce experimentations, but **fine tuning, internal deformations.**

Within this scenario the role of design is no more to find improbable definitive solutions, but rather produce **local equilibriums**, a new ecology of the artificial world redefining in positive the complex relation between man and the variegated system of solid objects surrounding him.

## *Relational space, dissolution and re-assembling*

Within this intervention field, the stylistic architectural research loses meaning, while emerges a project practice focused on the **relational space** between objects.

What we name “city” today are thickenings, sutures, concretions from previous structures, **dissolved** in a continuous variation of meaning and values in which we’re asked to intervene to produce new qualities.

It is no longer a question of linguistical research, but taking the solid side of reality to pieces, and then **re-assembling** it, into new relation systems and new hypothesis of habitability.

**BOLOGNA PSC  
(Piano Strutturale Comunale)  
MUNICIPAL STRUCTURAL PLAN**

Projects excerpt from:

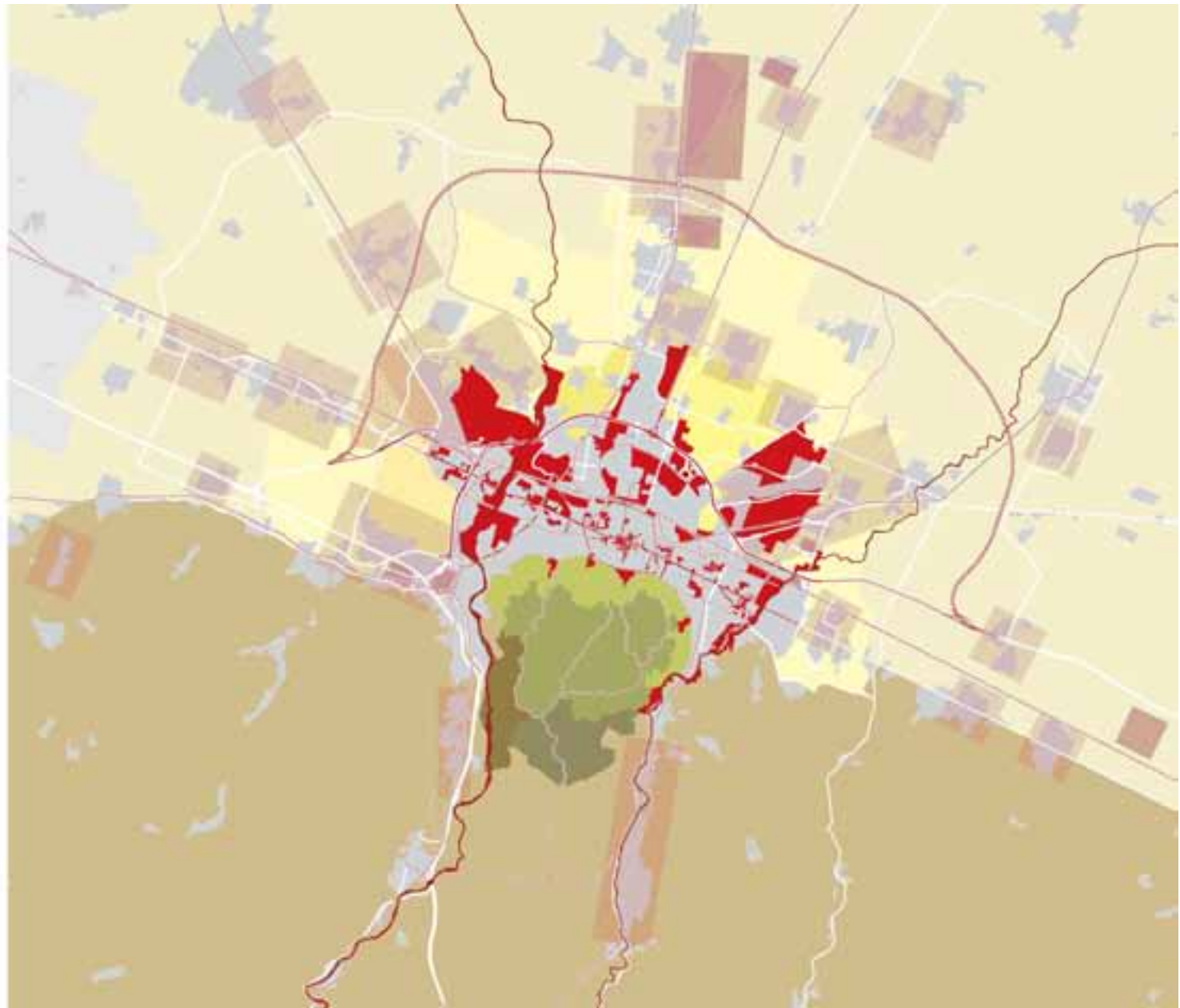
*Piano Strutturale Comunale*

Comune di Bologna

P. Gabellini (scientific and general supervision)  
with the collaboration of G. Ginocchini and B. Bonfantini

*2004 – 2009*





**Bologna: Municipal Structural Plan**

- **The new Structural Plan was designed twenty years after the last previous general urban plan (PRG - General Development Plan) a period of time that has been marked by a new urban planning law (Law 20/2000) that has changed the institutional framework and also by important changes in the city.**
- In the past, Bologna, was **well know for its tradition of planning:** good peripheral areas and new developments projects, good habitability conditions and services for large parts of its inhabitants. It was a city with a **clear image of itself** and strong sense of identification in its population.
- But after twenty years, also for this city the question is: "**how to deal with the various and different projects of transformation; and with the complexity of patterns, materials and practices** of the contemporary city".

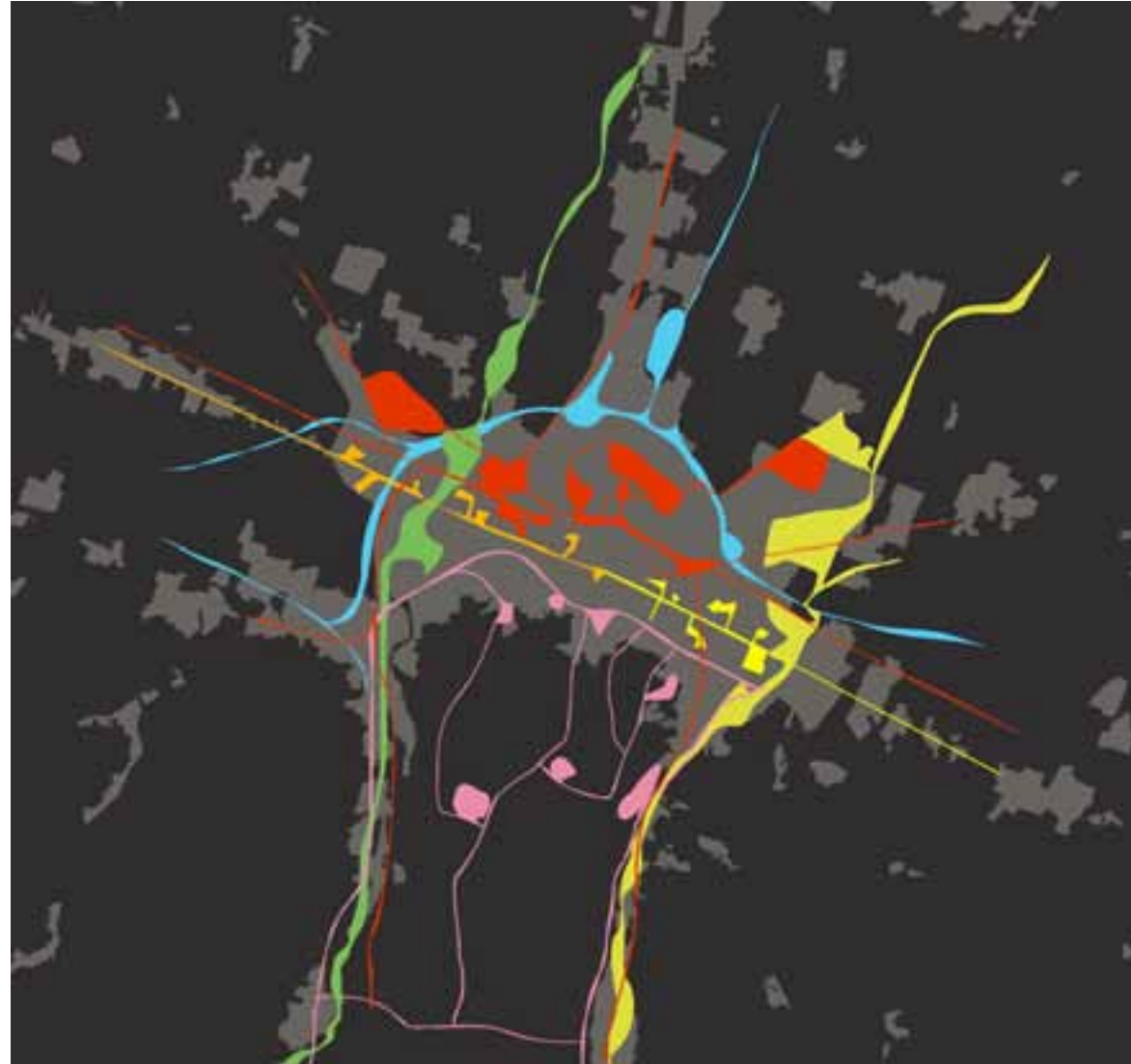


**Bologna PRG - General Development Plan (1978)**



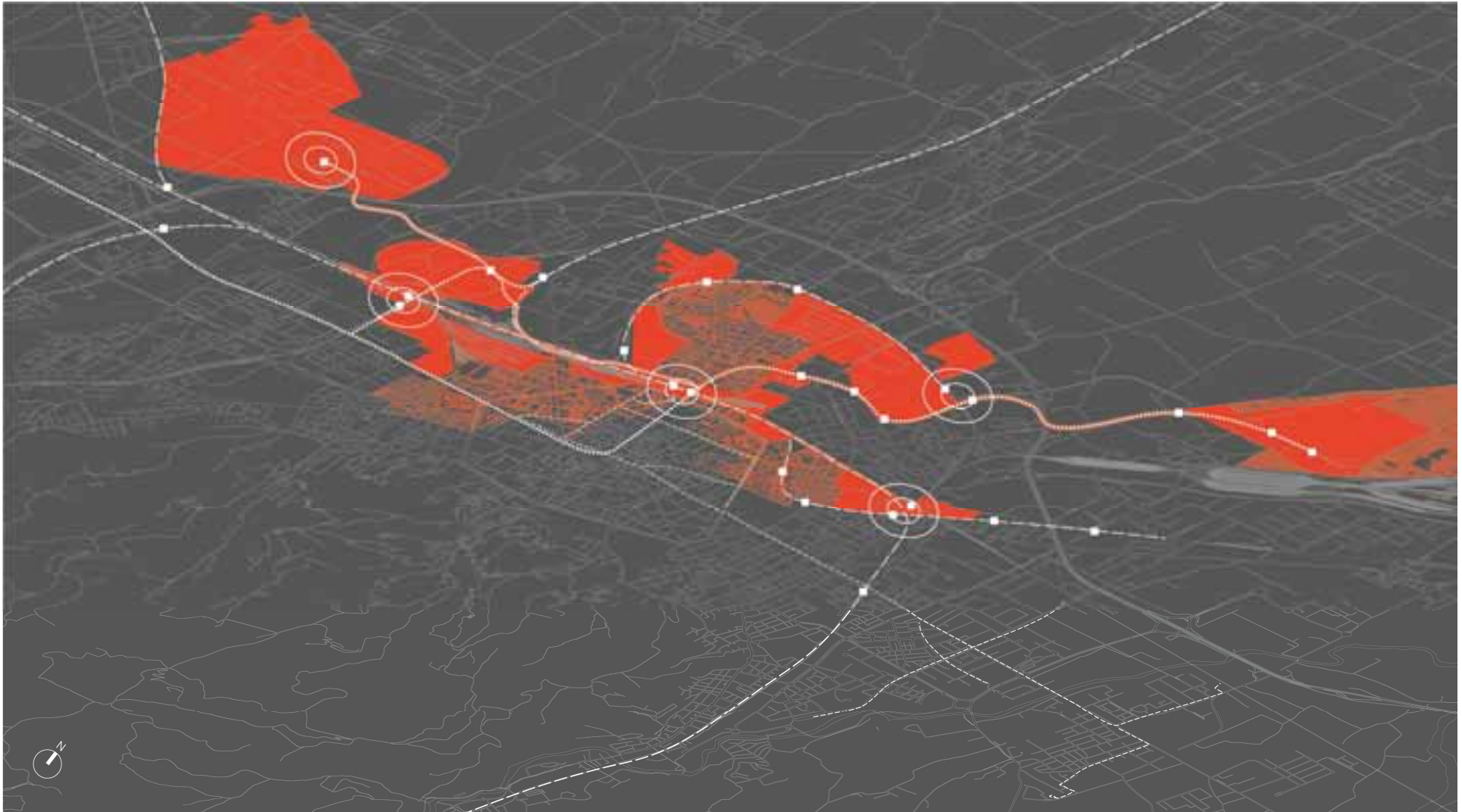
**Bologna PRG - General Development Plan (1985)**

Figure della  
ristrutturazione. Città e  
Paesaggi – Le sette  
città di Bologna  
Strategia, urbana e  
territoriale, relativa alle  
sette città e relazioni con  
le scelte sovracomunali



Bologna as a **“Metropolitan city”** and as **“City of Cities”** are the two images that briefly set out the new approach of the Structural Plan

- **These two images have drawn attention to the multiple nature of urban forms** that are the distinguishing features of Bologna and its territory today, expressing the desire to make best use of them.
- **The 7 Cities distinguishes new urban forms in the urban area: they identify differences that are already present** and highlight the **strategies that will guide future actions.**
- Each one is **strongly linked to the other, but each is unique** through **their history, characteristics and future strategies**, different **series of spaces** where various populations and social practices prevail, **where the way of living changes.**

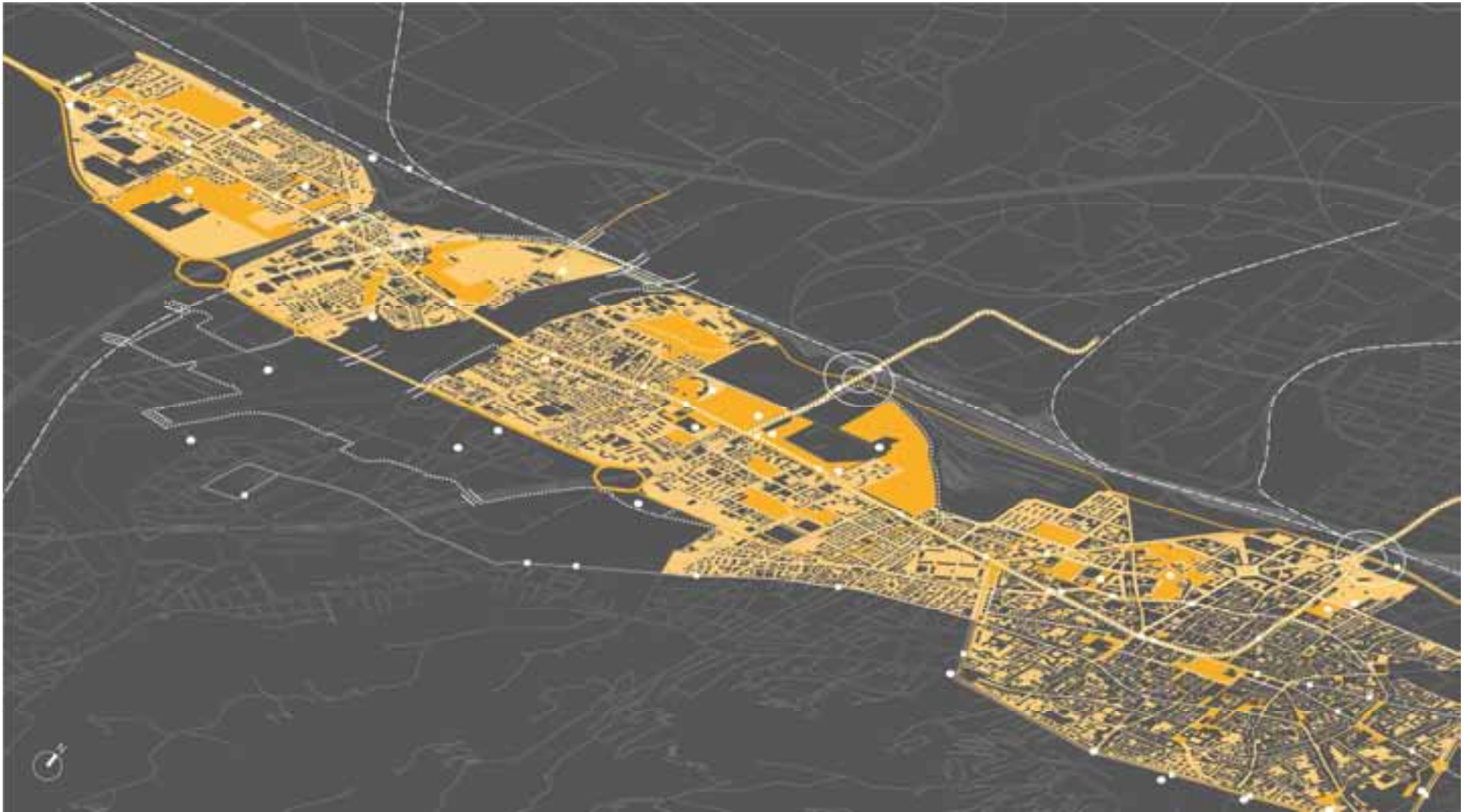


**The city of the Railway**



**The city of the By-pass road**





**The city of the Western Via Emilia**



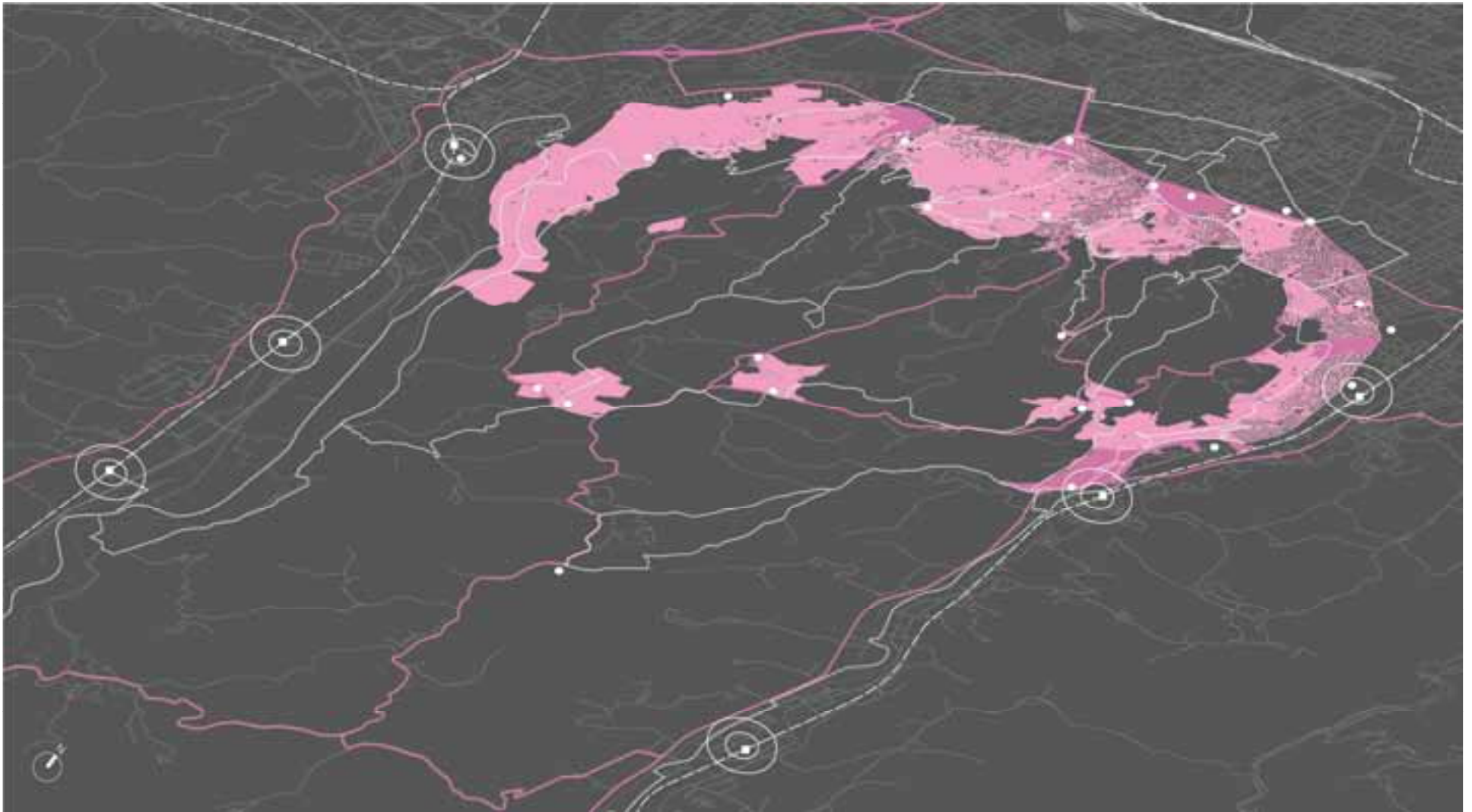
**The city of the Eastern Via Emilia**



**The city of River Reno**



**The city of River Savena**



**The city of the Hills**



## The “cities” in the Bologna Structural Plan has various functions:

- Interpret **different processes of urbanization** showing their territorial extension;
- Identify a **clear and strong strategy for each cities:**  
these strategies **can be implemented during a long period** of time through the main transformation projects and **through small requalification projects** in the metropolitan districts;
- Propose some **relevant forms and projects for the physical space related to the strategy** each city wants to develop;

“...In Bologna, the "seven cities" concept, is the *operational tool* used to select, to interpret in an unitary way and to link the singular areas of transformation.

These areas will transform the physical form and the functioning of the metropolitan territory giving life to other figures of different scales...”

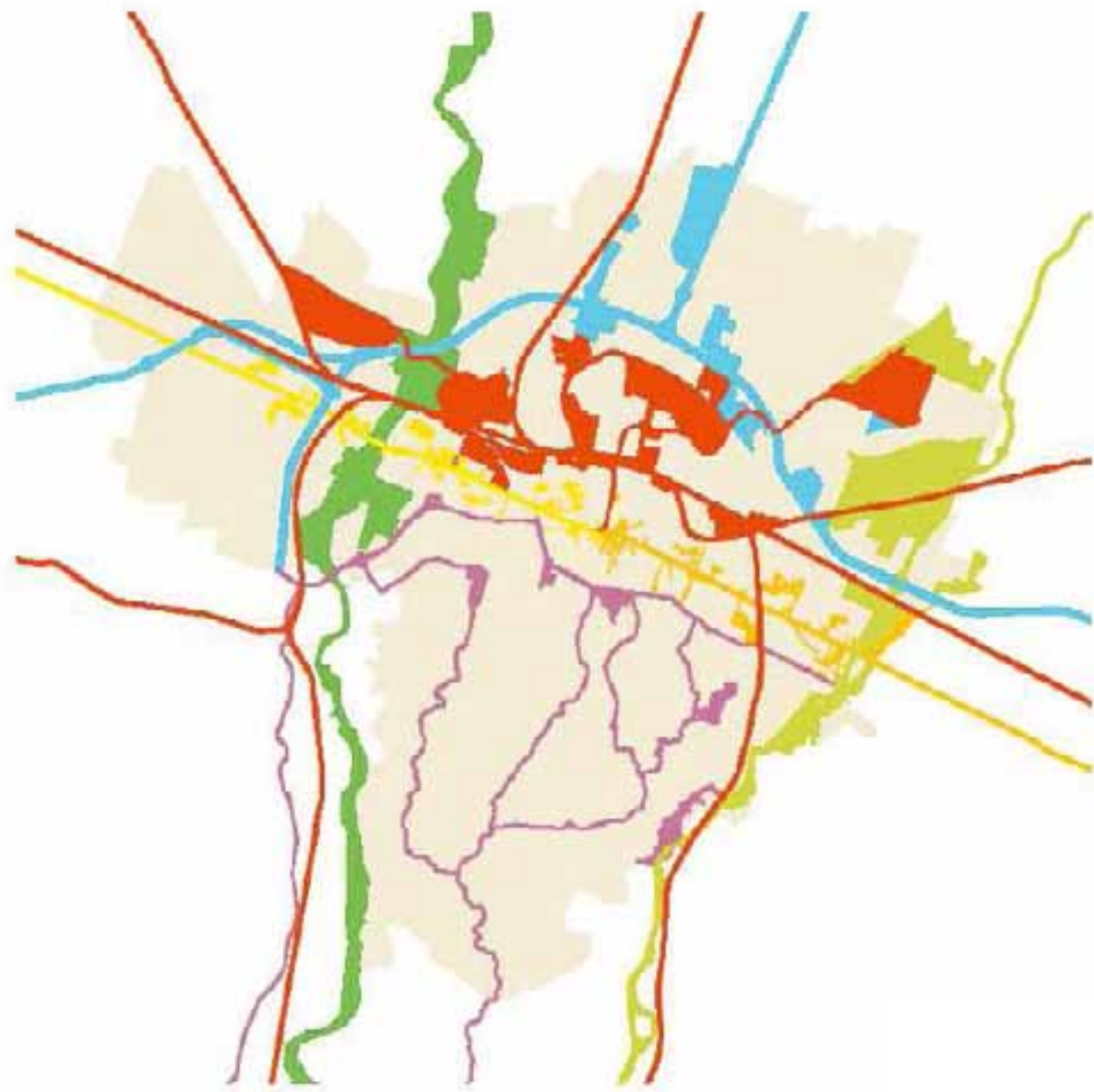
"A Bologna le "sette città" sono lo stratagemma operativo per selezionare, interpretare unitariamente e legare insieme singole aree di trasformazione che muteranno l'assetto fisico e il funzionamento del territorio metropolitano dando vita ad altrettante figure quasi sempre di scala sovralocale.”

(P. Gabellini, *Fare Urbanistica*, Carocci, Roma, 2009, p.65)

- On one side **they represent the general project which links the individual policies of the PSC** and on the other **they link and articulate different projects reinterpreting together past ideas or future projects**, bridging administrative divisions beyond municipal level and those of the neighbourhoods of Bologna.
- **So we can consider each city as a "recomposition projects"** that links, gives sense and brings together **different projects of the past** (developed in the Previous Plan), **of the present** and **for the future of the city**.

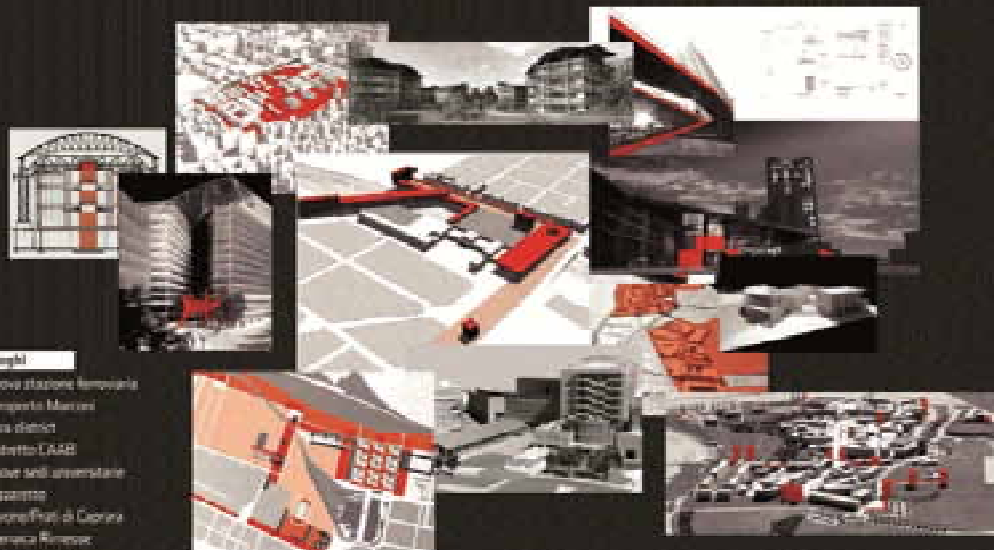
There are present and past projects related to urbanized process and future projects related to future strategy.







# Città della Ferrovia



## Luoghi

Nuova stazione ferroviaria  
Aeroporto Marco Polo  
Fiera di Rieti  
Distretto CAAB  
Hub per gli universitari  
Lottizzazione  
Riconversione di Caproni  
Crociera Riva  
Ex officina del gas  
Bologna col  
Ex mercato



# Città della Tangenziale



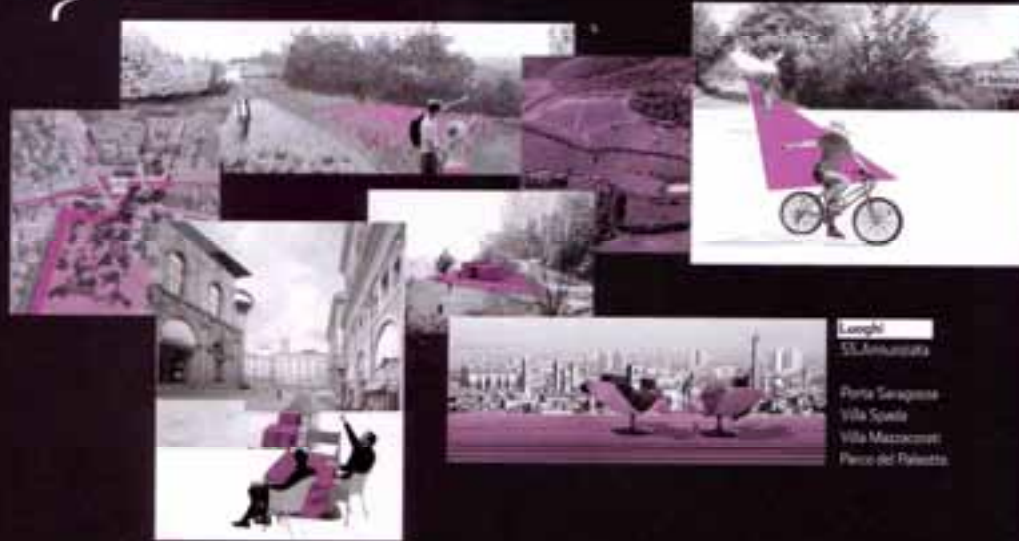
- Luoghi**
- Parco Nord
  - Nuova Corticella
  - Parco Largo Navile
  - Parco via Larga
  - Parco San Donato
  - Piazza
  - Ex Ceramiche Isoginesi

Luoghi	Caratteristiche	Strade	Strutture infrastrutturali	Strutture infrastrutturali	Strutture infrastrutturali
			Autostrade e tangenziali	Piazze e parcheggi	Linee del trasporto pubblico
			Canali autostradali	Attraversamenti	Ferrovie
			Strade di attraversamento e affollamento	Parcheggi	





# Città della Collina



## Lunghe

SS Annunziata

Porta Sanese

Villa Spade

Villa Mazzoni

Piazza del Palazzo

Lunghe	Strade	Node	Commissari Infrastruttura	Commissari Linee del trasporto pubblico
			Strada di attraversamento	Servizio ferroviario regionale
			Strada di connessione	Terminale
			Parco ciclopedonale	
			Parcheggi	



# Città della Via Emilia Levante



## Luoghi

Piazza Maggiore  
Piazza Ravenna e due Tori  
Piazza Abbotino  
Piazza Trento e Trieste  
Parco degli Alemanni  
Lungote Saffarini  
Parcheggio  
Spazi pubblici nei quartieri Due Medine e Fiorini  
Centro servizi del quartiere Savona  
Cimiteri della Guerra meridionale/Piazza Lunga Savona





# Città del Reno



- Luoghi**
- Luoghi**
- Luoghi**
- Composizioni**
  - La struttura
  - Forme idropedcolari
  - Adattamento
  - Parcheggi
- Composizioni**
  - Linee del trasporto pubblica
  - Trasporti pubblici su gomma
  - Trasporti









**People Mover** Sistema automatico di collegamento tra l'aeroporto G. Marconi e la stazione centrale FS di Bologna



**Stazione** Accordo per la nuova Stazione ferroviaria di Bologna centrale



**Fiera District** Riqualificazione degli spazi pubblici e completamento del quartiere espositivo



**Università Lazzaretto** Edifici universitari nel nuovo insediamento integrato Bertalia-Lazzaretto



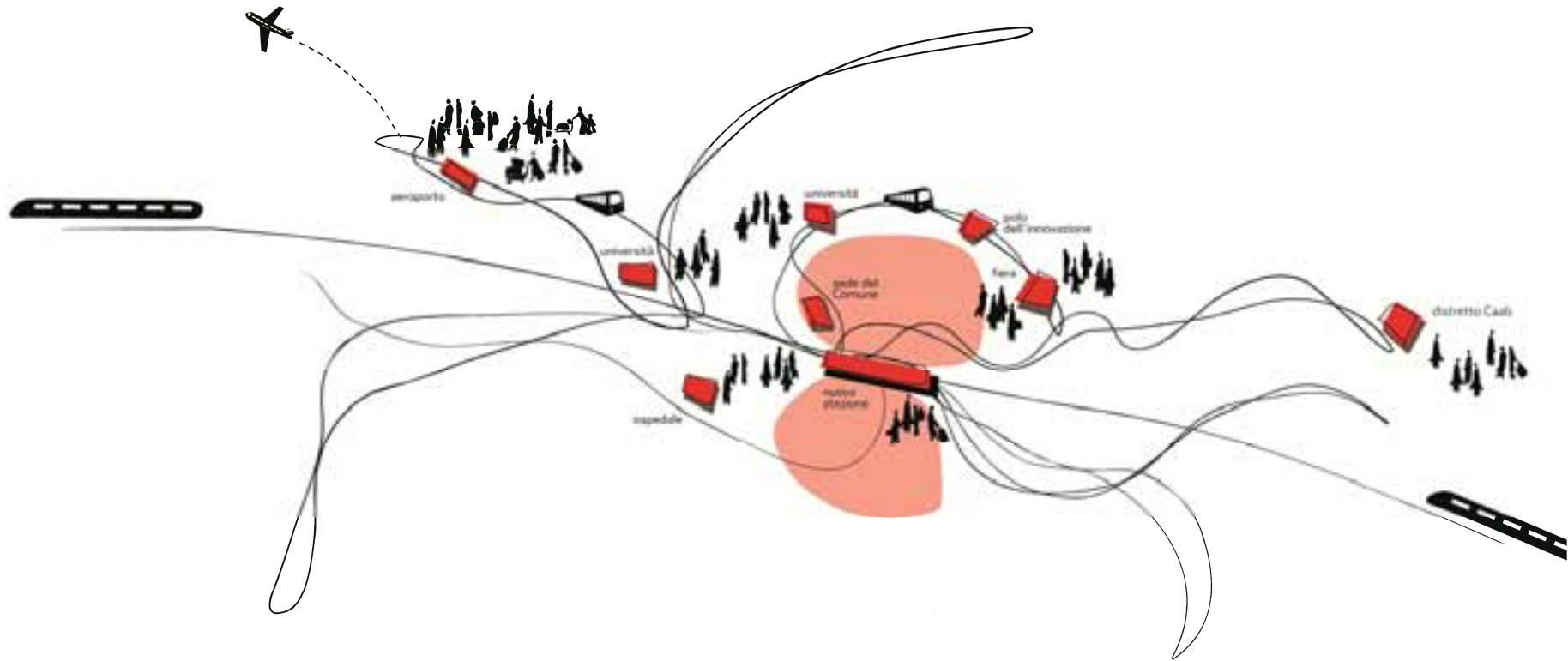
**Università Navile** Nuovo polo facoltà scientifiche

**CAAB** Business Park



**Mercato Navile** Nuovo insediamento urbano dell'ex Mercato Ortofrutticolo

**Bertalia Lazzaretto** Nuovo insediamento integrato urbano - universitario



## The city of Railway: the new image of Bologna

- It is the city where over the forthcoming years **there will be the most important transformations**, where **there will be a re-composition of the building developments** that have grown up both before and after the urban and industrial revolution.
- It is the urban figure that stands **at the centre of the redevelopment projects** that the PSC seeks to oversee, which will provide a new image for Bologna in Italy and in Europe.



ST Comune di Bologna

**PS** Bologna. Città che cambia

**Aeroporto Marconi - Vista Nord**







SIT Comune di Bologna

Ravone Vista Est

**Progetto per l'Ambito  
Ravone - Prati di  
Caprara. Scenario 1:  
vista d'insieme**  
Studio preliminare per il  
progetto di  
trasformazione delle aree  
Nuova Stazione e Ravone  
di proprietà RFI - Scenari  
per l'ambito allargato  
Ravone Prati di Caprara

Studio Privilegio - Secchi  
Architettura - luglio 2006



**Progetto per l'Ambito  
Ravone - Prati di  
Caprara. Scenario 2:  
vista d'insieme**  
Studio preliminare per il  
progetto di  
trasformazione delle aree  
Nuova Stazione e Ravone  
di proprietà RFI - Scenari  
per l'ambito allargato  
Ravone Prati di Caprara

Studio Privilegio - Secchi  
Architettura - luglio 2006





SIT Comune di Bologna

Bertalia-Lazzaretto Vista Ovest



**Progetto per il nuovo  
insediamento integrato  
urbano - universitario  
Bertalia Lazzaretto.  
Inserimento nel  
quadrante Nord-Ovest  
di Bologna**  
Piano Particolareggiato di  
Iniziativa Pubblica - Zona  
Integrata di Settore R 5.3

Sartogo Architetti Associati - luglio  
2006



**Progetto per il nuovo  
insediamento integrato  
urbano - universitario  
Bertalia Lazzaretto.  
Plastico**  
Piano Particolareggiato di  
Iniziativa Pubblica - Zona  
Integrata di Settore R 5.3

Sartogo Architetti Associati - luglio  
2006





SIT Comune di Bologna

Ex mercato Vista Nord





**Progetto di  
Riqualificazione per  
l'Ex Mercato  
Ortofrutticolo.  
Rendering - Vista da  
via Gagarin**  
Piano Particolareggiato di  
Iniziativa Pubblica - Zona  
Integrata di Settore R 5.2

Studio Scagliarini - giugno 2006



**Progetto di  
Riqualificazione per  
l'Ex Mercato  
Ortofrutticolo.  
Rendering degli spazi  
pubblici fra le  
residenze**  
Piano Particolareggiato di  
Iniziativa Pubblica - Zona  
Integrata di Settore R 5.2

Studio Scagliarini - giugno 2006



PS Biologna. Città che cambia







SIT Comune di Bologna

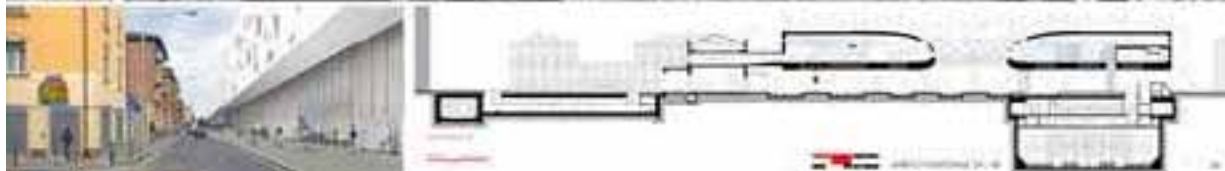
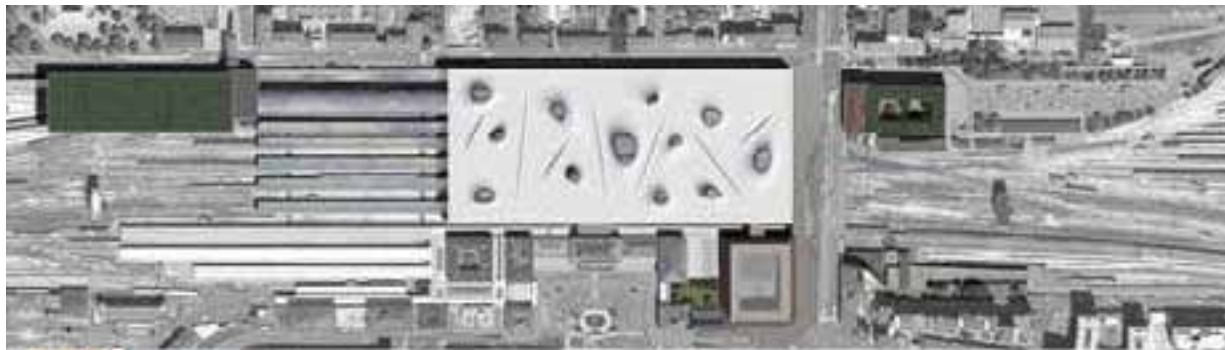
Stazione ferroviaria Bologna centrale Vista Ovest



## NUOVA STAZIONE CENTRALE DI BOLOGNA: CONCORSO INTERNAZIONALE DI PROGETTAZIONE

I 12 concorrenti selezionati che svilupperanno la progettazione preliminare per il nuovo complesso integrato nell'ambito della Stazione di Bologna Centrale:

- Agenzia di architettura 5+1AA di Alfonso Femia (Italia)
- Arata Isozaki associati (Giappone)
- Cruz y Ortiz Arquitectos (Spagna)
- Ingenhoven Architekt (Germania)
- Jean Nouvel (Francia)
- M.B.M. di Oriol Bohigas (Spagna) con Carlo Aymonino
- MVRDV di Natalie de Vries e Winy Maas (Olanda)
- Ricci & Spaini (Italia)
- Skidmore Owings & Merrill (USA) con Eisenman e Sartogo,
- Souto Moura Arquitectos (Portogallo) con Chipperfield,
- Stefano Boeri (Italia)
- UNStudio (Olanda)







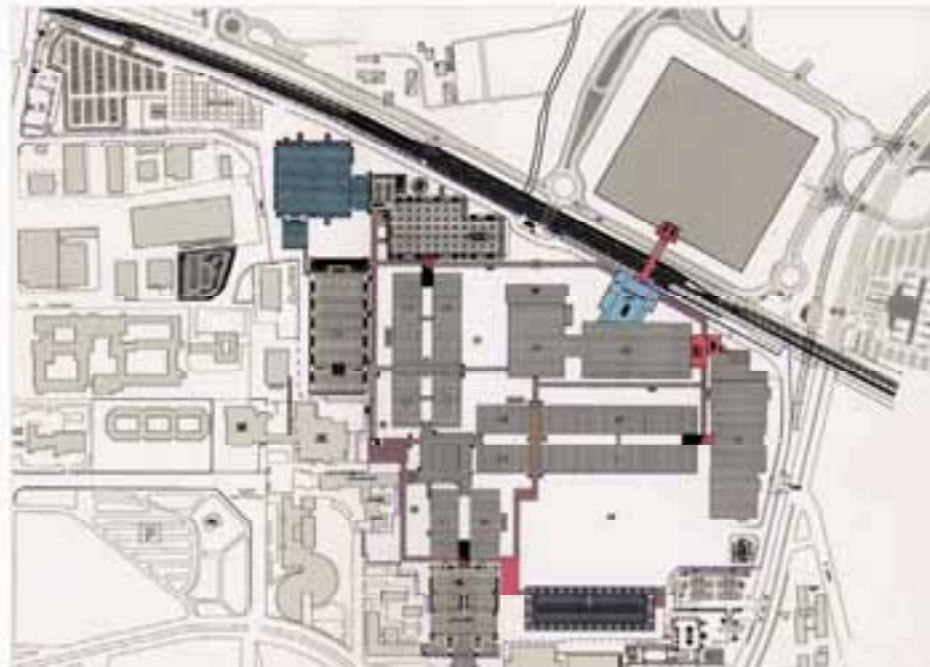
SIT Comune di Bologna

**Bologna. Città che cambia**

**Fiera District Vista Nord**

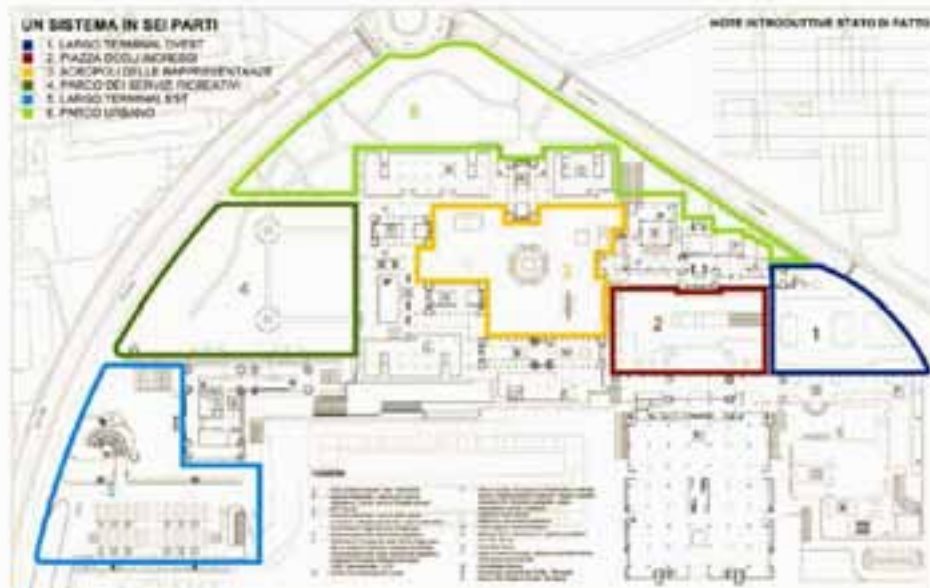
**Progetto del Quartiere Fieristico: intervento edilizio - planimetria**  
 Piano Particolareggiato per il Quartiere Fieristico di Bologna

Fiere Internazionali di Bologna -  
 Ufficio Tecnico - luglio 2005



**Ambiti di progettazione per la riqualificazione degli spazi pubblici del Fiera District: planimetria del quadro d'insieme**  
 Concorso d'idee "Una Piazza per Bologna e l'Emilia - Romagna" - materiali predisposti

Gruppo di ricerca del Dipartimento di Ingegneria Civile, dell'Ambiente, del Territorio e Architettura dell'Università di Parma coordinato dal prof. Arch. C. Quintelli - settembre 2006





**Una Piazza per Bologna e l'Emilia-Romagna  
Concorso Internazionale di Idee**

Progetto vincitore



SIT Comune di Bologna

CAAB Vista Ovest

**Progetto per il  
 Business Park presso il  
 CAAB. Rendering  
 planivolumetrico del  
 complesso**

Piano per gli Insediamenti  
 Produttivi, CAM –  
 Comparto Area CAAB,  
 Aree annesse a sud

Arch. Braccaloni – luglio 2006



**Progetto per il  
 Business Park presso il  
 CAAB. Rendering degli  
 edifici immersi nel  
 verde**

Piano per gli Insediamenti  
 Produttivi, CAM –  
 Comparto Area CAAB,  
 Aree annesse a sud

Arch. Braccaloni – luglio 2006



**Progetto per il  
 Business Park presso il  
 CAAB. Rendering di un  
 edificio "a tre ali"**

Piano per gli Insediamenti  
 Produttivi, CAM –  
 Comparto Area CAAB,  
 Aree annesse a sud

Arch. Braccaloni – luglio 2006

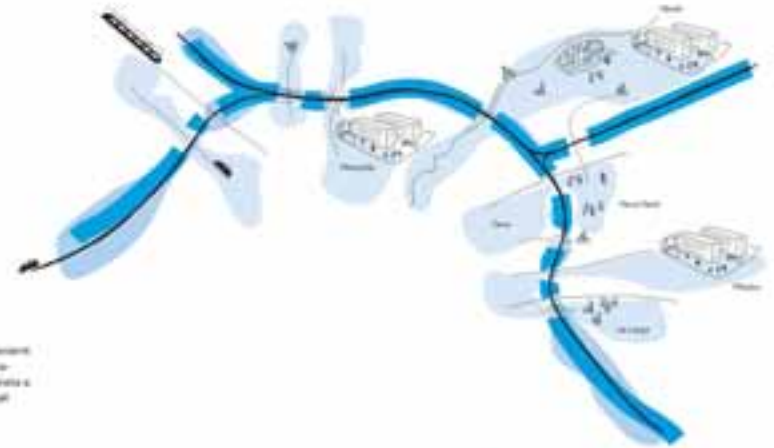






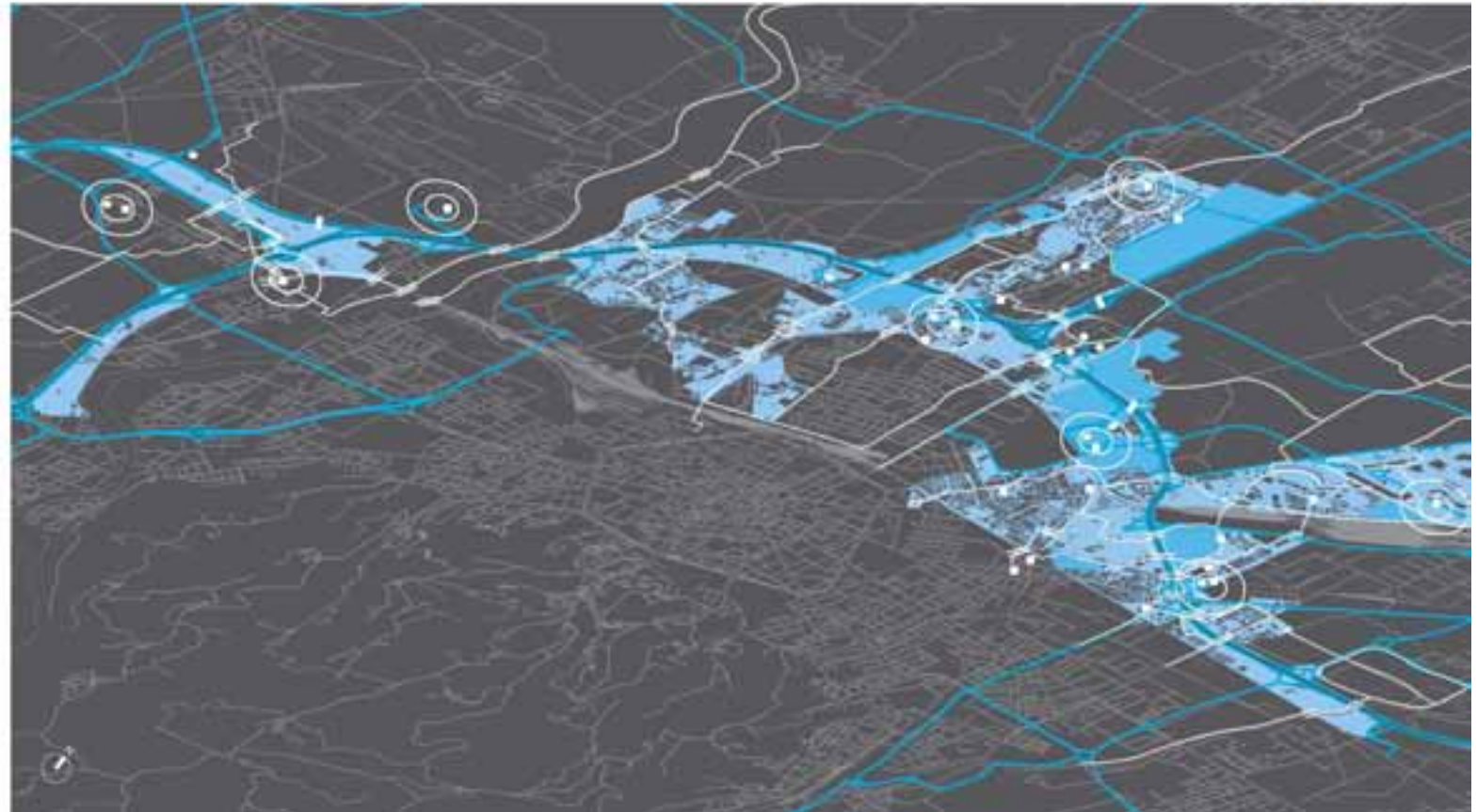
STRUTTURALE

Tipologie della ristrutturazione  
L'Asa della tangenziale



#### Da grande barriera a corridoio

La L.104 della tangenziale identifica le sequenze di interventi che, addossati alla grande barriera a nord della città, ne soffrono tutti gli inconvenienti e che possono recuperare abitabilità attraverso un sistema di connessioni (corridoi, parcheggi di interscambio, strade di penetrazione e attraversamenti ciclo-pedonali) e di spazi aperti (viali e spine verdi, fasce di mitigazione e nuclei agricoli). L'evoluzione progressiva della tangenziale, destinata a diventare una grande metropolitana, avviene con la moltiplicazione delle relazioni tra luoghi di nuova urbanizzazione e luoghi di riqualifica, i quali rappresentano nel loro insieme la gamma degli usi e delle pratiche metropolitane.



The City of the by-pass road: From great barrier to the linking road

**Progetti in corso**

Interventi in corso di realizzazione che arricchiscono le azioni della Città della Tangenziale.

Progetto di riqualificazione della Tangenziale di Bologna e realizzazione della terza corsia dinamica dell'autostrada E45.



Tangenziale Autostrada terza corsia dinamica

Michelin - Piano integrato ingresso Fiera Nord parcheggio multipiano e strutture ricettive, Rendering, Tommaso - febbraio 2007



Michelin ingresso Fiera Nord

Parco via Larga - Simula per il progetto, Gruppo "Di Larga verde" arch. M. Caffa Condino - giugno 2006



Via Larga Parco Campagna

Parco San Donato - Laboratorio di quartiere, Piano matrice della proposta progettuale, Fondazione Villa Orsi - ottobre 2008



San Donato Parco Area di Intervento

Ex cinematiche Bologna - Rendering dell'intervento del polo terziario nel centro città, Open Project - marzo 2006



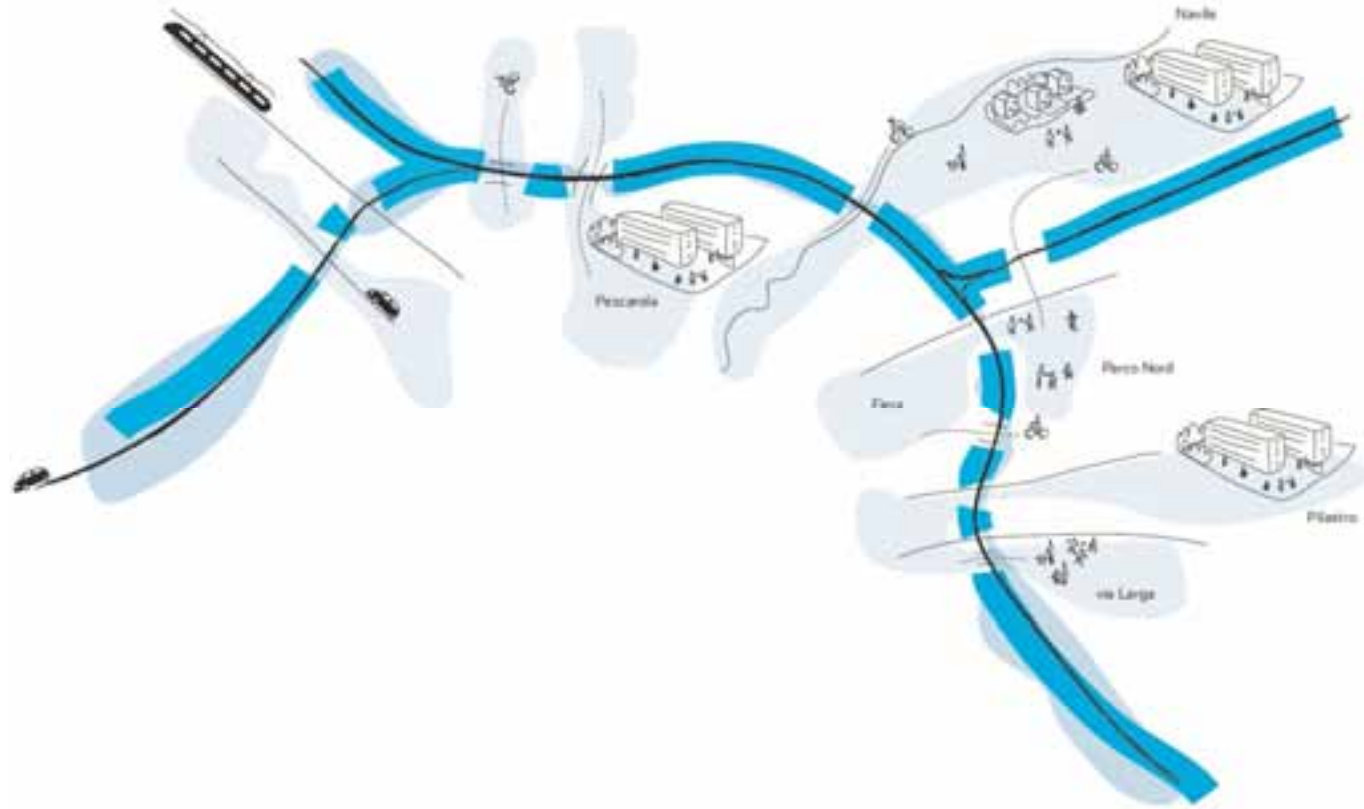
Ex cinematiche Bologna Polo terziario

Parco Lungo Navile - Sviluppo del tracciato, interventi, strutture e collegamenti pedonali, Fondazione Villa Orsi - settembre 1999



Navile Parco Lungo il Canalino

Progetto definitivo per il parco "Lucrezia Marconi", Fondazione Villa Orsi - 2007



## The City of the by-pass road (From great barrier to link road)

- These developments suffer all the inconveniences and **their habitability can only be improved through a system of links and open spaces:**
  - intersections, car parks, cycling and pedestrian ways
  - green landscaping, areas of mitigation and agricultural spaces.
- The progressive inclusion of the by-pass road, destined to become a metropolitan road, occurs with the multiplication of the places directly linked to it – areas of new urban development and places to be re-developed which, overall, represent the range of metropolitan uses and practices.

**Progetto per il Parco  
via Larga. Planimetria**  
Concorso Nazionale di  
Progettazione Partecipata  
e Comunicativa -  
Laboratorio via Larga La  
Campagna di Quartiere

Gruppo vincitore "Di Larga vedute"  
capogruppo Arch. M. Giordano -  
giugno 2006



**Progetto per il Parco  
via Larga. Rendering  
del nuovo complesso  
residenziale e degli orti  
sociali**

Concorso Nazionale di  
Progettazione Partecipata  
e Comunicativa -  
Laboratorio via Larga La  
Campagna di Quartiere

Gruppo vincitore "Di Larga vedute"  
capogruppo Arch. M. Giordano -  
giugno 2006



**The City of the by-pass road: From great barrier to the linking road**

**Ipotesi di progetto per  
il Parco San Donnino.  
Schema su foto aerea**  
Laboratorio di quartiere  
Parco San Donnino, Fascia  
Boscata

Fondazione Villa Ghigi - ottobre  
2006



**Ipotesi di progetto per  
il Parco San Donnino.  
Simulazione  
progettuale: vista del  
parco da via San  
Donato verso il cinema  
Medusa**  
Laboratorio di quartiere  
Parco San Donnino, Fascia  
Boscata

Fondazione Villa Ghigi - ottobre  
2006



**The City of the by-pass road: From great barrier to the linking road**

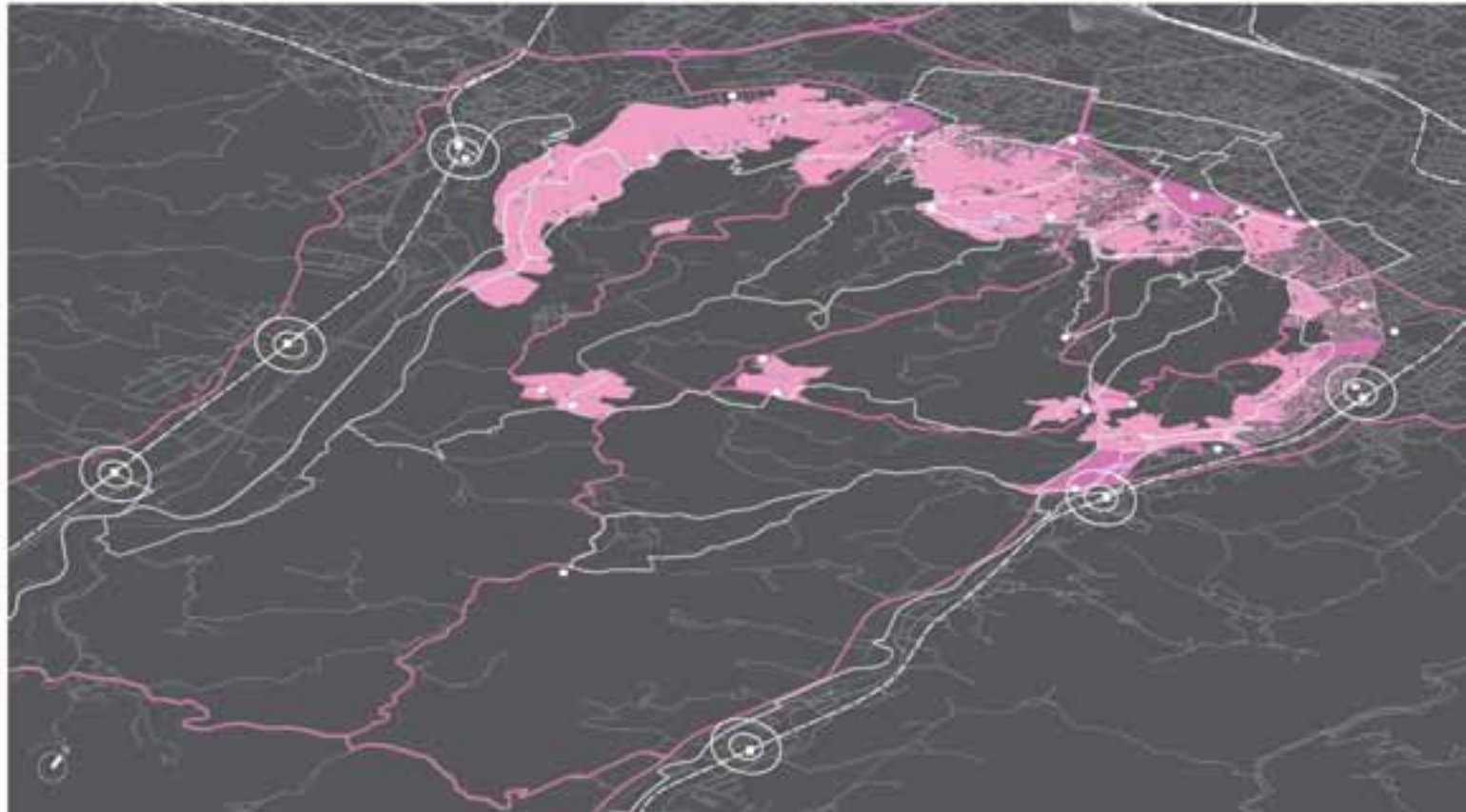


**Area Parco Nord:  
esplorazioni  
progettuali.  
Planimetria generale**  
Ipotesi per la  
riqualificazione della zona  
a nord della Fiera  
Coordinamento Prof. C. Quintelli  
Università degli Studi di Parma –  
dicembre 2006

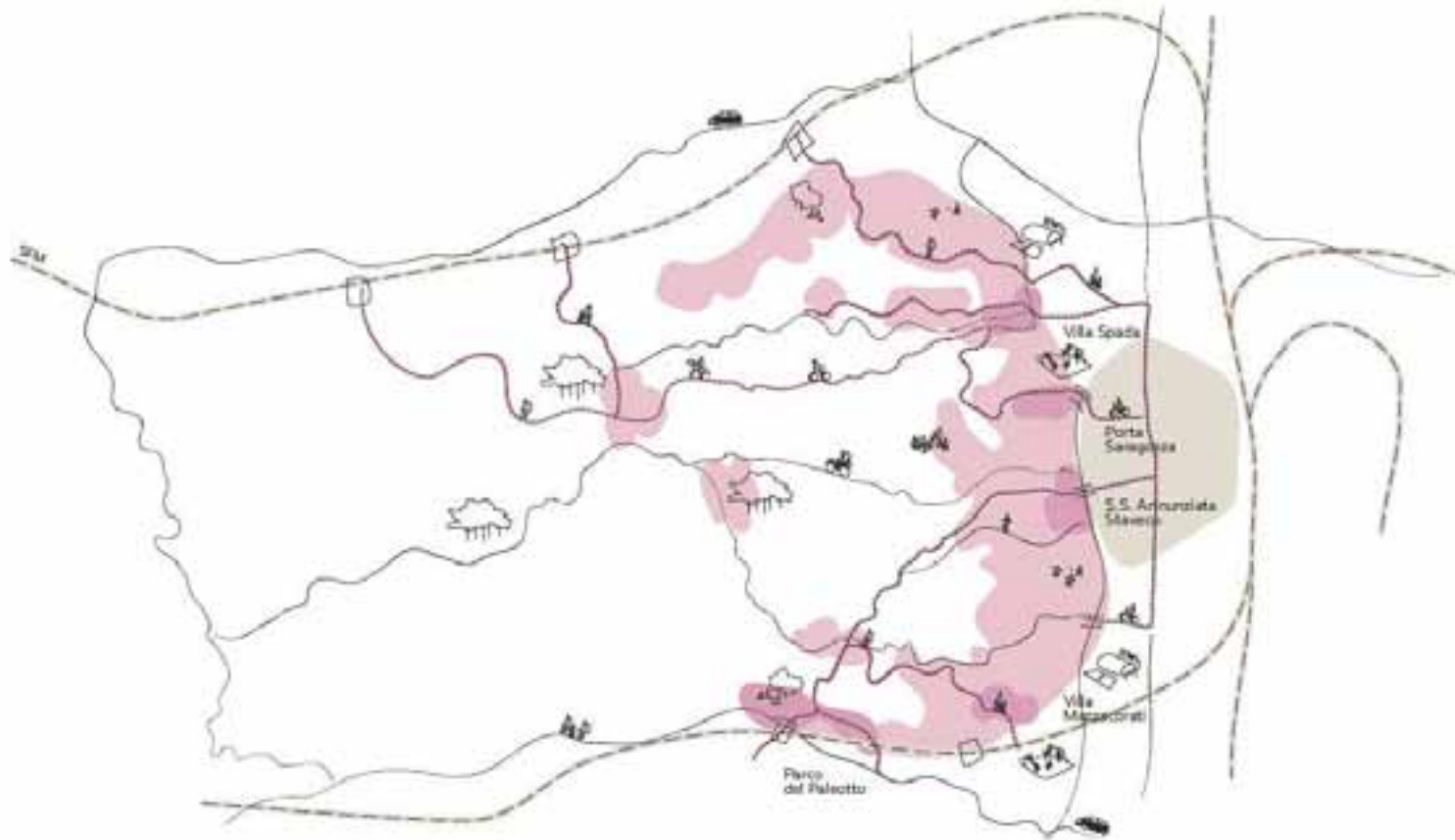
**The City of the by-pass road: From great barrier to the linking road**

**Un nuovo statuto**

Con Città delle colline il mondo affiorano una nuova identità per la parte del territorio italiano che ha subito un processo di progressiva riduzione e privatizzazione degli usi (quasi tutti residenziali) imperniato sulla congestione delle aree urbane e sul ridursi a un status di "città dormitorio". Questo involucro di un sistema di concessioni e nodi (centro, centri, stazioni, parcheggi) che descrivono e qualificano l'accessibilità urbana e metropolitana, individuando il luogo da progettare come un'unità unica con le sue dimensioni urbanistiche, insieme di un insieme di ambienti strategici, aperti e permeabili disponibili a diversi usi che il suo degli abitanti contemporanei.



**The City of the hills: A new statute**



## The City of the hills: A new statute

- Strategies:
  - **reconstruction of a system of connections and focal points** (corridors, footpaths, stations, car parks) that diversify and qualify urban and metropolitan accessibility;
  - **the identification of places to be developed as park links with areas that are heavily urbanised;**
  - **creation of a mosaic of ecological, agricultural and semi-urban environments** that are available for various uses by metropolitan inhabitants.





**Via San Mamolo viene nobilitata a strada mista con ampio spazio per il pedone.**

Proposta di linee guida e orientamenti per la collina del territorio bolognese. Strategie - Interventi - Azioni, Viabilità, Il sistema di fruizione e accessibilità



**Una porta territoriale, Porta Saragozza**

Proposta di linee guida e orientamenti per la collina del territorio bolognese. Strategie - Interventi - Azioni, Viabilità, Il sistema di fruizione e accessibilità

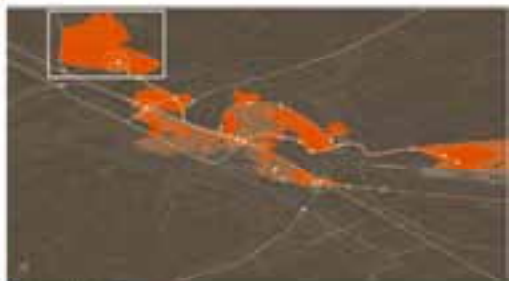
**The City of the hills: A new statute**



**Un sentiero pedonale con percorso ciclabile.**  
 Proposta di linee guida e orientamenti per la collina del territorio  
 bolognese.  
 Strategie - Interventi - Azioni. La città pubblica della Collina. La  
 percorribilità profonda della Collina.

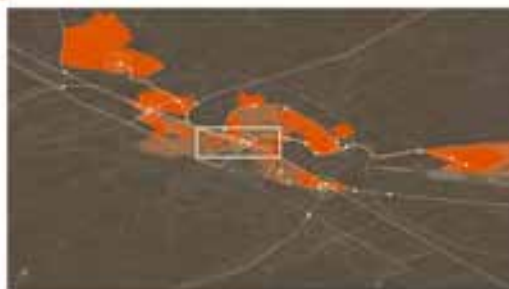
**Una piscina pubblica in collina.**  
 Proposta di linee guida e orientamenti per la collina del territorio  
 bolognese.  
 Strategie - Interventi - Azioni. La città pubblica della Collina.  
 Servizi ai quartieri collinari

## The City of the hills: A new statute



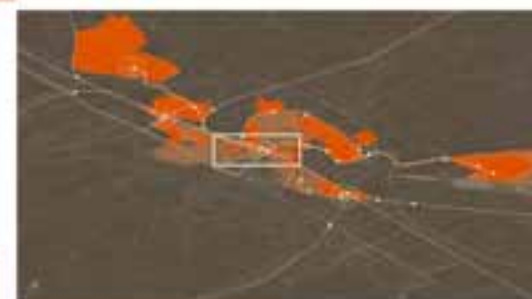
**LIVIGNO (SUD)**  
 Superficie: 400.000 mq per un appartamento  
 In sede di studio preliminare del capitolato progettuale sono  
 oggetto di ulteriori verifiche, approfondimenti e concessioni di  
 autorizzazione urbanistiche, funzionali e paesaggistiche.

Il progetto è stato approvato



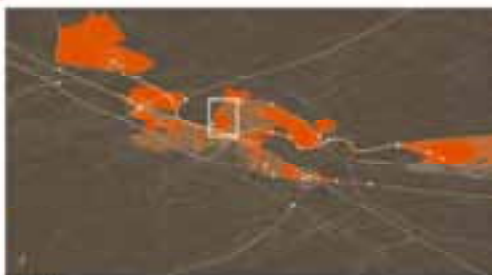
**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Superficie: 400.000 mq per un appartamento

Il progetto è stato approvato



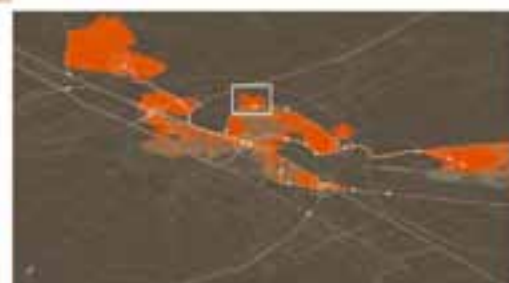
**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Superficie: 400.000 mq per un appartamento

Il progetto è stato approvato



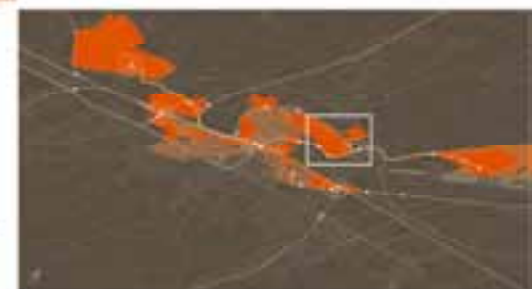
**VAL VERONICA**  
 Analisi di realizzabilità urbanistica  
 Piano paesaggistico

Il progetto è stato approvato



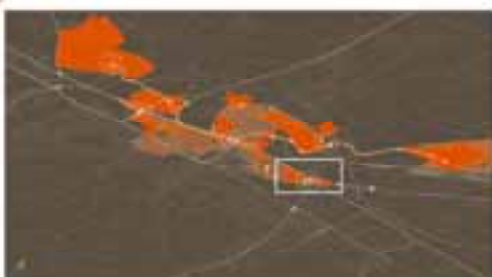
**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Analisi di realizzabilità urbanistica  
 Piano paesaggistico

Il progetto è stato approvato



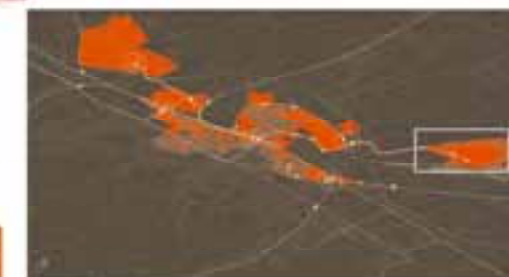
**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Superficie: 400.000 mq per un appartamento

Il progetto è stato approvato



**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Superficie: 400.000 mq per un appartamento

Il progetto è stato approvato



**VALLE D'ISTRIA (SUD) - AREA CANTIERE**  
 Superficie: 400.000 mq per un appartamento

Il progetto è stato approvato



Bologna città che cambia



Aeroporto Marconi - Vista Nord

STT Comune di Bologna



Bologna città che cambia



Rese e servizi alla Persona



Bologna città che cambia



CAAB Vista Ovest

STT Comune di Bologna



Bologna città che cambia



Fiera District Vi



Bologna città che cambia



Stazione ferroviaria Bologna centrale Vista Ovest

STT Comune di Bologna

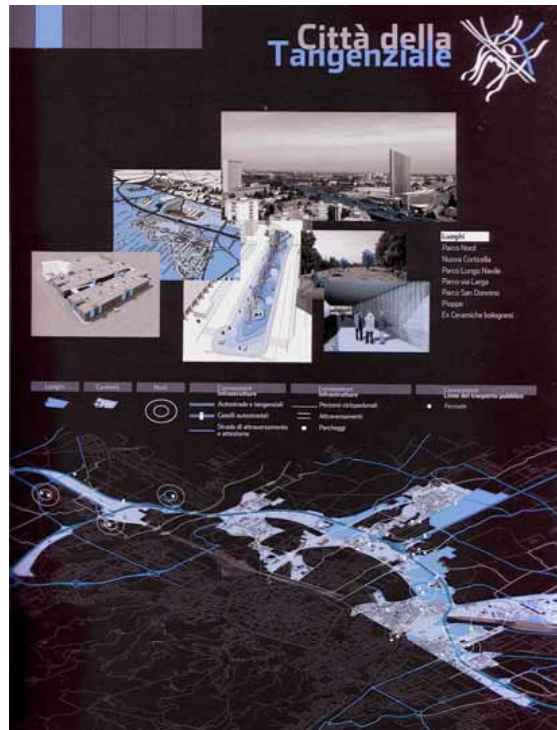
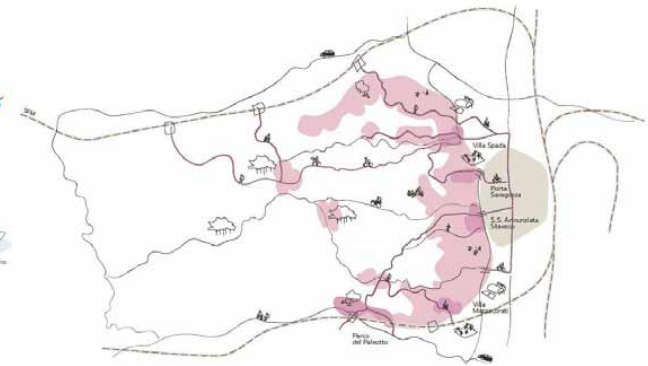
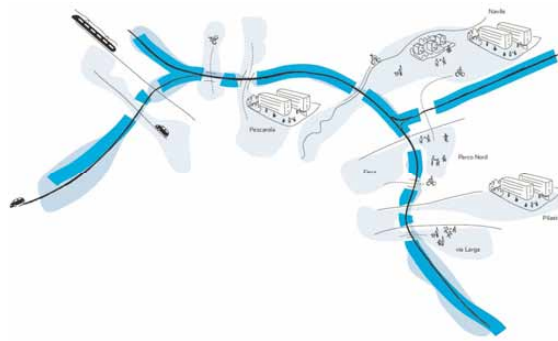


Bologna città che cambia



Ex mercato Vista Nord

STT Comune di Bologna





### Luoghi

- Nuova stazione ferroviaria
- Aeroporto Marconi
- Fiera district
- Distretto CAAB
- Nuove sedi universitarie
- Lazzaretto
- Ravone/Prati di Caprara
- Cirenaica Rimesse
- Ex officine del gas
- Bolognina est
- Ex mercato



### Contesti



### Nodi

### Connessioni

- Linee del trasporto pubblico
- Servizio ferroviario metropolitano
- People mover
- Metrotranvia
- Filovia a guida vincolata
- Fermate

# TIRANA METROPOLIS

Projects excerpts from:

Berlage Institute Core Research, 2004

*Tirana: a Modern European Capital*

under the guidance of E. Zenghelis and P. V. Aureli

and

Tirana Summer Academy, 2005

*Tirana Summer Academy* park projects



Tirana in the 1980s: official pictures





1986/1990: New Regulatory Plan

« In 1990, when the former regime collapsed, a completely new chapter opened on the life of our city and our country. It created an incredible space of freedom for everyone – without rules, institutions or infrastructures »

Interview with Tirana's Major Edi Rama, November 2004



1990s: uncontrolled urbanization of the outskirts



1990s: filling the existing open spaces in the city



1990s: transforming from the inside the existing buildings



1990s: uncontrolled real estate development



since 2003: City Centre Masterplan and Tower Competition



since 1990s: spontaneous practices in the old public spaces





since 1990s: re-use of old communist buildings

## The city as an Archipelago:

The proposed design actions deal with the **constitutive materials** of the city – the Fascist centre from the Italian occupation, the emblematic monuments of the Communist period, until the uncontrolled sprawl explosion – as found in reality, as **relatively autonomous entities**, but also as the components of a potential «**intelligible figure** of what the city needs in order to be recognized as such by its inhabitants», a recognizable whole which is pursued in a strategy of transformation and re-combination of the fragments.

## **Three scales of intervention**

The design strategy deal with three intervention scales, which remind to three different observation strategies and hierarchies of actors:

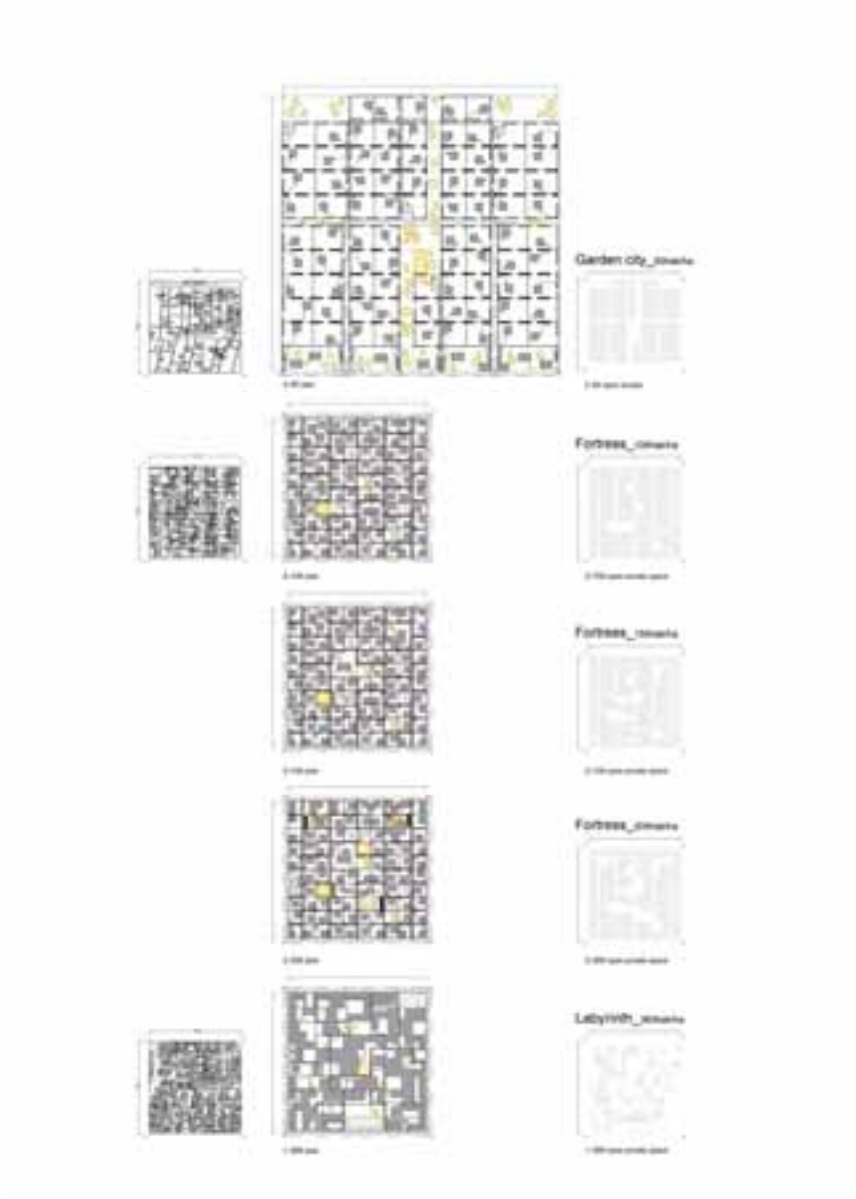
- 1. Urban fabric / Neighbourhood and individual practices
- 2. Metropolitan level / Municipal projects and policies
- 3. Urban region lever / Regional planning and strategies



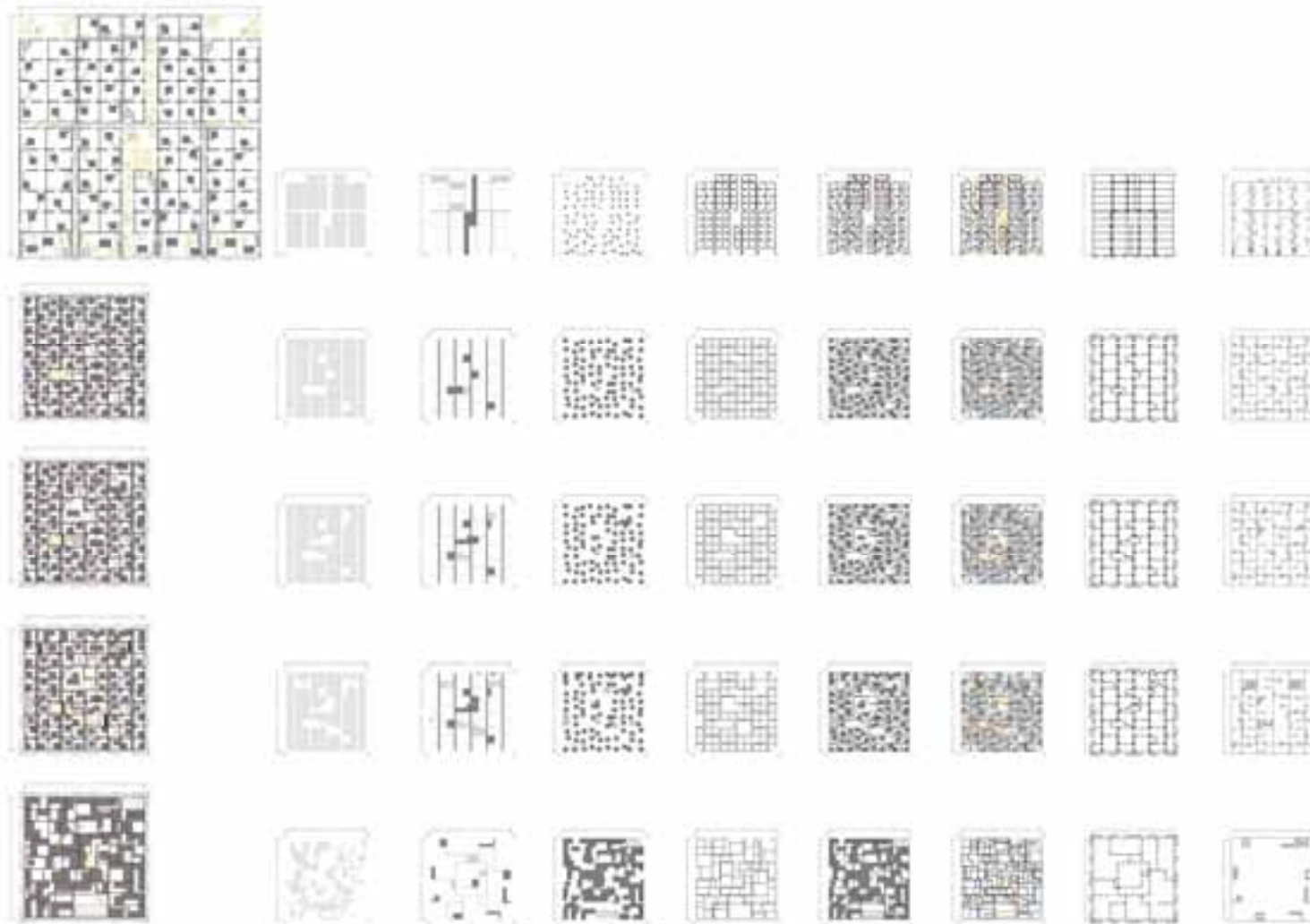
## Action 1: fine tuning







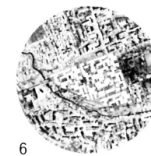
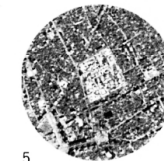
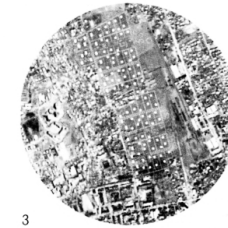
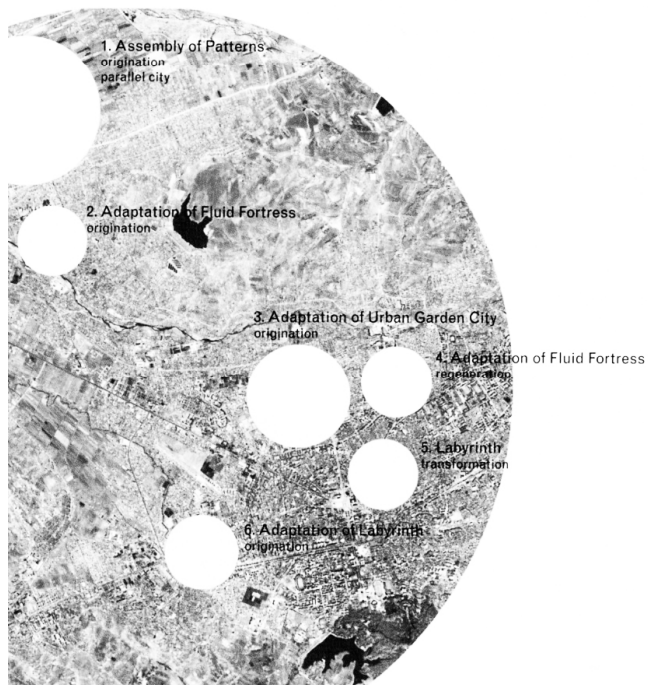
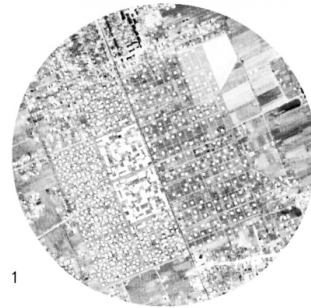
Neighbourhood: ideal abstraction. Garden city, labyrinth, fortress



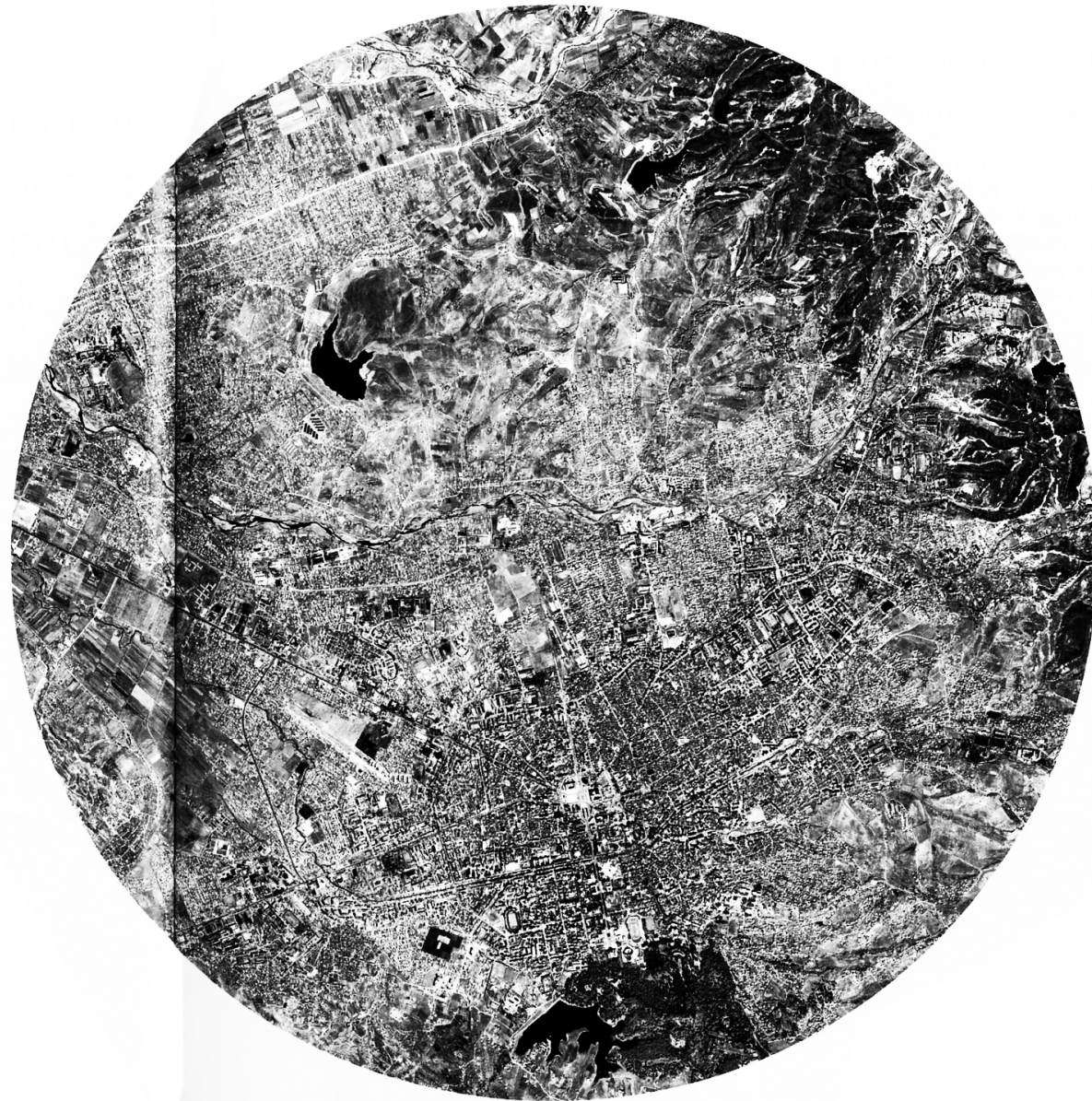
Distilling patterns: Adaptation modes: *labyrinth* > *porous labyrinth*; *fortress* > *fluid fortress*; *garden city* > *urban garden city*.



Adaptation of abstract models into pre-existing urban fabric; modes of implementation.



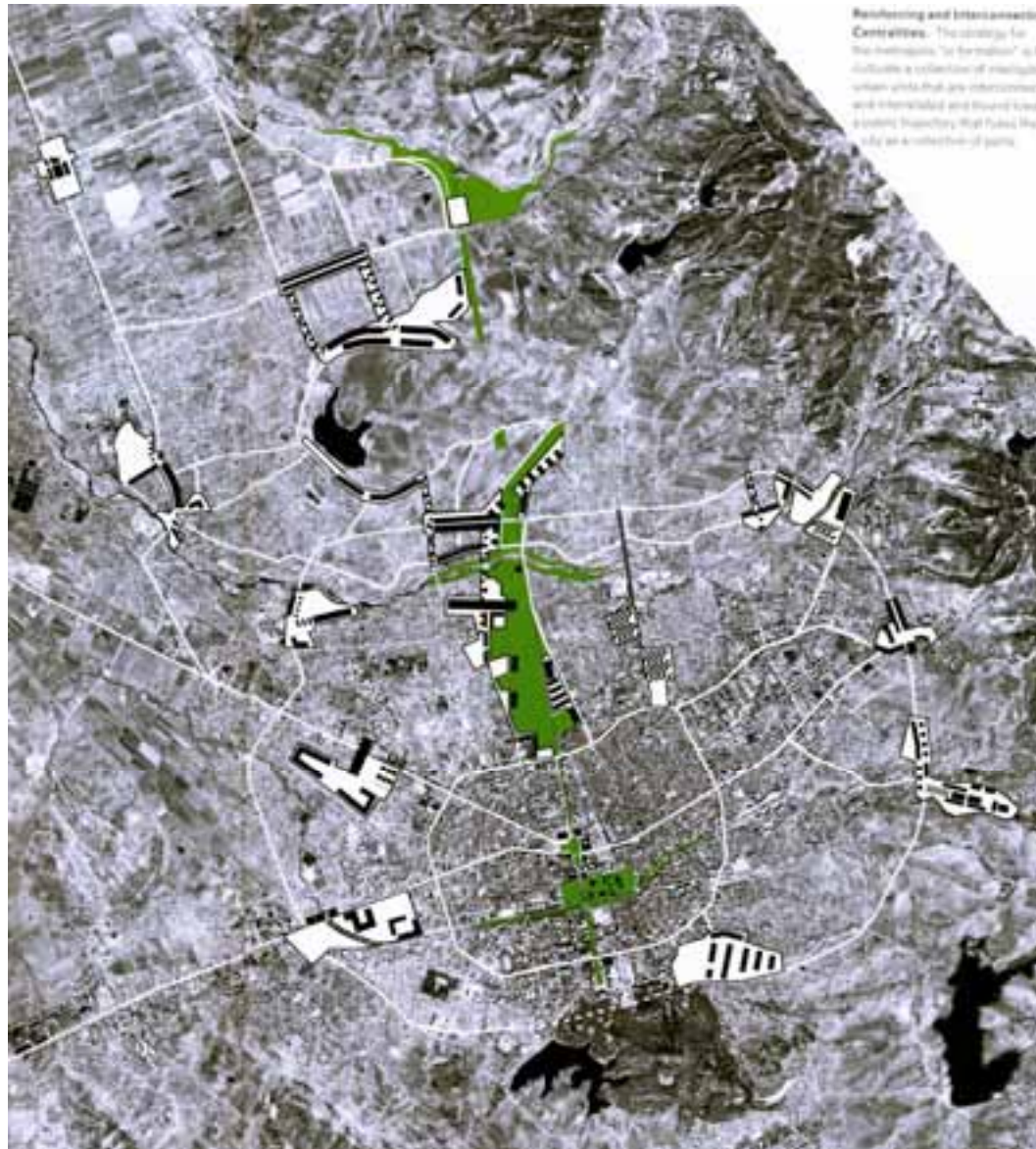
Adaptation of abstract models into pre-existing urban fabrics



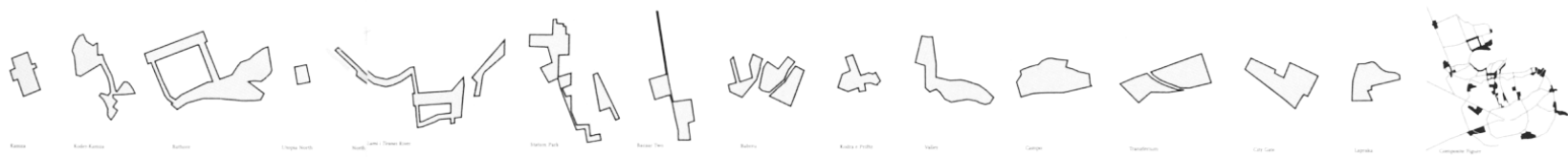
**Action 3: structuring**





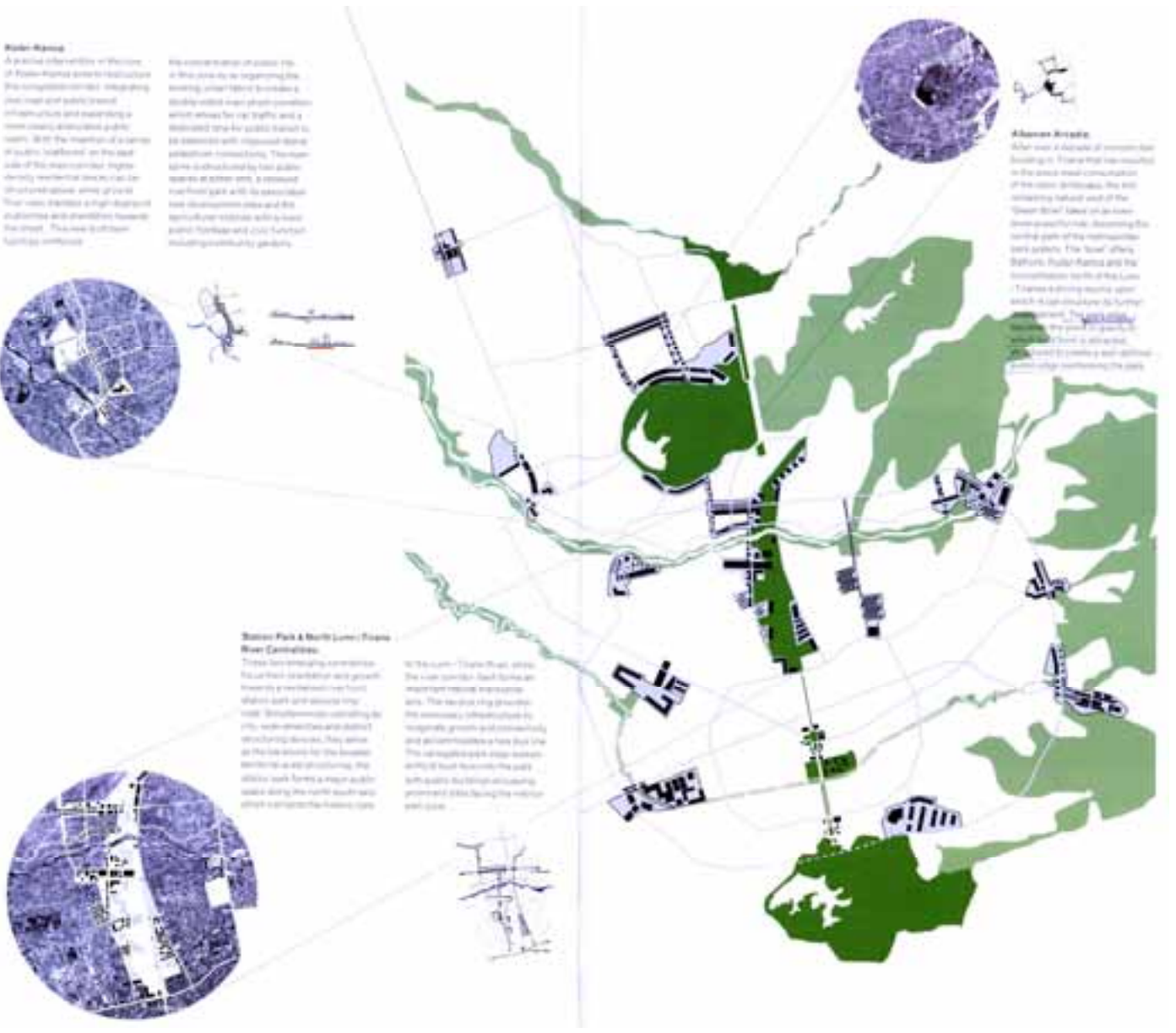


Reinforcing and interconnecting realities:  
necklace of parks and 3 rivers corridor, reinforced and interconnected centralities, civic axis



The New Metropolitan Constellation ("The Animals"). A Composition of new Forms of Concentration

The New Metropolitan Concentration  
 A sequential organization of the New Forms of Concentration



**Station Square**  
 A public intervention at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station. The station is located on the east side of the main corridor, directly adjacent to the main road. The new station is a high-density, multi-story building with a modern, open design. The new station is located at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station.

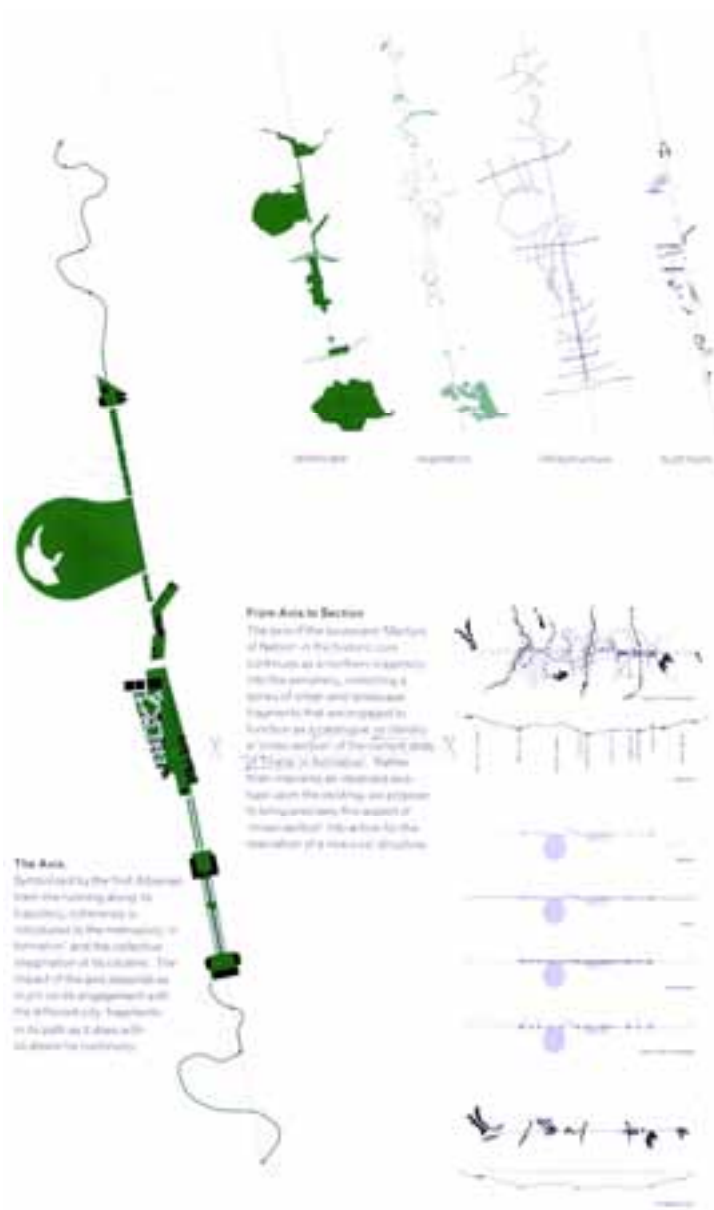
The intervention at the intersection of the corridor with the main road is a public space, pedestrian infrastructure and supporting a new transit station. The station is located on the east side of the main corridor, directly adjacent to the main road. The new station is a high-density, multi-story building with a modern, open design. The new station is located at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station.

**Alton Area**  
 The Alton Area is a public intervention at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station. The station is located on the east side of the main corridor, directly adjacent to the main road. The new station is a high-density, multi-story building with a modern, open design. The new station is located at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station.

**Station Park & North Lower Flats River Corridor**  
 Three interventions are proposed for this corridor, each with a focus on pedestrian infrastructure and supporting a new transit station. The station is located on the east side of the main corridor, directly adjacent to the main road. The new station is a high-density, multi-story building with a modern, open design. The new station is located at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station.

In this area, three interventions are proposed for this corridor, each with a focus on pedestrian infrastructure and supporting a new transit station. The station is located on the east side of the main corridor, directly adjacent to the main road. The new station is a high-density, multi-story building with a modern, open design. The new station is located at the intersection of the corridor with the main road, providing a new major public space, pedestrian infrastructure and supporting a new transit station.

pilot projects



from Axis to Section



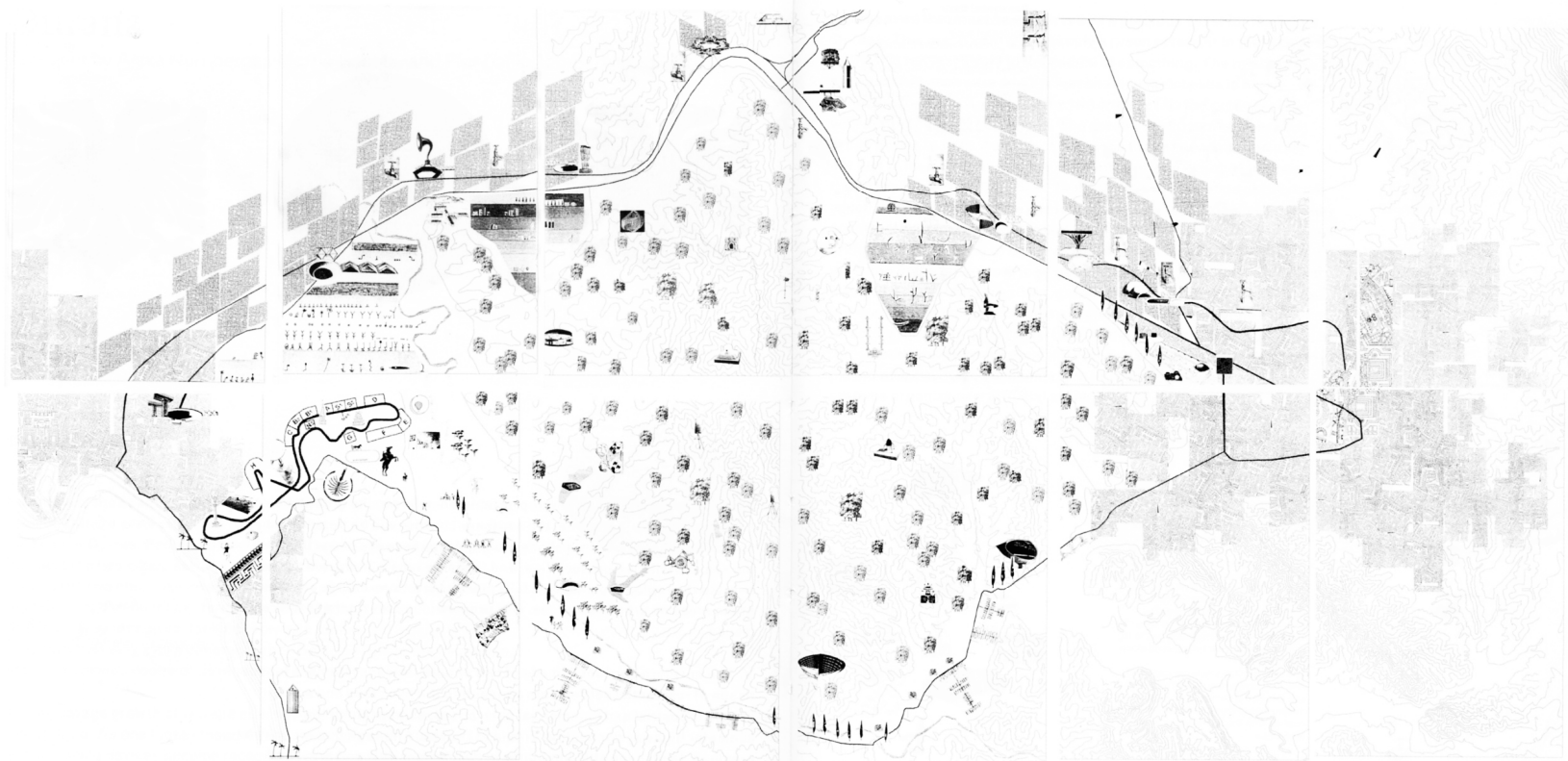






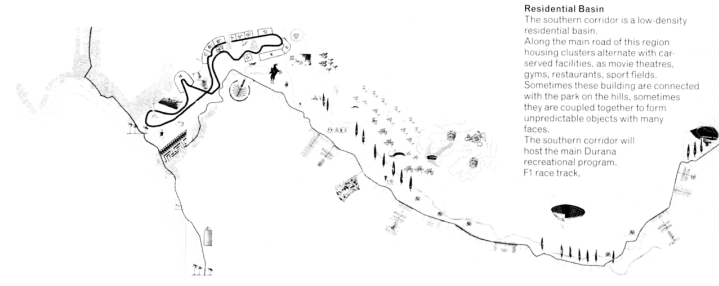


Durrës + Tirana = Durana



Durana long-term scenario

Long-term scenario: Tirana, Durres, Northern and Southern corridors, green heart



**Residential Basin**  
 The southern corridor is a low density residential basin.  
 Along the main road of this region housing clusters alternate with car served facilities, as movie theatres, gyms, restaurants, sport fields. Sometimes these buildings are connected with the park on the hills, sometimes they are coupled together to form unpredictable objects with many faces.  
 The southern corridor will host the main Durana recreational program, F1 race track.

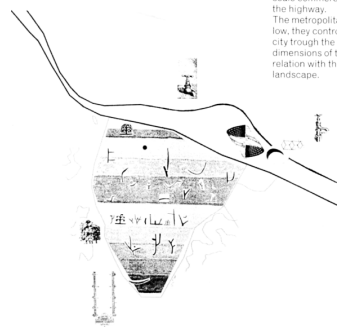


**Metropolitan Seeds**  
 The metropolitan seeds are made of the coupling of a big urban program [Olympic swimming pool, public library, discotheque, convention center et cetera] with neighbourhood facilities and smaller commercial and office spaces, arranged around a large public space. All the metropolitan seeds contain a metro station and are connected by the new metro line.  
 The metropolitan seeds could bloom whenever needed, either completing or anticipating the growth of the city. The metropolitan seeds have metropolitan program and metropolitan dimensions. They are tools to transform settlements into city.  
 The metropolitan seeds are recognizable because of the closed form of the public space and because of their dimensions, definitely different from the ones of the surrounding urban tissue. The metropolitan seeds mediate among the small, spread housing units and the big scale commercial activity placed along the highway.  
 The metropolitan seeds are large and low, they control the rhythm of the future city through the definition of void. The dimensions of these voids will secure the relation with the surrounding Durana landscape.

hippodrome, stadium, casinos, golf courses will grow up further to the beaches south of Durres, producing the new pleasure island of post communist Albania.



**Metropolitan Meteorites**  
 Metropolitan meteorites invade the central green core of Durana and, at the same time, they protect and define it. These interventions not only build a new landscape to look at from the city, but they offer new points wherefrom to look at the city. They produce new observation devices, they construct new frames for the view, they provide the possibility for a new, critical understanding of Durana.  
 The program we can imagine to slowly insert in the green core is composed of public building that do not involve frequent use [hospitals, research centers, sport facilities, spas, restaurants]. This low-frequented public buildings are placed in order to define a common structure for a natural/artificial field: different landscapes are cultivated through different architectural interventions: small facilities are carefully placed as a clarifying commentary to the existing landscape, bigger systems organize new artificial surfaces.



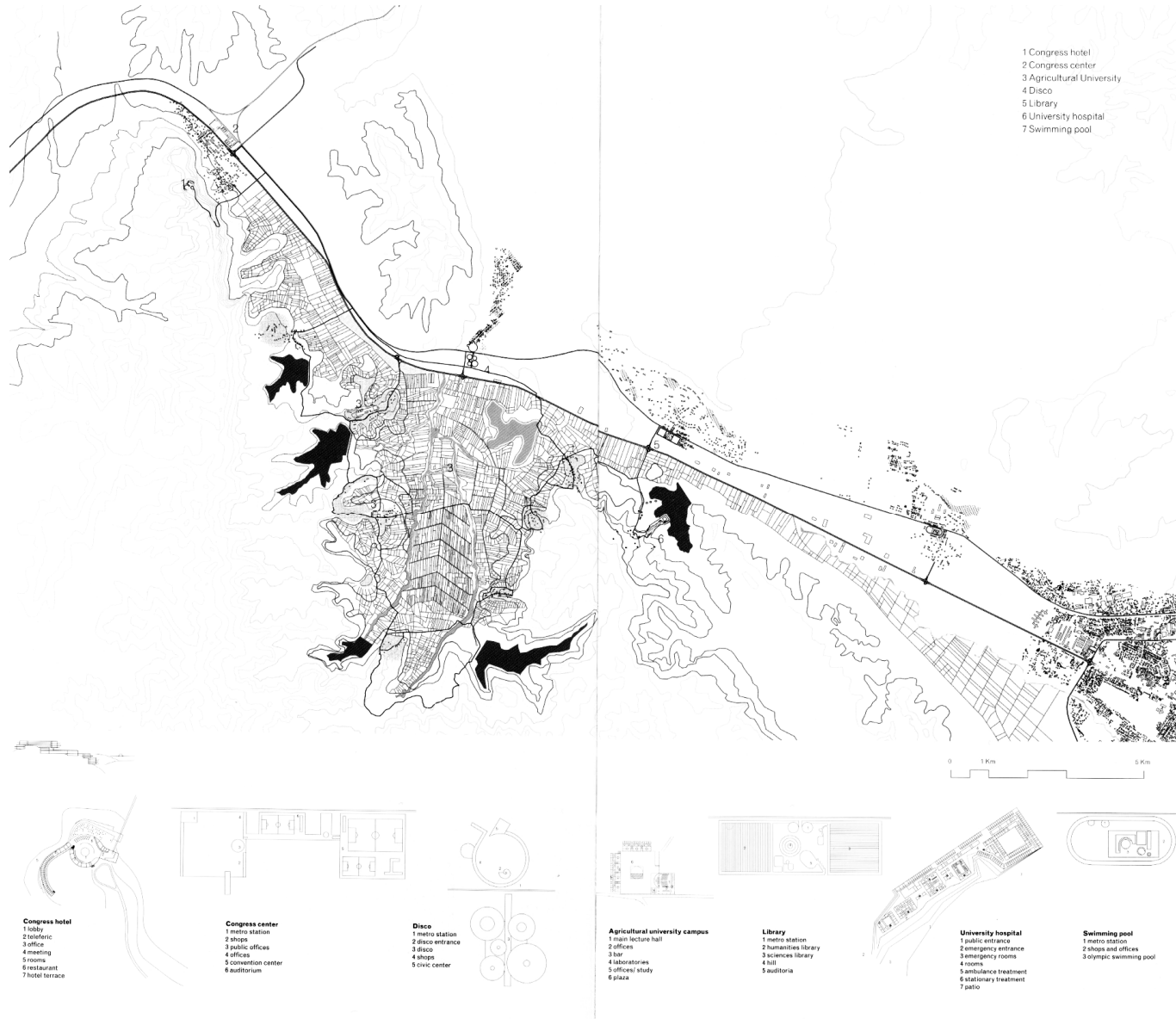
**Agricultural University**  
 As part of the green core, the agriculture university occupies the flat fields, that lie north west of Tirana and south of the highway. This region is dedicated to agricultural experimentation and it is populated with green houses and other agricultural facilities. The university pavilions are in the first range of the

surrounding hillside. They are grouped to form discrete, recognizable ensembles. Their parts are related to each other as well as they are related to the surrounding landscape, reacting both to the hills and to the existing villages. While clarifying the existing, a new landscape for the region is defined.



**Schedule** The diagram shows a realistic schedule for actions to be taken in order to materialize the almost utopian long-term scenario described above. The X-axis represents [generic] time, the Y-axis represents [generic] money. Proposed projects range from the very modest first interventions to a dreamlike happy end.

# Project clusters: Residential Basin, Metropolitan seeds, Metropolitan Meteorites and Agricultural University



Pilot projects along Northern Corridor

## References

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- > Branzi, Andrea (1997), La crisi della qualità. Palermo, Edizioni della Battaglia. *english text*
  
- > A.A. V.V., (2007), “Bologna, un nuovo Piano”, in Urbanistica, n.134, pp.44-91 *english text*
- > <http://www.comune.bologna.it/psc/>
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- > Declerck, Joachin et al. (2004), ed. by, Tirana metropolis. Rotterdam, The Berlage Institute Press. *english text*
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**Thank you for your attention!**