

“The recovery of the old City”

Bologna: Historical Centre and Historical City

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Malaga, april 16, 2015

About Bologna



FROM NATIONAL
TO
LOCAL LEVEL

REGION
EMILIA ROMAGNA

PROVINCE
BOLOGNA

MUNICIPALITIES
60

PROVINCIA DI BOLOGNA IS COMPOSED BY 60 MUNICIPALITIES



› **Capital of Emilia-Romagna Region**

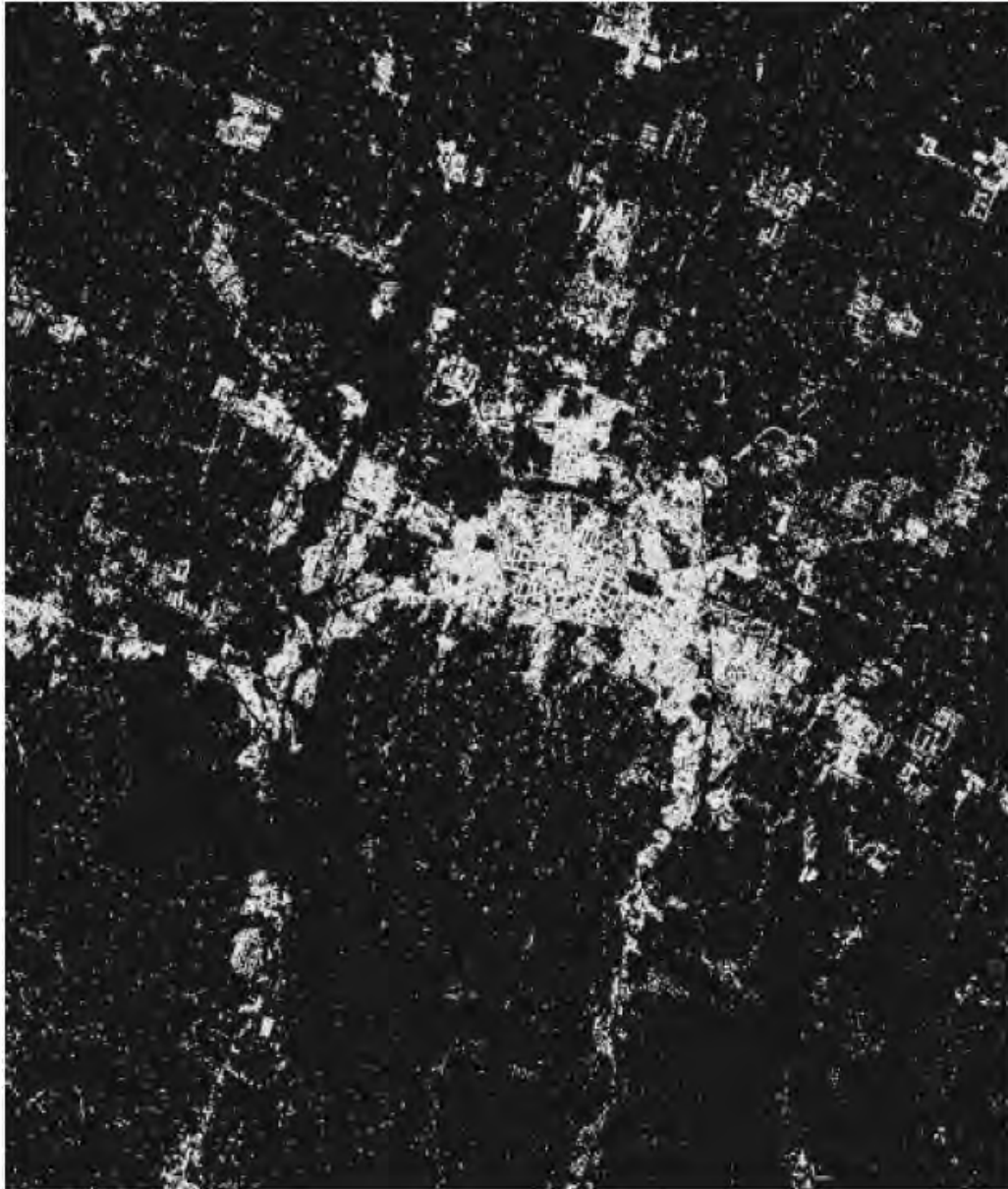
› **Population: 386.300 inhabitants**
(1.000.000 in metropolitan area)

› **Land area: 140,846 Km²**

› **Crucial railway and motorway junction**

› **Strong presence of small and medium industry** (Emilian model)

› **Historical University:** almost 100.000 *students*



La città' diffusa *The sprawl*

Inhabitants province bologna	984.342 (2009)
Common inhabitants Bologna	377.220 (2009)
Inhabitants in the conurbation bolognese	650.000 (2005)
Inhabitantes expected in 2015	1.000.000 (2005)
Extension of the province	3.700 km
Urbanized area	210 km
Daily trips to and from Bologna	400.000 (2005)
Average daily highway traffic crossing	45% (2005)
Average daily highway traffic exchange	55% (2005)

About Bologna

Infrastructural joint, major **territorial gate**
important **fair site** and **logistic platform**
leading centre in some **productive sectors** (precision mechanic industry, packaging)
retail, leisure time and **culture hub**
health and **wellness** hub with a leading hospital system
a city where to study, with its **university founded in 1088**
One of the largest historical centres in Europe.

From **340.500 inhabitants in 1951** the resident population reached its peak in **1971 (490.500)**, then decreased stabilising in the first decade of the 2000s (371.337 in 2011); then a slow increase. **Today 386.300** inhabitants (56.400 foreigners).

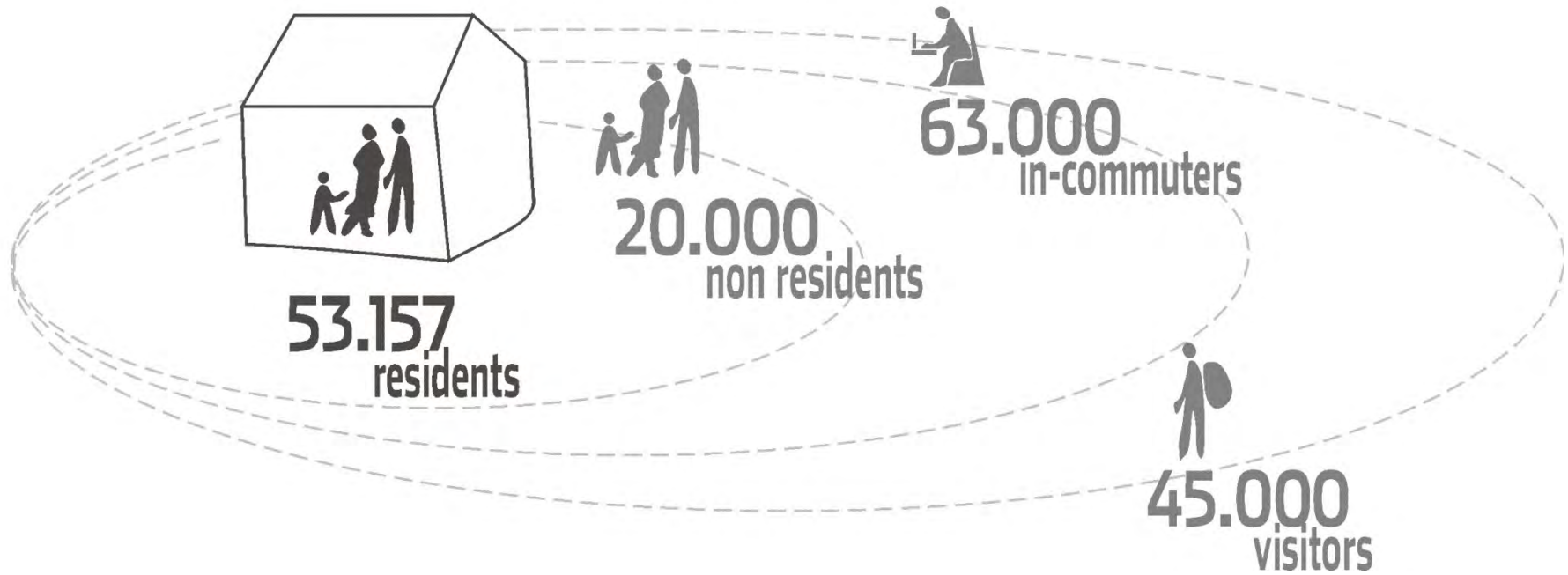
The resident population of the **historical centre** had a drastic reduction from **1951 to 1991** (down **from 113.000 to 56.000 inhabitants**). Then it stabilised, but with a greater turnover.



residents
377.000
53.157

estimated daily population
550.000
181.157

historical center





The plan for historical centre of the 1960s

The **plan for the historical centre** of Bologna was a paradigmatic experience of **physical and social conservation** at the end of the **1960s**.

That plan considered **the part of the city enclosed within the ring roads** and some appendices with particular historic, artistic and urban-architectural value.

Regulations according to the **typological features** of the buildings were defined for private interventions.

The general plan of the 2000s

In recent years (2004-2009), Bologna completely revised its general urban plan, approving the **Municipal Structural Plan** (acronym **Psc**), the **Town Planning Building Regulations (Rue)**, and the **Municipal Operative Plan (Poc)**.

The **Psc** interprets the urbanisation processes, showing their spatial extension; delineates a strategy open to the implementation of the other metropolitan municipalities; suggests perceptible figures, referring the strategy to physical space; the **Rue** connects and reorganizes the rules to project buildings and open spaces; the **Poc** programs the realisation according to the Psc's strategy and priorities.

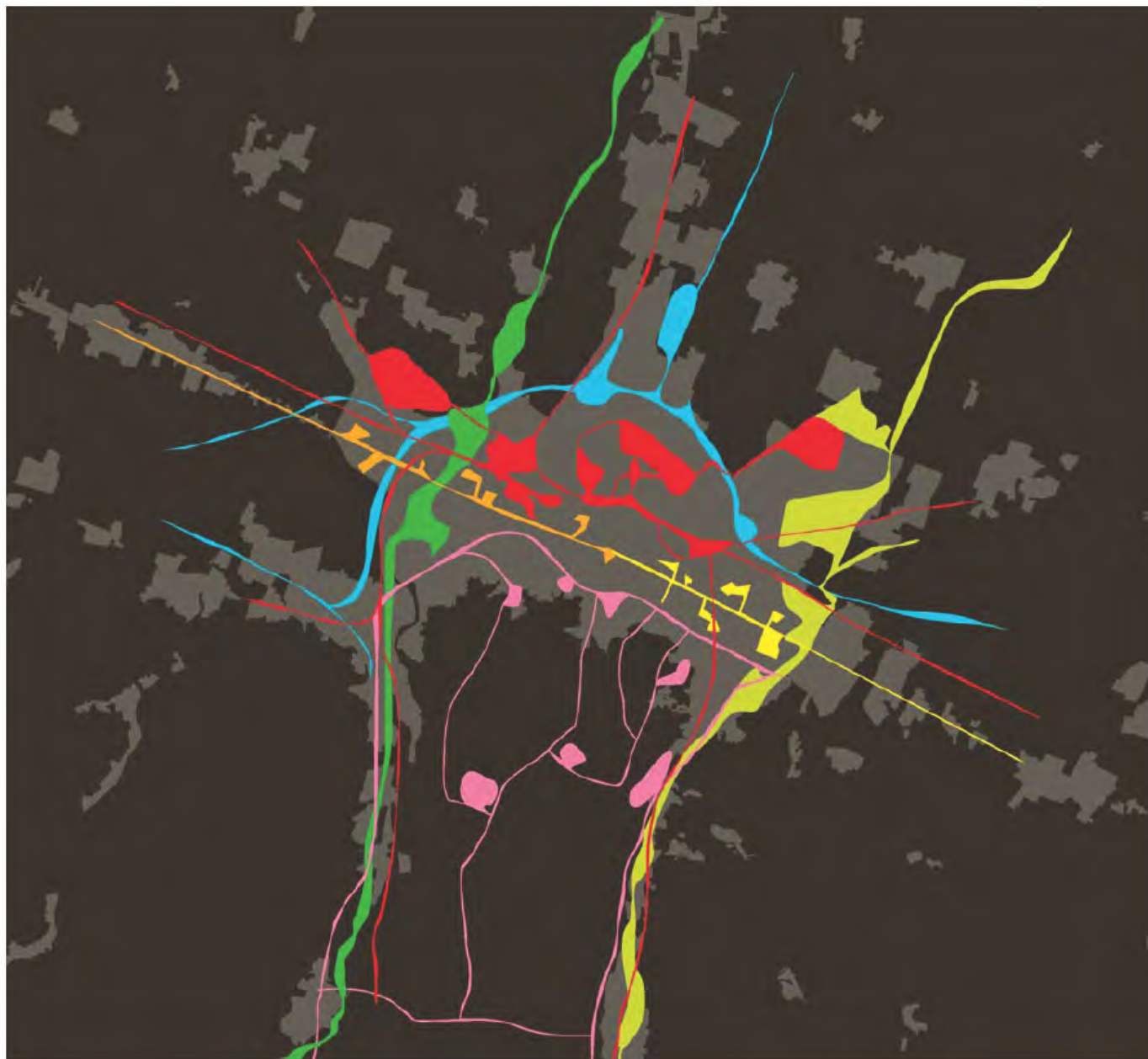
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A new vision: the seven cities and the historical city

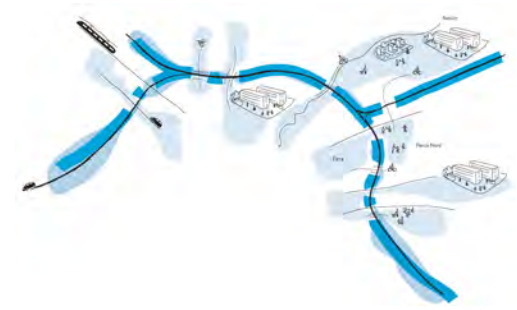
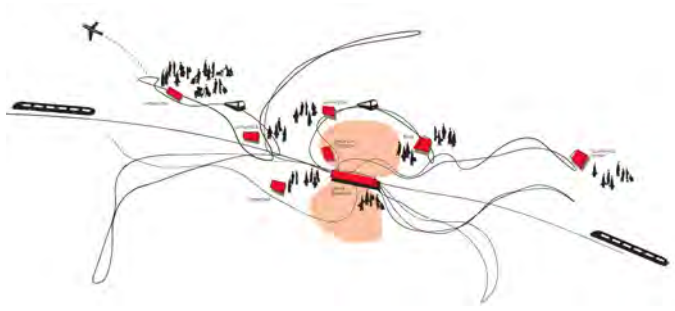
The new plan **re-discussed the city's development prospects**, looking beyond the framework previously defined, for the whole city and the historical centre too.

The new vision is represented by two main images: the **Seven Cities** and the **Historical City**.

Such a complex operation has been developed with the project's languages, agreed with the economic and social forces, discussed with citizens in the territory, and communicated by Bologna Urban Center.



Comprehensive scheme of the Seven Cities



Strategic Schemes of the Seven Cities

A new vision: the seven cities

The new vision is represented by the **Seven Cities**.

It is a way to recognize new urban developments and organizations, to claim to the metamorphosis, to the different **chains of settlements** in the contemporary urban dispersion.

Each chain of settlements has **its own shape** (design of fabrics), **populations, economies, practices of use, and perspectives**.

The 2 cities of Via Emilia open the historical centre

These “**chains**” of urban situations are organized by main different **infrastructures**, which name the cities as well:

1. The railway network (**the City of Railway**)
2. The highway (**the City of By-Pass Road**)
3. The open spaces (**the City of Hills**)
4. The main river (**the City of Reno**)
5. A stream and the road which sign the east boundaries of Bologna (**the City of Savena**)
6. The old Roman road towards Piacenza (**the City of Western Via Emilia**)
7. The old Roman road towards Rimini (**the City of Eastern Via Emilia**).

The **2 cities of Via Emilia** design a new image of the historical centre enclosed within the ring roads.

Historical Centre



Image © 2008 DigitalGlobe

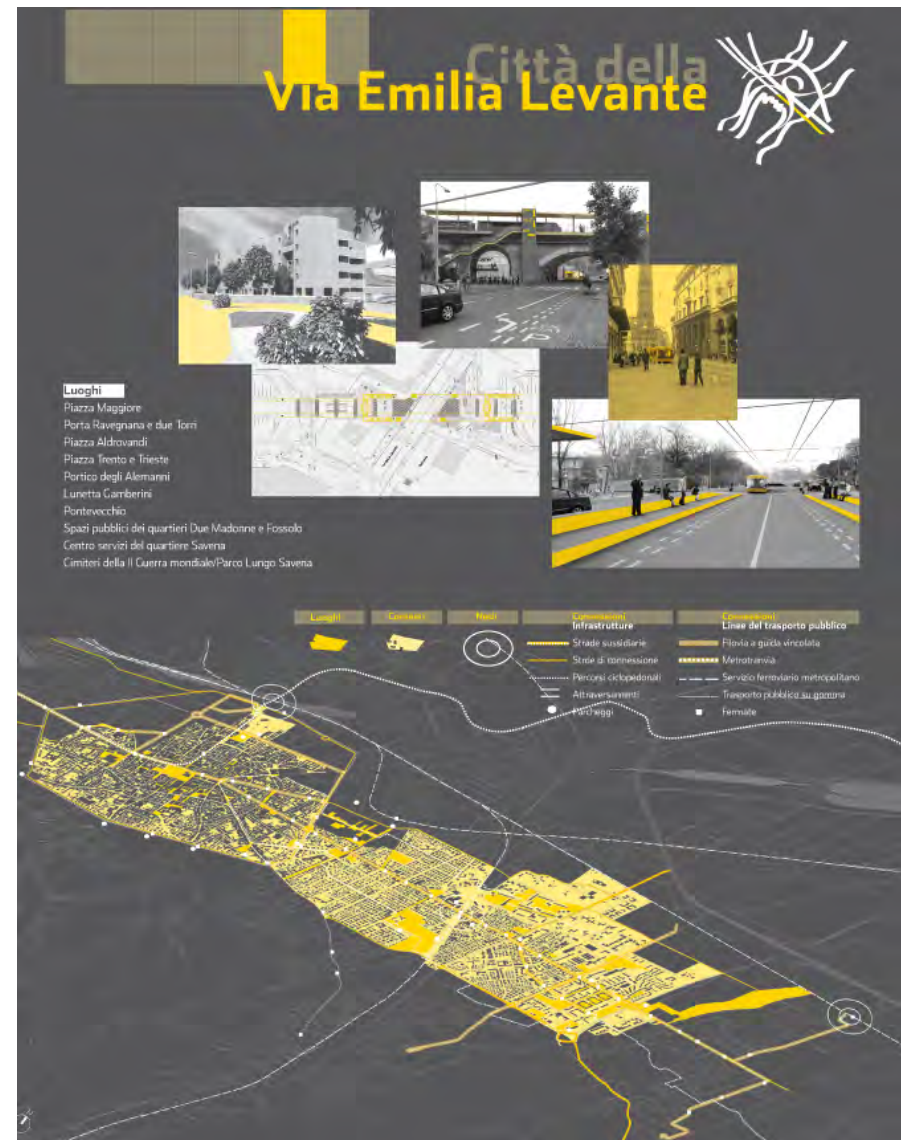
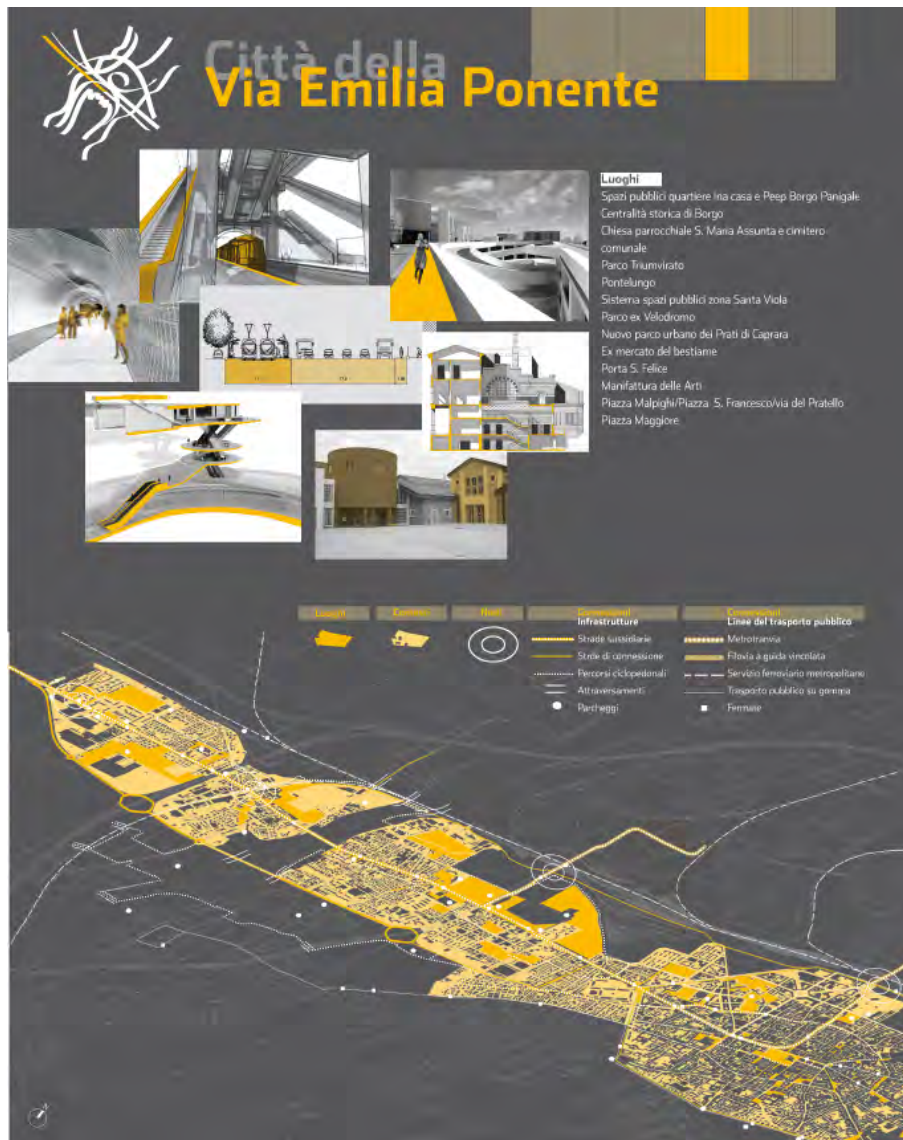
Google

44°29'41.68" N 11°20'35.99" E

22 Ago 2003

8448 ft Alt





The two Cities of the Via Emilia open the historical centre and provide the regeneration of the Roman road on which Bologna was built. That is a condition for regaining livability and creating new central points where are many historical nuclei. The Via Emilia connects places with rooted identities, but at the same time gives rise to the more negative effects of transformation (pollution, pockets of physical decay, the concentration of immigrants). Differences in the transport systems and differences in the fabrics which have been developed to the east and to the west suggested different planning strategies and designs.

From the historical centre to the historical city

The PSC switched the concept of historical centre to that of **historical city**.

The idea of historical city requires extension and articulation, it reflects an **expansion of the concept of historicity** to include **all parts of the city with historical quality** present in a wider territory.

Historicity becomes an attribute that applies to everything that **people do not want to lose** because it is part of the **memory and identity** of an area. It follows that **the value is not a question of age** and it is **not limited to the city core**, typically the historical centre.

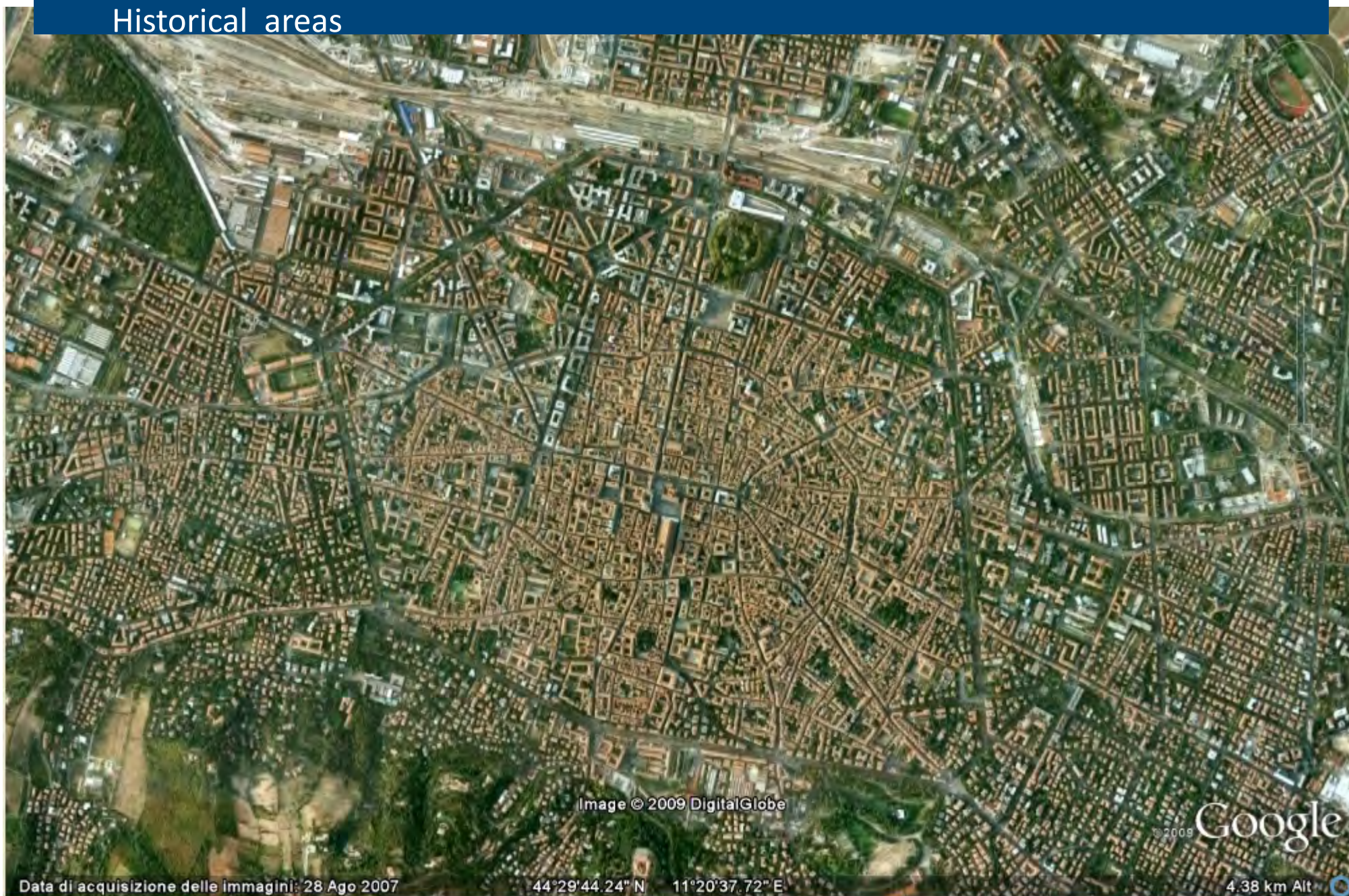
Different historical areas

The **first step** of the Structural Plan was the identification of the **two “Cities of the Via Emilia” (West and East)** to shift the focus to the urban and metropolitan dimension of an historical city organized along the main historical infrastructure of the Po valley (the Roman Via Emilia), to confirm that its development strategy was connected to a wider spatial system.

The **second step** was the identification of a **plurality of historical areas** with specific typological and morphological characteristics : the ancient fabric (not exactly the historical centre), the garden cities of the foothills, the 1900s working class settlements, the specialized districts. **Each of these areas requires a different planning framework.**



Historical areas



Data di acquisizione delle immagini: 28 Ago 2007

44°29'44.24" N 11°20'37.72" E

Image © 2009 DigitalGlobe

© 2009 Google

4.38 km Alt

Historical core



Image © 2009 DigitalGlobe

Data di acquisizione delle immagini: 28 Ago 2007

44°29'40.60" N 11°20'38.83" E

851 m Alt

An aerial photograph of a dense, historic city center, likely in Italy, characterized by terracotta roofs and a river. The image shows a complex network of narrow streets and buildings, with a prominent river winding through the center. A large, multi-story building with a central tower is visible on the left side. The overall appearance is that of a well-preserved, ancient urban core.

Ancient nucleus

An aerial photograph of a garden suburb, showing a dense arrangement of terraced houses with red-tiled roofs. The houses are interspersed with numerous green trees, creating a lush, green environment. A wide, paved road runs through the center of the area, flanked by more trees. The overall layout is a mix of residential blocks and green spaces, characteristic of garden suburbs.

Garden suburbs

An aerial photograph of a dense urban neighborhood, likely in a city like Chicago. The image shows a grid of streets with numerous multi-story brick buildings, many of which are multi-unit residential structures. The buildings are closely packed, with narrow streets and sidewalks. There are many trees interspersed among the buildings, and some parking lots are visible. The overall appearance is that of a well-established, high-density urban area. In the top right corner, there is an orange banner with white text.

Working class quarters

Specialized districts



A nebula of document buildings

The **third step** was to consider **individual or grouped buildings** of historical-architectural interest **in the whole municipal territory**, including recent buildings of the **modern architectural heritage**.

This rich and uncommon nebula preserves the identity of Bologna, **widening the field of the recycling** and stressing the same idea of historicity as linked to a far past.

Specific **regulatory profiles** guarantee the permanence and the persistence of this complex geography of elements of value.

REGOLAMENTO URBANISTICO EDILIZIO



The space in-between

The **fourth step** was to switch the attention to the open space In between the buildings, the **public and semi-public space**, which is crucial for the quality of the urban life.

The focus on the **structure** of the different public spaces, their dimensions and uses, on the porticos, the passages and the facades, briefly the **perceptible image** of the city, replaced a typological approach.

Idonea città che cambia

Atto Urbanistico
 Delibera di C.C. n. 27 del 20/02/2009

Assessment Urbanistico
 Delibera di C.C. n. 137 del 25/09/2009

Versione n. 1 - Aprile 2009

Sintesi
 Sergio Carboni Culturalist
 Assessorato Urbanistico, Pianificazione territoriale, Casa
 Vegetazione Verde
 Direttore Settore Territorio e Urbanistica
 Giacomo Casanovi

Responsabile gruppo di progettazione
 Francesco Longobardi

Coordinatore generale
 Patricia Galardi

Strade
 Strade carriatale e piazze
 edifici monumentali


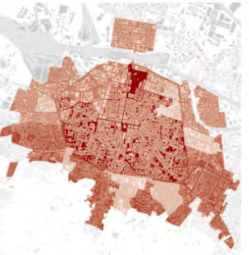
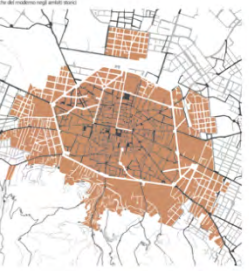
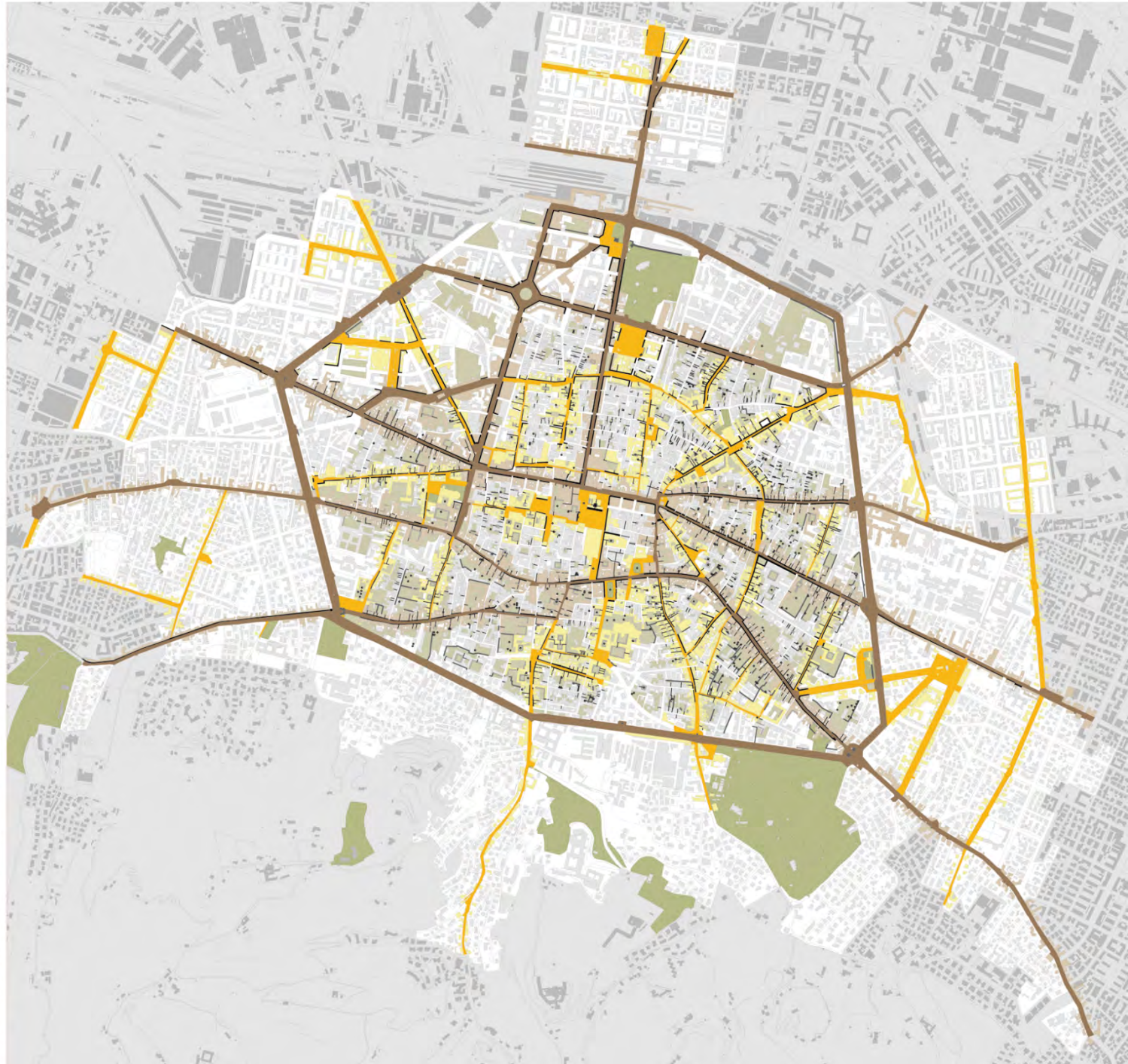
Strade
 Strade pedonabilmente dedicate al trasporto pubblico
 edifici prospicienti

Portici
 Muri porticati, mura e cancelli
 Architetture e edifici
 Portici di loggia
 Elementi decorativi

Piazze e giardini di interesse storico
 Corti, cortili, giardini ad orto

Ambiti storici
 Ambiti di interesse storico
 quartieri storici
 tessuti storici
 nuclei storici

Viabilità storica
 strade storiche
 strade storiche da restaurare negli ambiti storici



The crisis of the historical centre

The high number of university students, the mix of populations due to migration processes, new lifestyles (temporary and occasional uses of the city), and the recent development of tourism have **broken the traditional equilibrium** of an average sized, very busy, traditional city as Bologna is.

The current level of **traffic and pollution** (air and noise) is the most immediately perceived indication of this radical change.

The crisis regards the **deterioration of the city's public spaces**, their cleanliness and decor, the competition among different needs and ways of use of the historical center .

The **central public space** is interested by a **hyper-use**.

i Quaderni

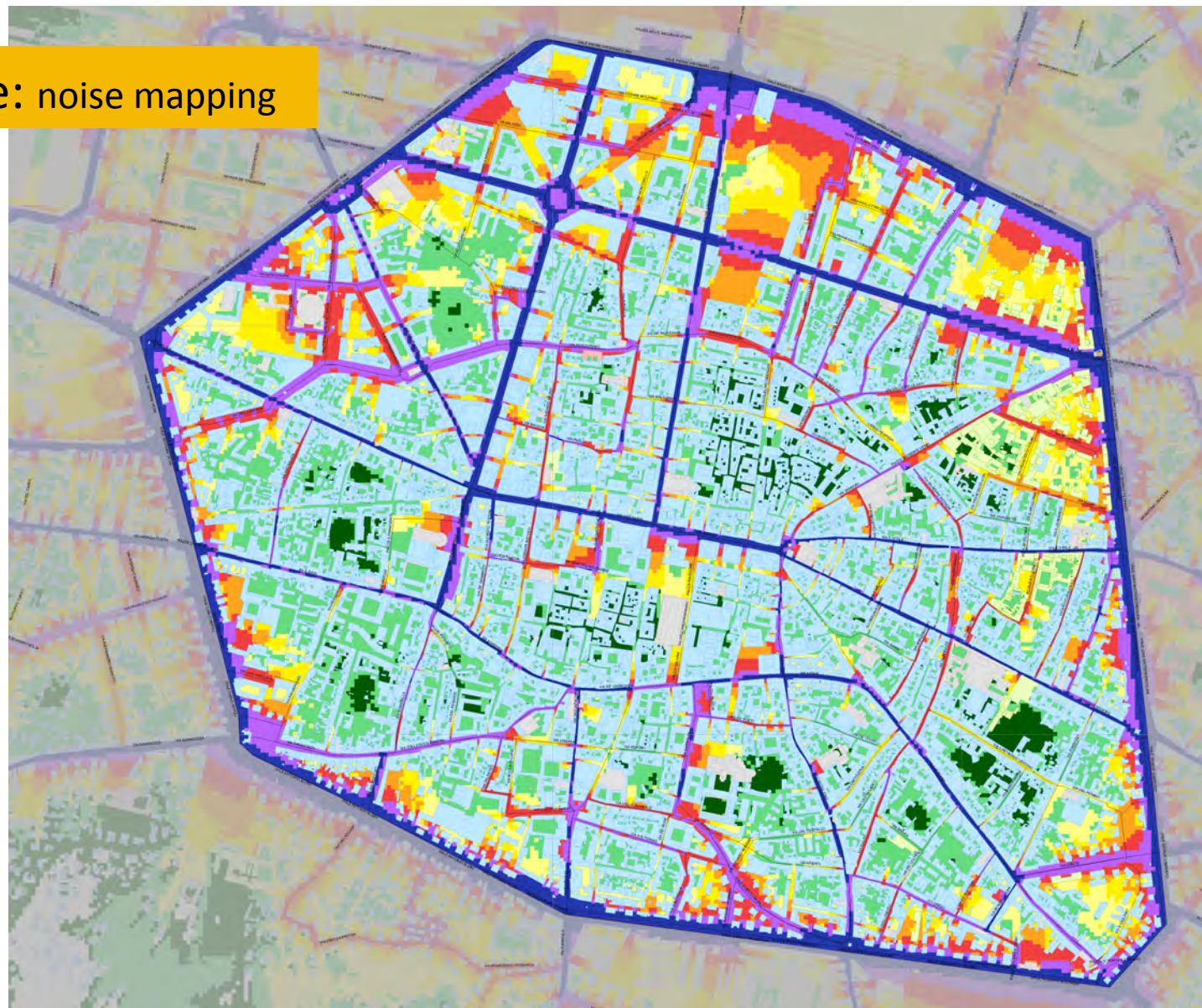
Di nuovo
in centro
**Programma
per la pedonalità
a Bologna**

A programme for a Bologna city centre pedestrian friendly

Urban Center Bologna

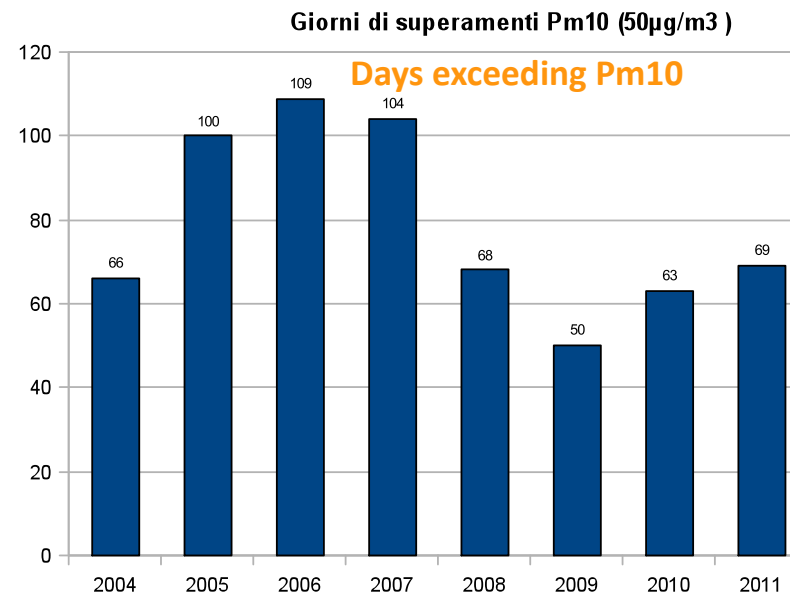
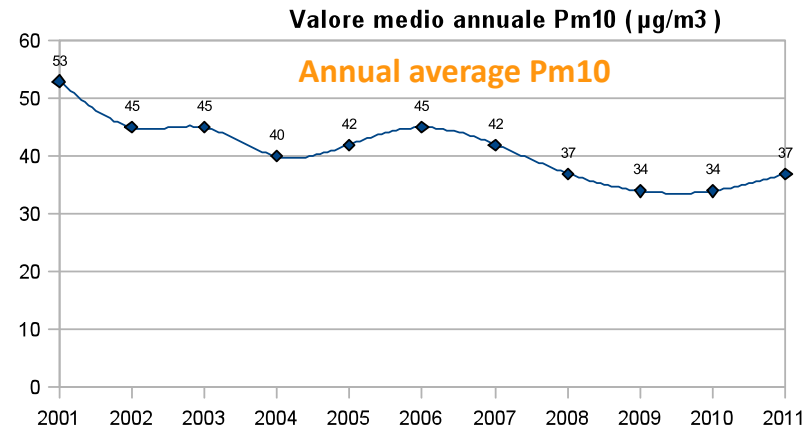
Ecological disease: noise mapping

Livelli di rumore in dB(A)	Popolazione esposta
< 40	
40 - 45	17.746
45 - 50	
50 - 55	
55 - 60	4.003
60 - 65	4.549
65 - 70	9.506
70 - 75	13.144
>75	2.743

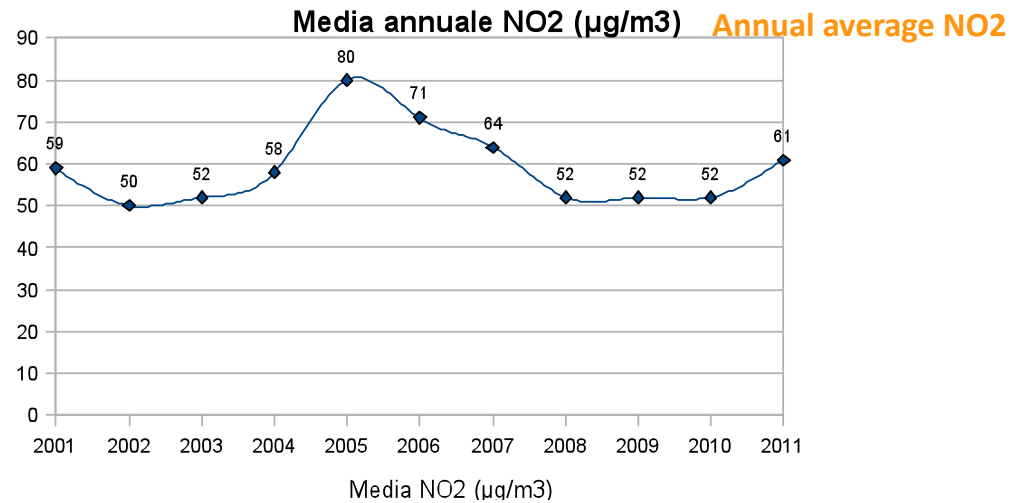
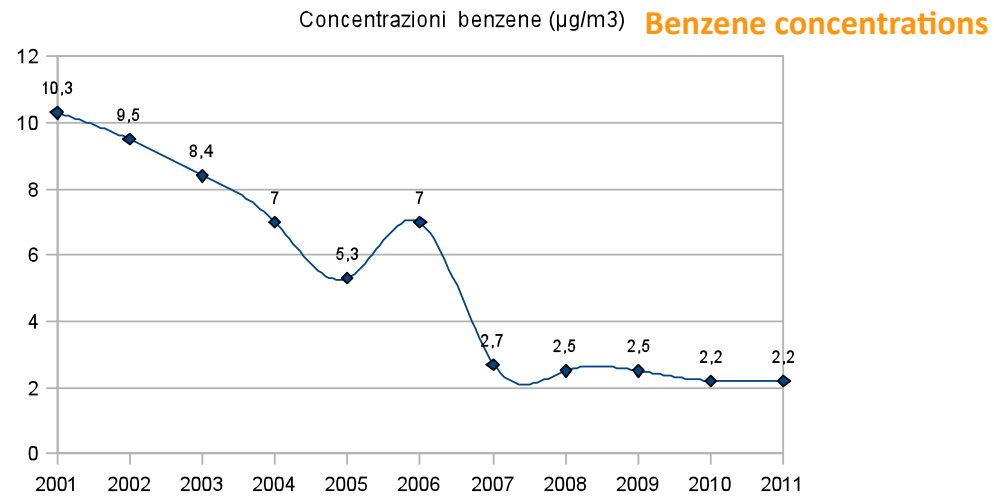


Half of the resident population is exposed to emissions over 65 decibels
Metà della popolazione residente è esposta ad emissioni superiori a 65 decibel

Ecological disease: air pollution



Ecological disease: air pollution



Space disease: garbage and writing



“Di nuovo in centro”: a program for a sustainable historical centre

“Di nuovo in centro” is a **strategic program**, evolving in the time, that shows awareness of the centre’s problems, starting from the public space.

It aims to create the conditions that make **moving around and living in the heart of the city safe, comfortable and enjoyable**. Starting from a condition we said “**pedestrian friendly**”.

Physical, social and economic actions, that is **integrated policies (traffic reduction, renewal of spaces, environmental protection, cleaning, economic and cultural promotion, regulations for using public spaces)** are devoted to **regain habitability**.



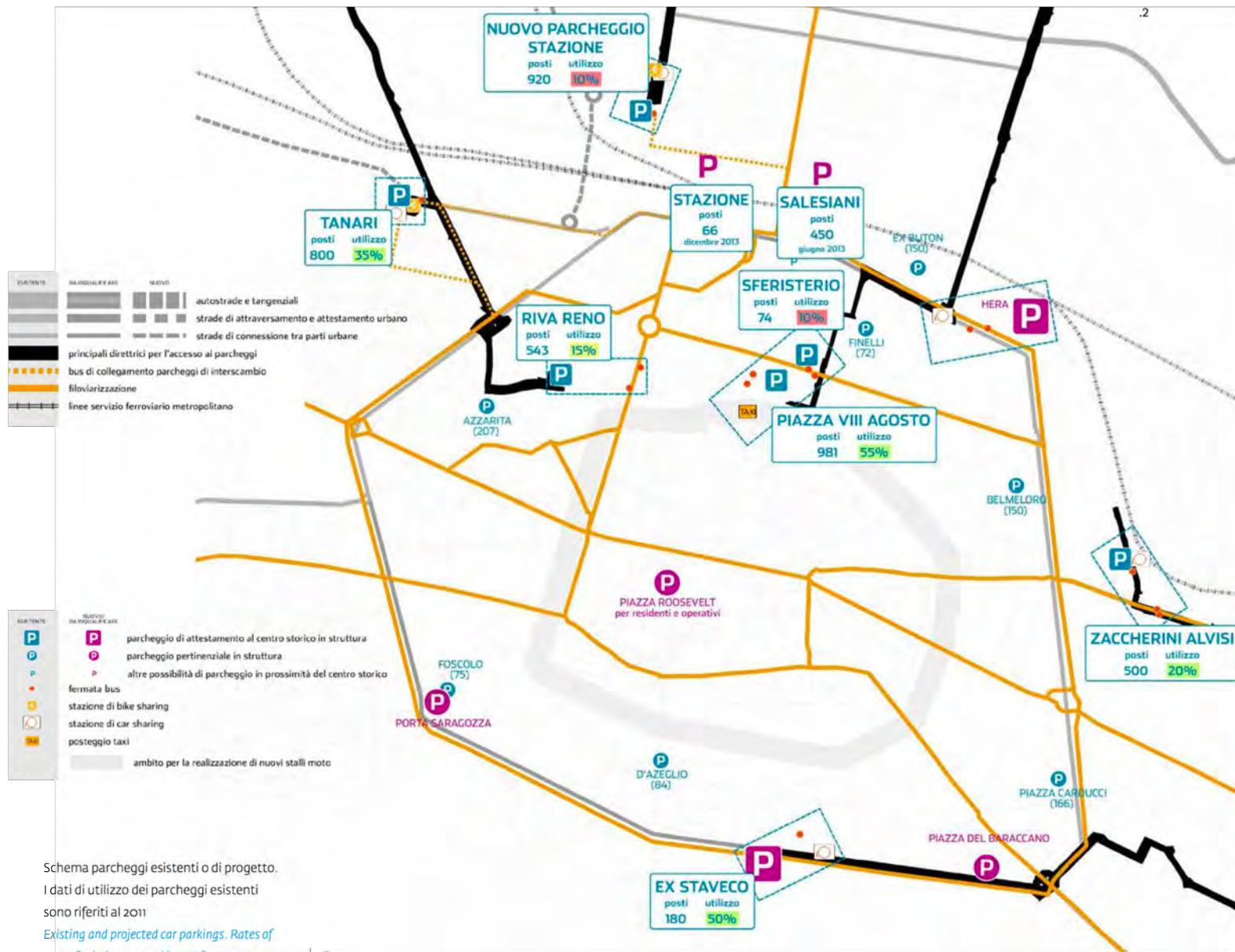
Schema rete filoviaria in centro.
 Linea tratteggiata: rete filoviaria di progetto.
 Linea continua: rete filoviaria esistente.
*Trolleybuses in the city centre. Dotted line: project of new trolleybus lines.
 Continuous line: existing trolleybus lines.*

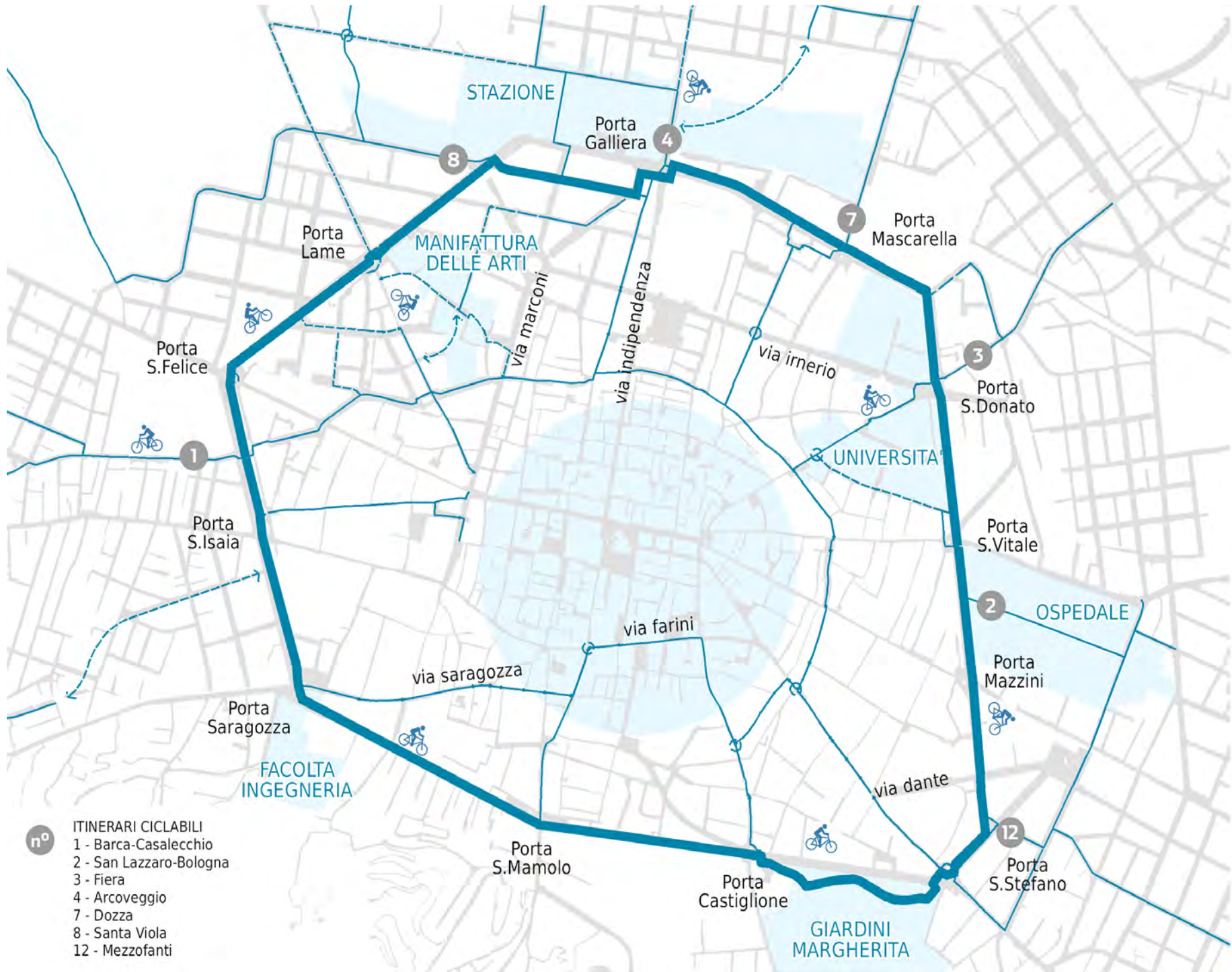


Mappa sistema integrato filoviaria
 e Servizio Ferroviario Metropolitan
*Integrated map of trolleybus system and
 Metropolitan Rail Service*

Schema tipologia di bus che passano
 sotto le due torri.
 Grigio: bus attuali. Azzurro: bus ecologici
 (a metano o elettrici).
*Bus under the Two Towers.
 Grey: normal buses.
 Blu: environmentally friendly buses.*



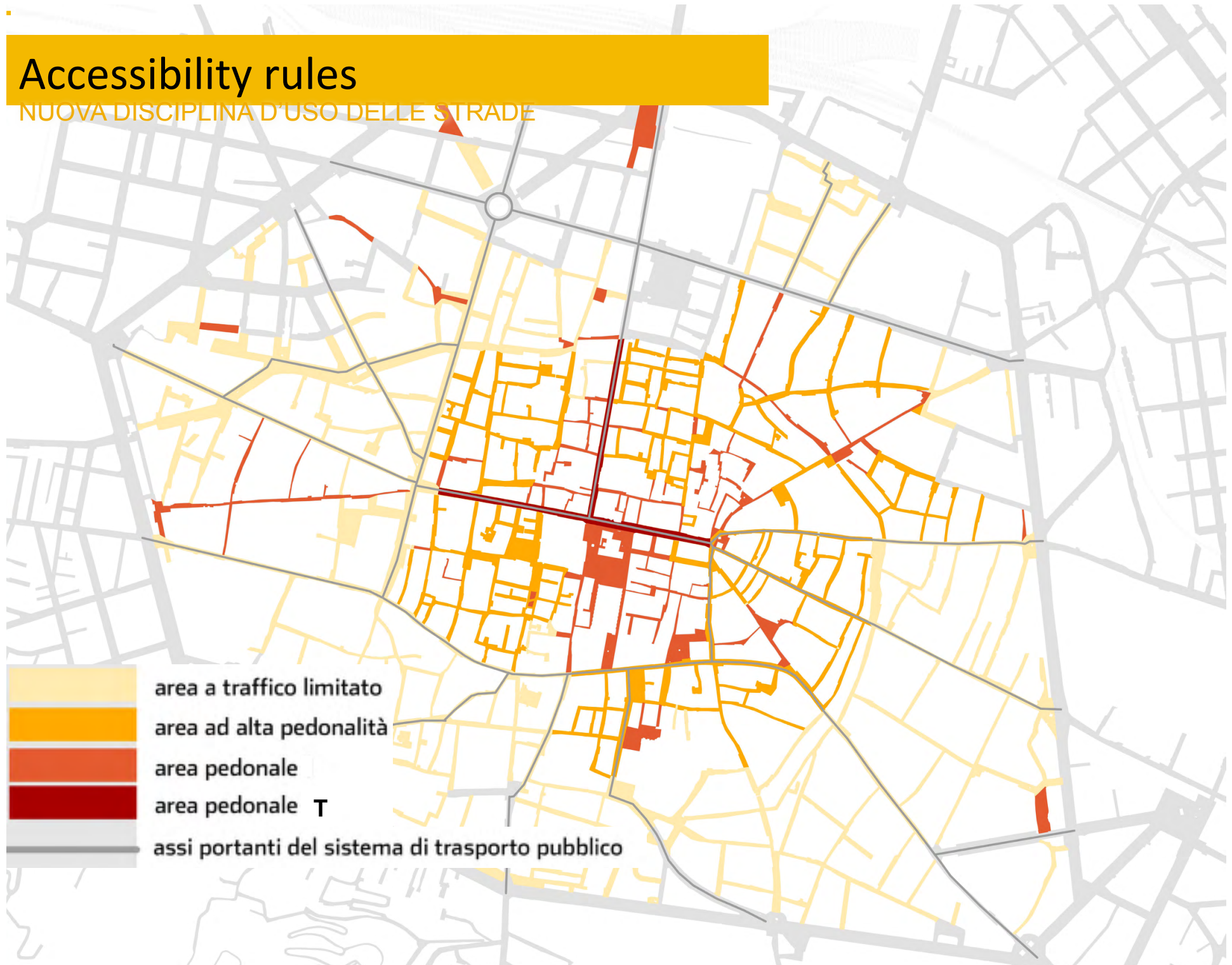




- ITINERARI CICLABILI**
- 1 - Barca-Casalecchio
 - 2 - San Lazzaro-Bologna
 - 3 - Fiera
 - 4 - Arcoveggio
 - 7 - Dozza
 - 8 - Santa Viola
 - 12 - Mezzofanti

Accessibility rules

NUOVA DISCIPLINA D'USO DELLE STRADE

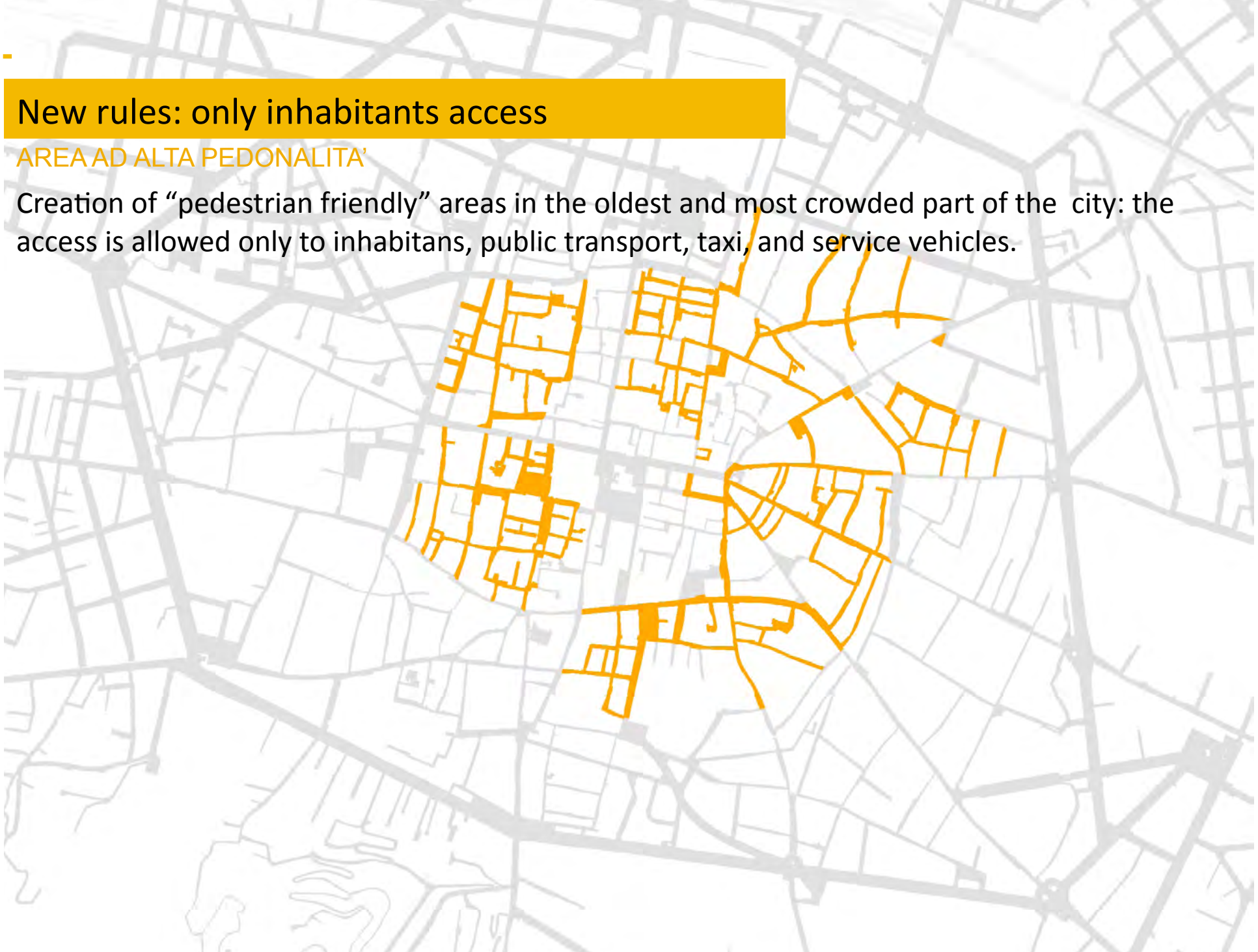


- area a traffico limitato
- area ad alta pedonalità
- area pedonale
- area pedonale T
- assi portanti del sistema di trasporto pubblico

New rules: only inhabitants access

AREA AD ALTA PEDONALITA'

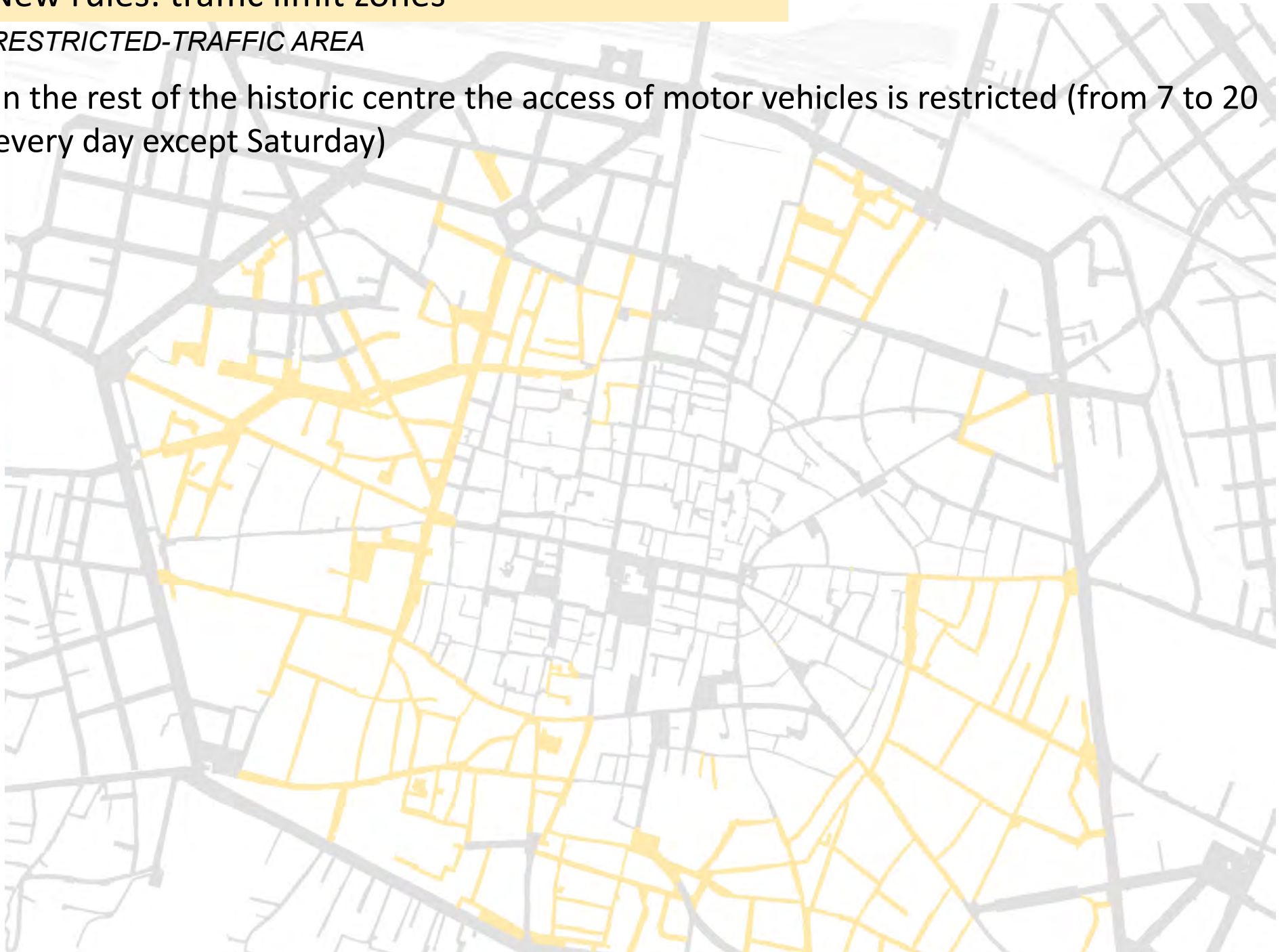
Creation of “pedestrian friendly” areas in the oldest and most crowded part of the city: the access is allowed only to inhabitants, public transport, taxi, and service vehicles.



New rules: traffic limit zones

RESTRICTED-TRAFFIC AREA

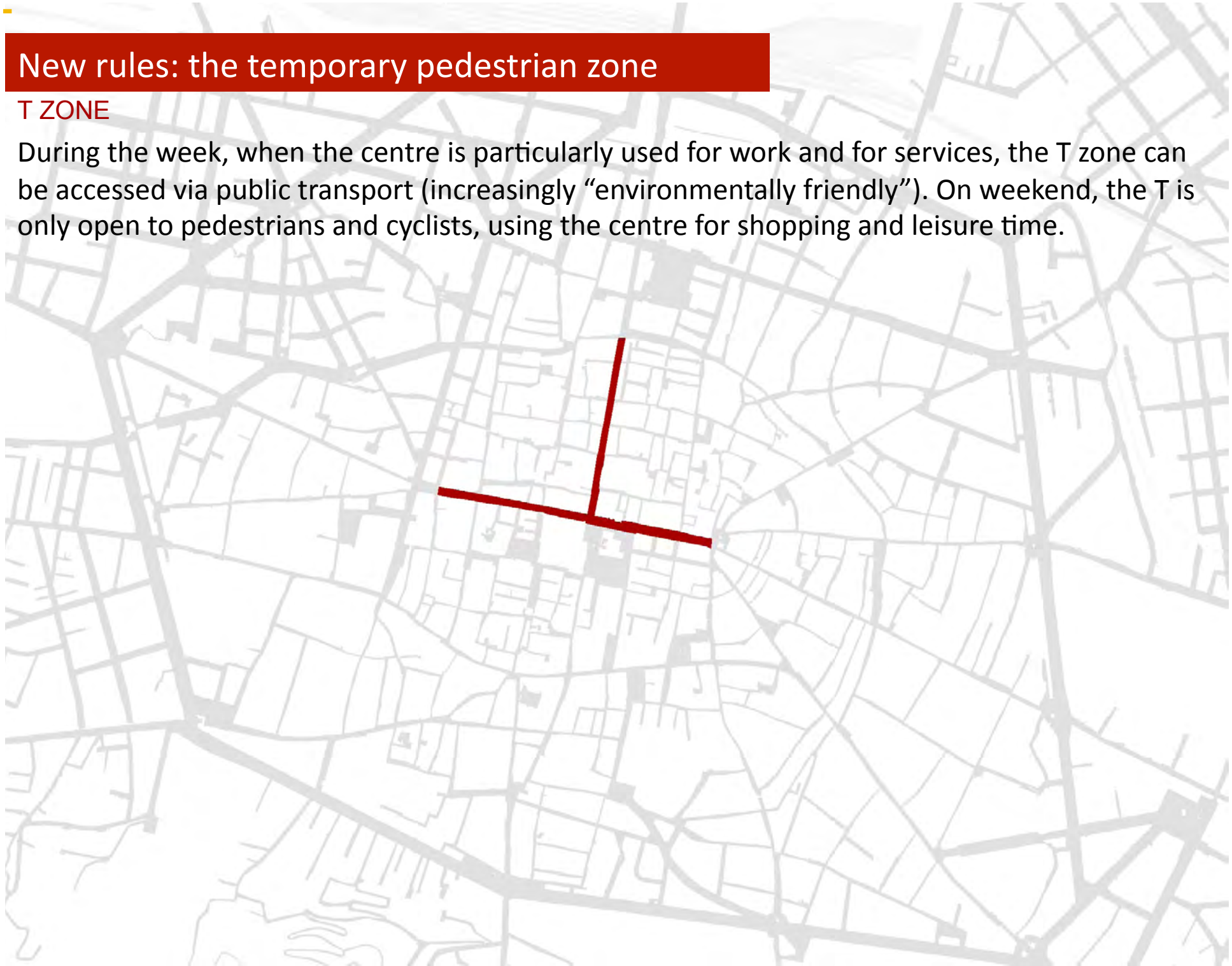
In the rest of the historic centre the access of motor vehicles is restricted (from 7 to 20 every day except Saturday)



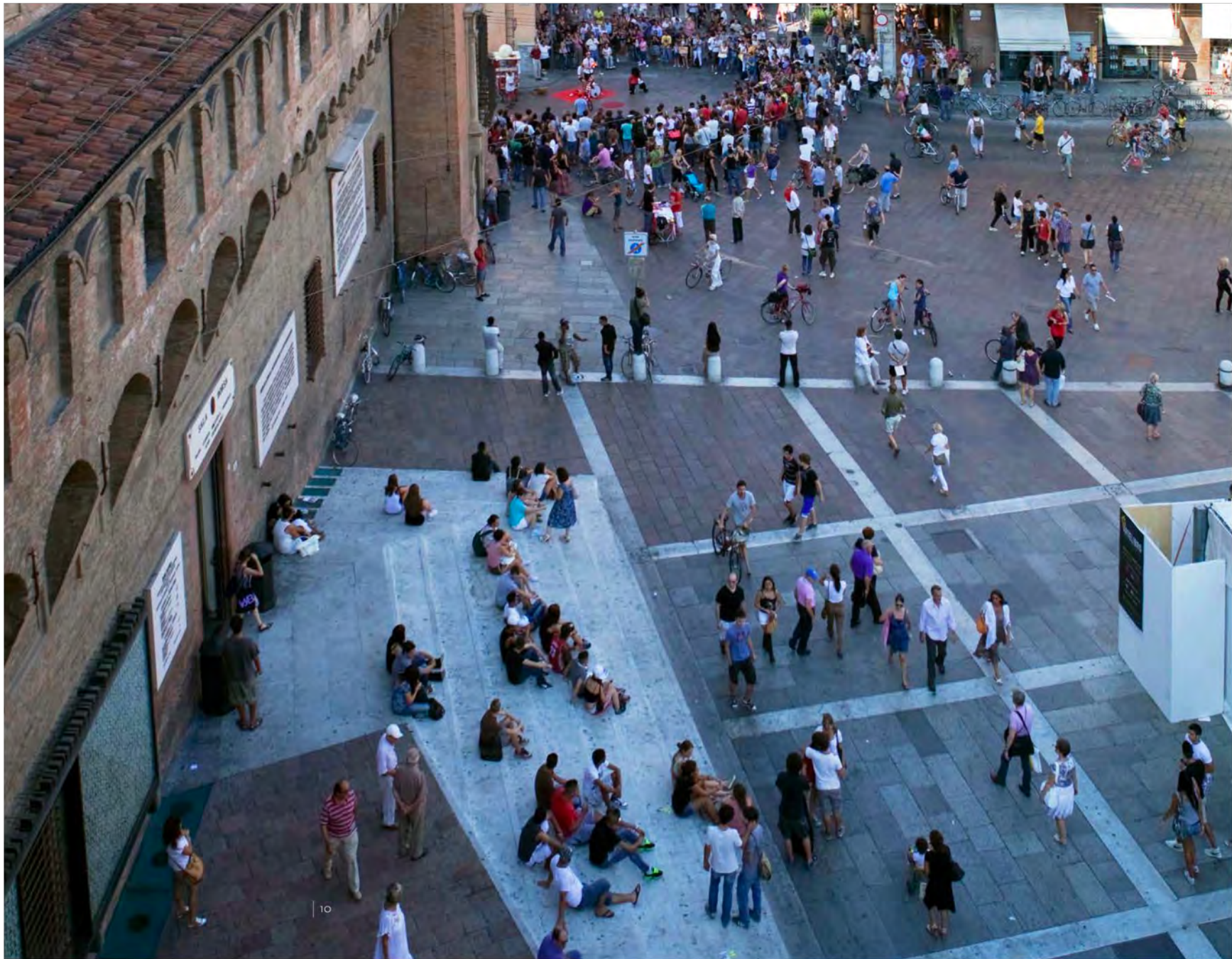
New rules: the temporary pedestrian zone

T ZONE

During the week, when the centre is particularly used for work and for services, the T zone can be accessed via public transport (increasingly “environmentally friendly”). On weekend, the T is only open to pedestrians and cyclists, using the centre for shopping and leisure time.



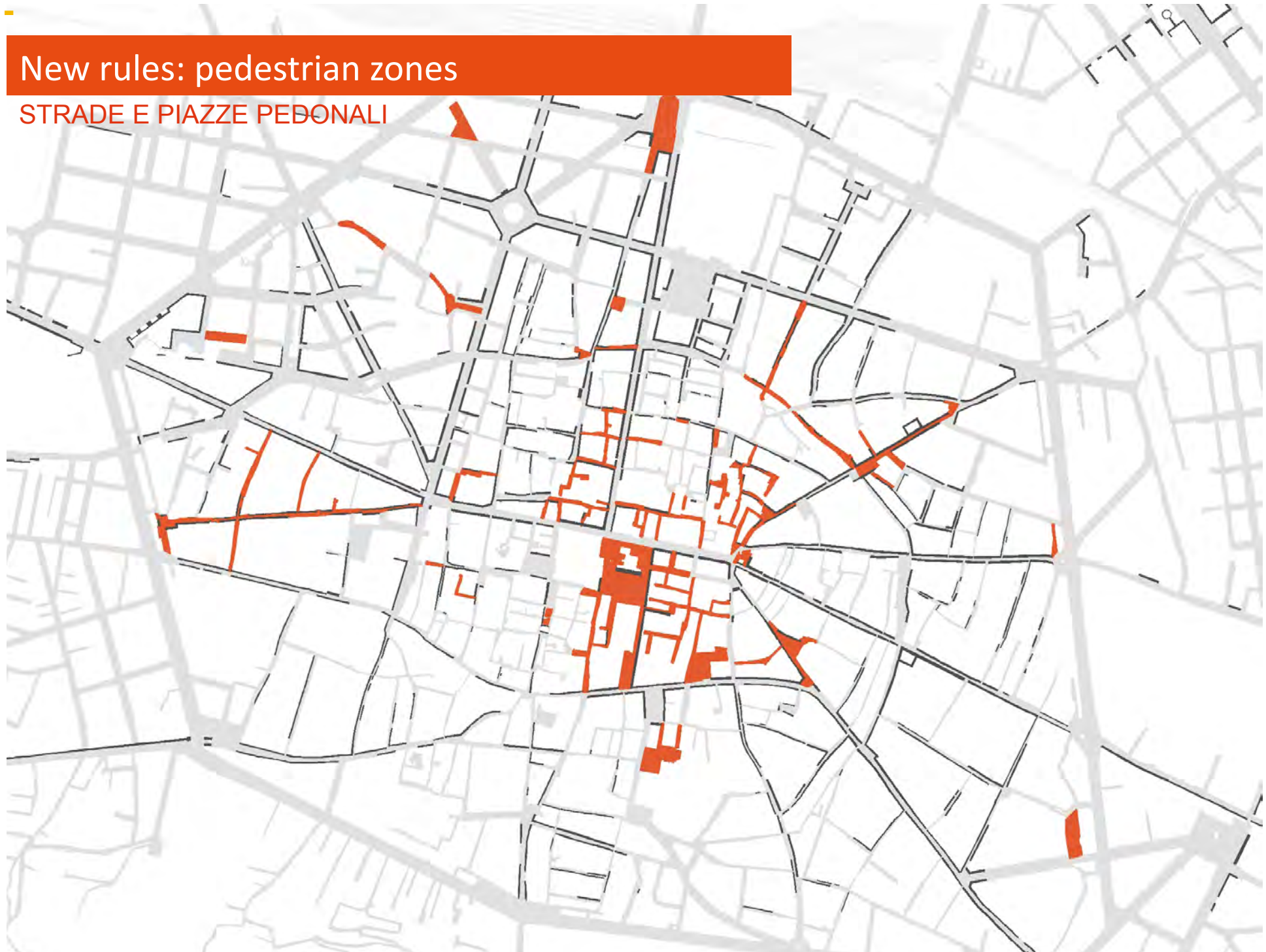




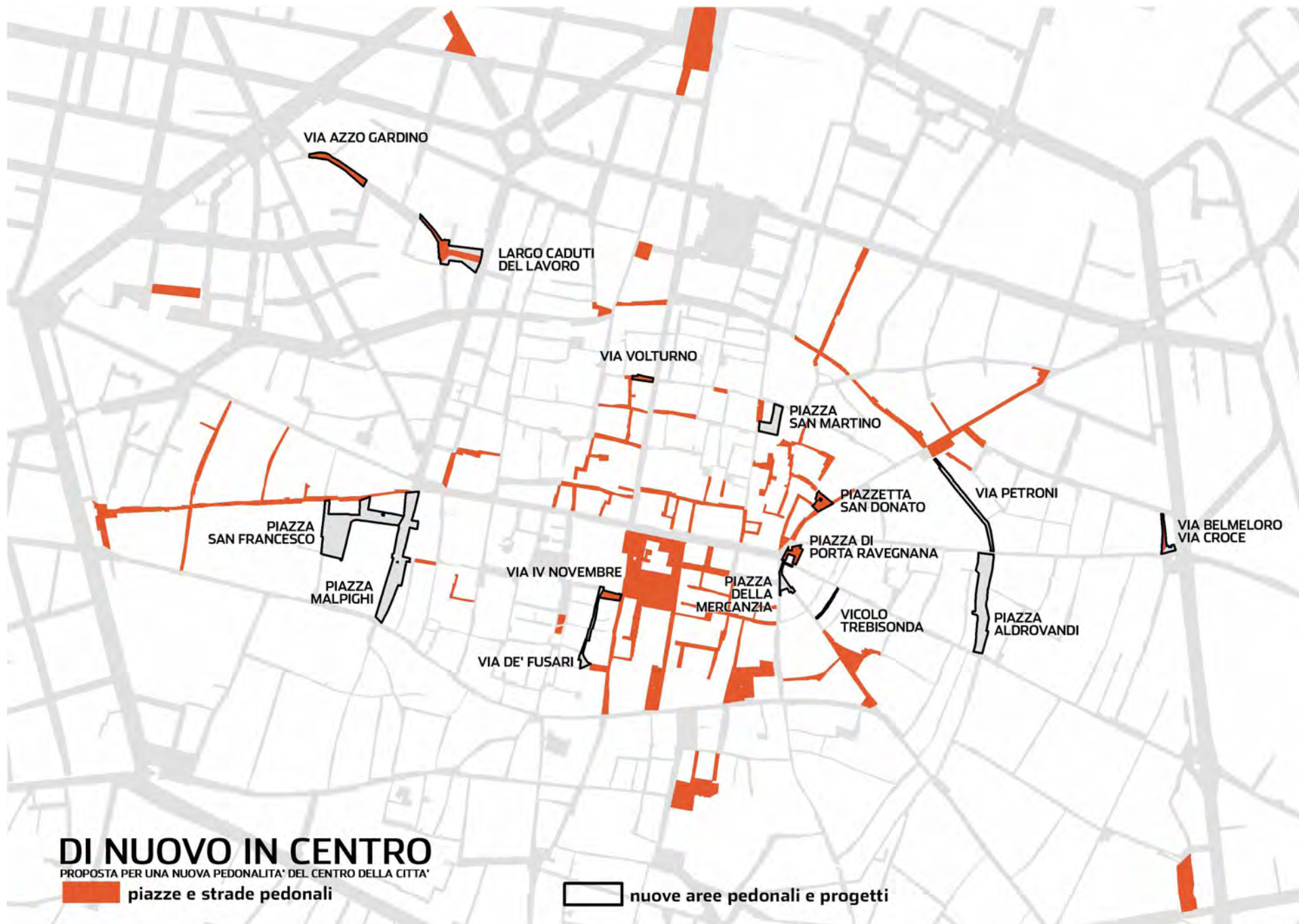


New rules: pedestrian zones

STRADE E PIAZZE PEDONALI



Creation of new roads and squares in the centre that are fully pedestrianised.







Piazza Minghetti



36
Piazza San Domenico

Piazza San Domenico



38 Piccoli Pass - Cortile del pozzo di Palazzo d'Accursio

Courtyard of Palazzo d'Accursio



Piazza Verdi

34

Piazza Verdi



Piazza Aldrovandi

Piazza Aldrovandi si trova subito fuori dalla cosiddetta *cerchia del Mille* ed è punto di riferimento della parte est della città. Al ruolo storico di collegamento tra il nucleo urbano più antico e le aree esterne ad est, ha nel tempo sempre più assunto una funzione centrale per i residenti, per i commercianti e per gli studenti della zona universitaria.

La riqualificazione di piazza Aldrovandi è una delle azioni strategiche di Di nuovo in centro, il programma per la pedonalità promosso dal Comune di Bologna per migliorare la vivibilità, l'accessibilità e la qualità dello spazio pubblico nel centro della città.

Tra novembre 2012 e gennaio 2013 si è aperta una **fase di ascolto con i cittadini** in cui, attraverso interviste e questionari, sono state raccolte considerazioni e proposte per riqualificare la piazza, tra cui, ad esempio, la limitazione del transito dei veicoli, il miglioramento della viabilità ciclo-pedonale e della fruibilità dello spazio pubblico, attraverso una maggior cura del verde, la predisposizione di aree per bambini, di panchine, di una fontana, ecc.

E' seguita una fase di confronto tecnico interno all'Amministrazione che, anche sulla base di tali proposte ha elaborato un progetto che **riordina gli usi della piazza, riorganizza il transito e la sosta dei veicoli così da aumentare gli spazi destinati ai pedoni e prevede la collocazione di nuovi elementi di arredo e giochi per bambini.**

Il progetto di riqualificazione avrà un costo indicativo di circa 1,5 ml di euro (con un cofinanziamento regionale). Si stima che i lavori possano avere inizio nel 2015.





Piazza Malpighi e Piazza San Francesco



La riqualificazione delle piazze Malpighi e San Francesco è una delle azioni strategiche di **Di nuovo in centro**, il programma per la pedonalità che intende migliorare la vivibilità, l'accessibilità e la qualità dello spazio pubblico del centro della città.

Piazza Malpighi e piazza San Francesco storicamente si sono sviluppate attorno al complesso monumentale della Basilica di San Francesco.

Piazza Malpighi ha un ruolo di primaria importanza all'interno del centro città per i collegamenti del trasporto pubblico e del transito dei veicoli provenienti da sud-ovest.

Piazza San Francesco è vissuta maggiormente come luogo di aggregazione da parte dei residenti e di coloro che frequentano le attività culturali e commerciali dei dintorni.

Tra novembre 2012 e gennaio 2013 si è aperta una **fase di ascolto** con i cittadini in cui, attraverso interviste e questionari, sono state raccolte considerazioni e proposte per riqualificare la piazza, tra cui, ad esempio, per piazza Malpighi, una riorganizzazione della mobilità (dei flussi, degli attraversamenti pedonali, ecc.) che preservi maggiormente la sicurezza dei pedoni e valorizzi anche la qualità storica del luogo; per piazza San Francesco, un miglioramento della fruibilità della piazza da parte dei pedoni, limitando il traffico veicolare e qualificando il verde.

E' seguita una fase di confronto tecnico interno all'Amministrazione che, anche sulla base di tali proposte, ha elaborato un progetto complessivo per le due piazze che **riorganizza la mobilità**, riordinando i flussi e aumentando la sicurezza, e che **valorizza il patrimonio storico-architettonico dell'area**.

Il progetto di riqualificazione avrà un costo indicativo di circa 1,5 ml di euro (con un cofinanziamento regionale). Si stima che i lavori possano avere inizio nel 2015.

Not only main squares

Bologna Architects who participated in the second Biennial of Public Space focused their projects on **porticoes, micro-squares, enclaves**, which are typical public spaces in the centre of Bologna.

Porticoes : places of sociability and conviviality - places to preserve and regenerate

Micro-squares : shared spaces that facilitate active participation in the life of the inhabitants of the street, places for meetings

Piazzetta San Donato: critical issues



This micro square is now occupied by the bar and its outdoor area and is bounded by plastic planters interposed between the pitons. Its sides are occupied by improper parking cars and scooters.



2. PIAZZETTA SAN DONATO



2. PIAZZETTA SAN DONATO



The square will be bounded from two or three seats with planters in cort-en. The floor of the church sacristy will be restored and the seats will be located so as to leave a clear view of the church.

Candidature of the porticoes of Bologna in UNESCO world heritage site

Objective = to promote the porticoes as an artefact of quality and symbol of social meanings. They are a point of intersection between public and private where trades, crafts, professions and residence meet. They are protected space and public space: a "**Common good**", in the words of today.



Candidature of the porticoes of Bologna in UNESCO world heritage site

The porticoes as a microcosm of the city, incardinated in the past but also a possible model of the future city, will be studied and presented with 3D models related to multimedia databases, using the best available technology for the management of cultural heritage.

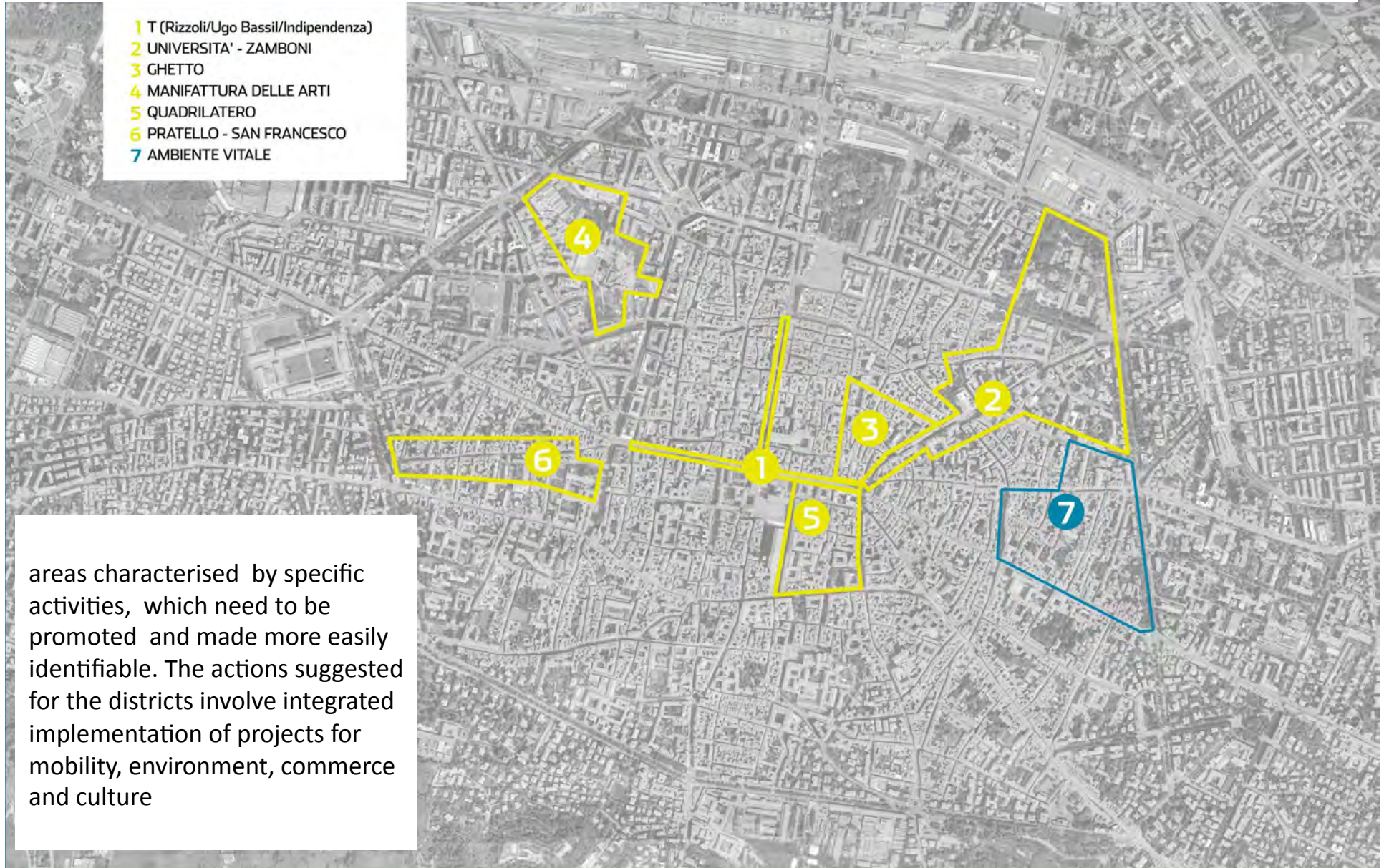


DISTRICTS

Actions for the development of districts and activities

- 1 T (Rizzoli/Ugo Bassil/Indipendenza)
- 2 UNIVERSITA' - ZAMBONI
- 3 GHETTO
- 4 MANIFATTURA DELLE ARTI
- 5 QUADRILATERO
- 6 PRATELLO - SAN FRANCESCO
- 7 AMBIENTE VITALE

areas characterised by specific activities, which need to be promoted and made more easily identifiable. The actions suggested for the districts involve integrated implementation of projects for mobility, environment, commerce and culture



EX-GHETTO DISTRICT

This small area in the old city centre, characterized by the **presence of craftsmen and old workshops**, encourages the intention to combine urban quality, economic development, tourism promotion and territorial marketing.

Projects are currently being developed to recognise ways of accessing the area and protecting its spaces.

EX GHETTO: REGENERATION PROJECT

RIQUALIFICAZIONE SPAZI URBANI
PRINCIPALI PUNTI DI ACCESSO AL GHETTO

- 1 PIAZZA DI PORTA RAVEGNANA
- 2 PIAZZETTA SAN DONATO
- 3 PIAZZA SAN MARTINO

redevelopment of the most recognizable access points:

1. first part of via Zamboni (between Porta Ravegnana and via Canonica)
2. Piazzetta San Donato
3. Piazza San Martino



Laboratory as a tool for sharing ideas



PROMOTION



Ghetto
è Bologna

In the Ghetto district are also in course projects to recognise its identity and ways of accessing the area (wayfinding), in synergy with the **Bologna City Branding project**.

PROMOTION

The National Urban Institute of Emilia-Romagna, in collaboration with Bologna City Council and Urban Center Bologna, promoted the “Di nuovo in centro call for ideas”, to find and bring out innovative solutions aimed at improving the public space in the old city centre of Bologna. The initiative gathered a total of 30 design concepts.

DI NUOVO IN CENTRO
PER UNA NUOVA PEDONALITÀ DEL CENTRO DELLA CITTÀ

CALL FOR IDEAS

come è nata
questa call for ideas è nata in occasione della Biennale dello Spazio Pubblico 2013, con la volontà di proporre soluzioni innovative volte al miglioramento dello spazio pubblico

dove
nel centro storico di Bologna all'interno della "Zona ad alta pedonalità" in coerenza con il Piano della pedonalità promosso dall'Amministrazione nel dicembre 2011 ed ora in corso di attuazione

obiettivi

- miglioramento della qualità dell'abitare, che a livello urbano trova nella qualità dello spazio pubblico un importante momento di sintesi
- rigenerazione degli spazi pubblici nel centro storico, per renderli più corrispondenti alle esigenze della vita quotidiana, nel rispetto del loro valore architettonico e testimoniale
- coinvolgimento abitanti ed operatori economici

temi

- 1 microinterventi di riqualificazione di uno spazio pubblico (piazze, strade, portici) che possano favorire la continuità dei percorsi pedonali e l'accessibilità a molteplici usi nell'arco della giornata/settimana da parte di molteplici utenti
- 2 allestimenti temporanei per usi aggregativi (cultura, mercato, svago) che possano favorire la vitalità dello spazio pubblico garantendo qualità formale e flessibilità
- 3 servizi igienici accessibili al pubblico, in strutture sistemate all'interno di spazi pubblici

categorie

- A architetti e ingegneri iscritti ai rispettivi Albi professionali
- B altri progettisti (studenti, designer, funzionari di pubbliche amministrazioni e specialisti di altre discipline o professioni interessate alla qualità urbana)

www.inu.it/emilia-romagna
Sezione EMILIA ROMAGNA
Via Castiglione, 41 - 40124 BOLOGNA
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tel/fax: 051-223386

L'Istituto Nazionale di Urbanistica è un ente di diritto pubblico "di alta cultura e di coordinamento tecnico giuridicamente riconosciuto"
Scopi statutari
- promuovere e coordinare gli studi di urbanistica e edilizia
- diffondere e valorizzare i principi della pianificazione territoriale ed urbanistica
- favorire l'applicazione

INU
Emilia-Romagna

in collaborazione con

COMUNE DI BOLOGNA

urban center bologna

“BOLOGNA L'UMANA” PROJECT : a graphic syntesis



U

ZONA UNIVERSITA'



G

ZONA GHETTO



M

ZONA MANIFATTURA DELLE ARTI



P

ZONA PRATELLO



Q

ZONA QUADRILATERO

AREA G

EX GHETTO = quality craftsmanship



The area suggests a hand



ZONA **G**HETTO



Seat hand-shaped in Porta Ravegnana

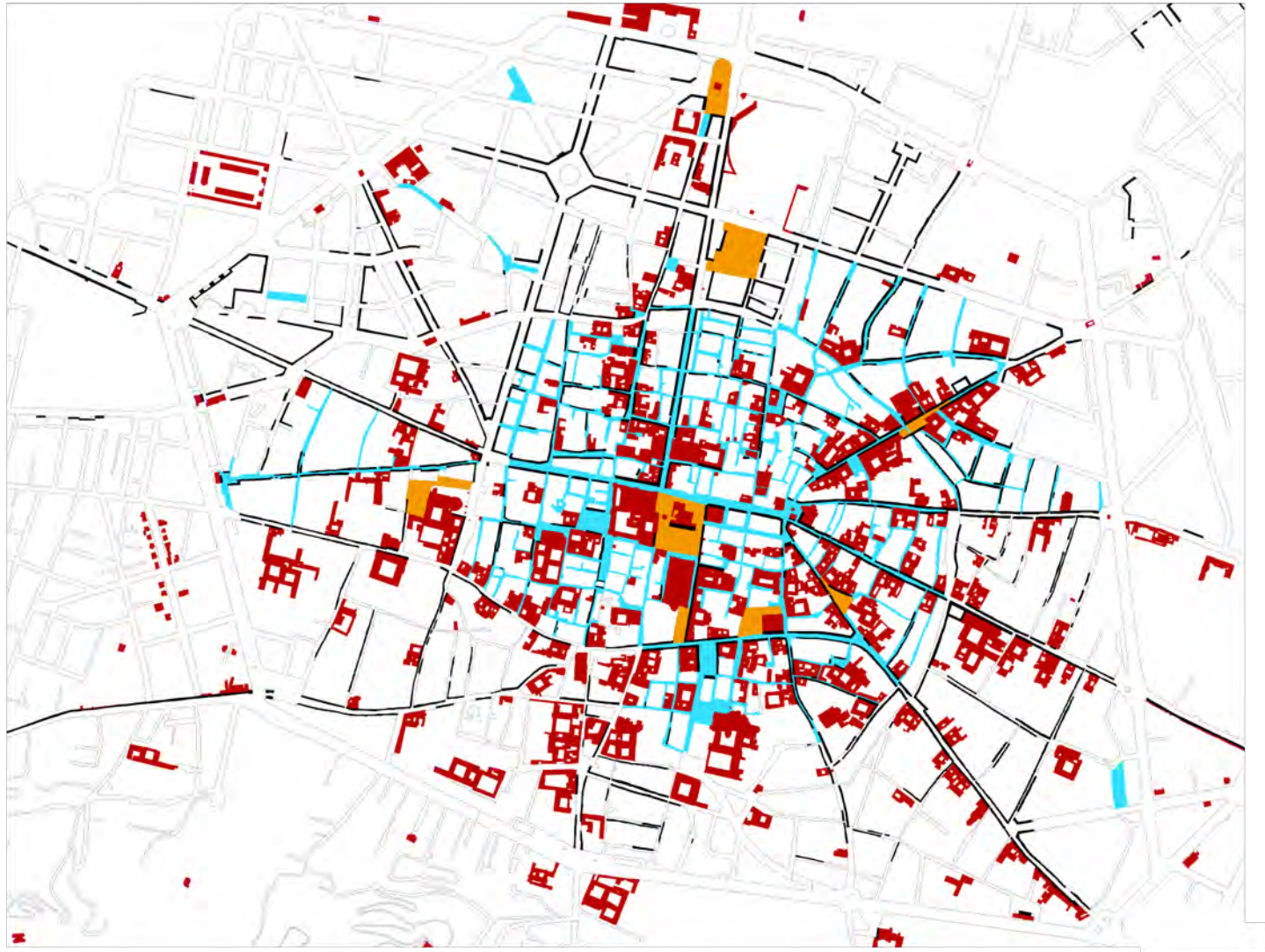
Dehors, markets, and events

Characteristic concentration in the historical centre:

- **traditional markets** occasionally occupying streets and squares
- **outdoor areas (dehors)** on public land used by bars and restaurants
- **temporary events and exhibitions** taken in the city's squares, parks and gardens

Three actions, have been taken:

- the redevelopment of the historic market of the Antica Fiera di Santa Lucia (an event that is part of Bologna's long history and which is held annually under the Portico dei Servi at Christmas time)
- new indications for installing outdoor areas and for managing squares
- rules for temporary use of squares and city parks.



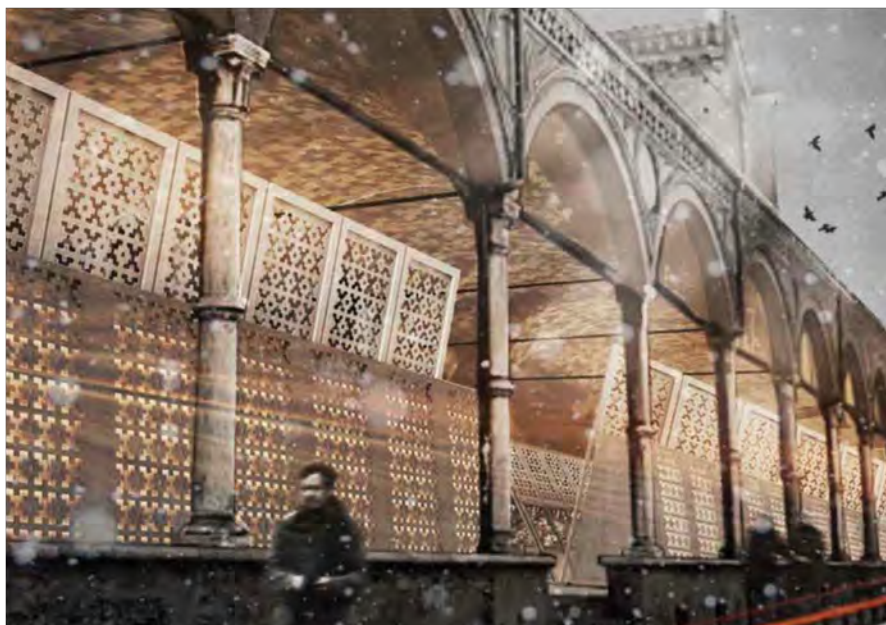
.2

Regolamento dehors: riferimenti territoriali per l'applicazione delle norme di carattere tecnico ed estetico

Rules for commercial outdoor areas: territorial reference for technical and aesthetic regulations

| 46

- portici
- edifici di interesse storico-architettonico
- piazze ed aree pedonali e ad alta pedonalità
- piazze di particolare importanza cittadina



Mercato di Mezzo: Rendering del nuovo Mercato di Mezzo di Coop Adriatica, studio Engram (2012). Progetto di riqualificazione a cura dello studio Scagliarini
[Rendering of the Mercato di Mezzo project](#)

Progetto vincitore del concorso per la riqualificazione dell'Antica Fiera di Santa Lucia, realizzato da Bianchi Veneto Architetti
[Winning project of the competition for The Santa Lucia Christmas Fair](#)

Separate waste collection system and hygiene

In 2012 review of the separate waste collection system in the historical centre:

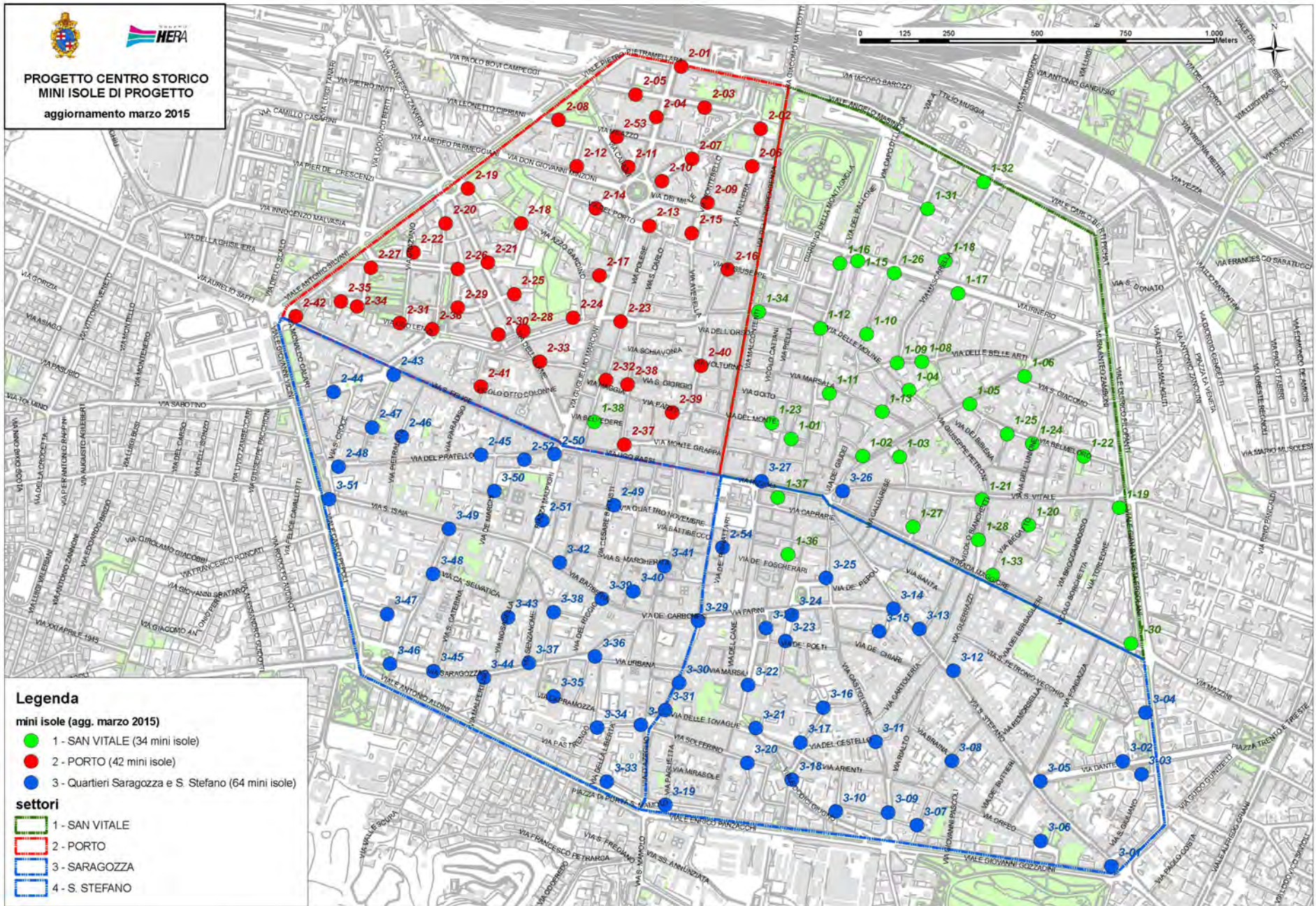
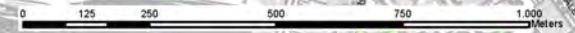
for paper, cardboard and plastic curbside collection is foreseen, whereas **for organic waste and for glass 140 special underground areas** will be provided.

DOMUS A-UREA Project (the idea awarded at second Biennial Public Space)

The project analyses despicable behaviours looking for answers that allow social coexistence : **a new generation of public toilet for men and women** which is funded by a private specific capital.



**PROGETTO CENTRO STORICO
MINI ISOLE DI PROGETTO**
aggiornamento marzo 2015



Legenda

mini isole (agg. marzo 2015)

- 1 - SAN VITALE (34 mini isole)
- 2 - PORTO (42 mini isole)
- 3 - Quartieri Saragozza e S. Stefano (64 mini isole)

settori

- 1 - SAN VITALE
- 2 - PORTO
- 3 - SARAGOZZA
- 4 - S. STEFANO

17_VIA DEL BORGO SAN PIETRO (via delle Moline)







DOMUS **UREA** > RENDER > **UOMINI** / VIA DEL GUAСТО



Domus aUrea
è Bologna



DOMUS \leftarrow **UREA** > RENDER > **DONNE** / LARGO RESPIGHI



Not without conflict

The proposed redevelopment of Piazza San Francesco-Malpighi and Piazza Aldrovandi, two very important squares in the historical centre, have revealed the **polarization of interests and visions**.

The **laboratories of participation**, conducted with different tools, have **not avoided the conflict**.

The Administration has been placed in front of a dilemma: to accept the partiality of the agreement proceeding indeed, or to block the realization of what has already been financed. Through **a long work of redesign** it succeeded in finding a solution.

Subsidiarity

In 2011, while planning rules for private interventions in public space, an experimentation began on **how to involve subsidiarity in realising works and managing them.**

Labsus is a recent project to develop shared management of “common goods” helping citizens (associations) to take care of public spaces with simple and useful rules.

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An example of subsidiarity

