

# **“The recovery of the old City”**

**Bologna: Historical Centre and Historical City**

*Patrizia Gabellini*

Malaga, april 16, 2015

# About Bologna



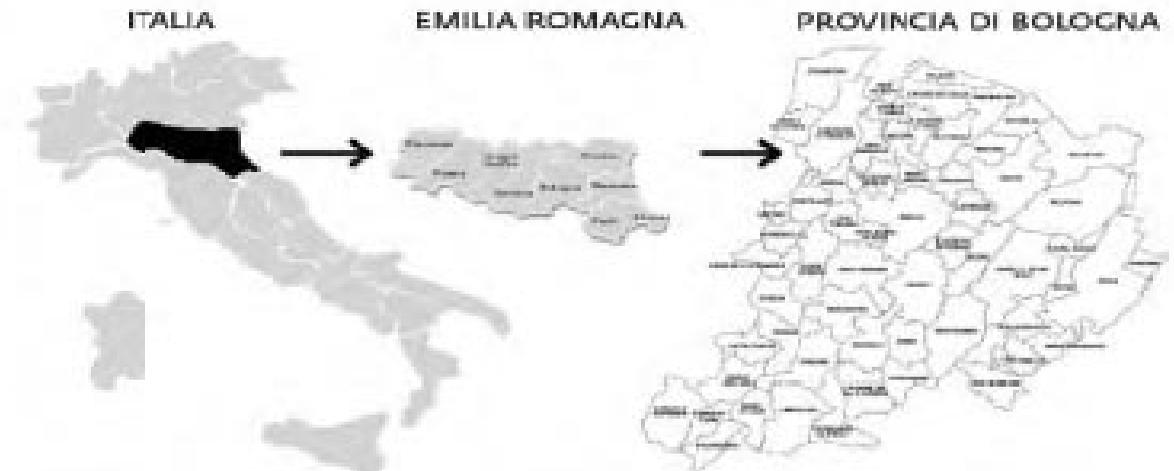
FROM NATIONAL  
TO  
LOCAL LEVEL

REGION  
EMILIA ROMAGNA

PROVINCE  
BOLOGNA

MUNICIPALITIES  
60

PROVINCIA DI BOLOGNA IS COMPOSED BY 60 MUNICIPALITIES



➤ **Capital of Emilia-Romagna Region**

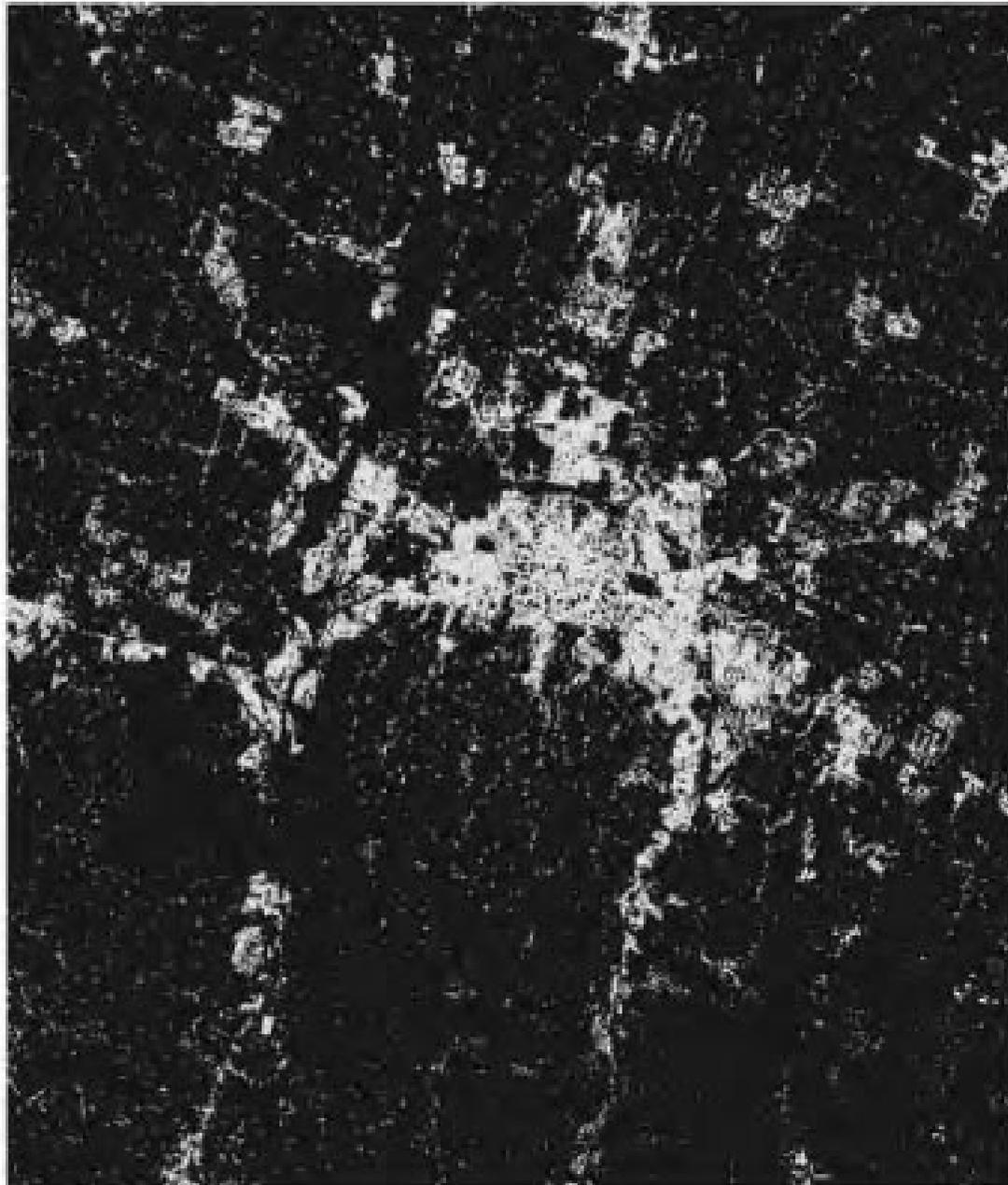
➤ **Population: 386.300 inhabitants**  
*(1.000.000 in metropolitan area)*

➤ **Land area: 140,846 Km<sup>2</sup>**

➤ **Crucial railway and motorway junction**

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

➤ **Historical University: almost 100.000 students**



### La citta' 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).

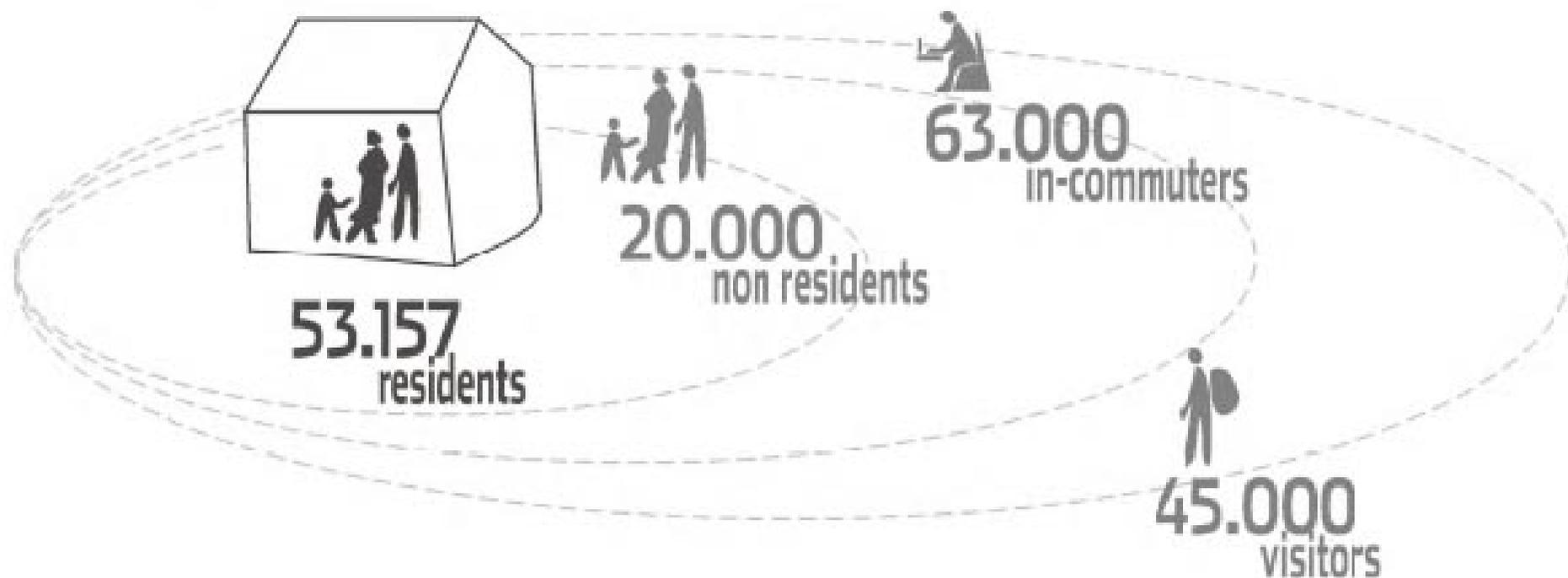
The resident population of the **historical centre** had a drastic reduction from **1951 to 1991** (down from **113.000 to 56.000 inhabitants**). Then it stabilised, but with a greater turnover.



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.

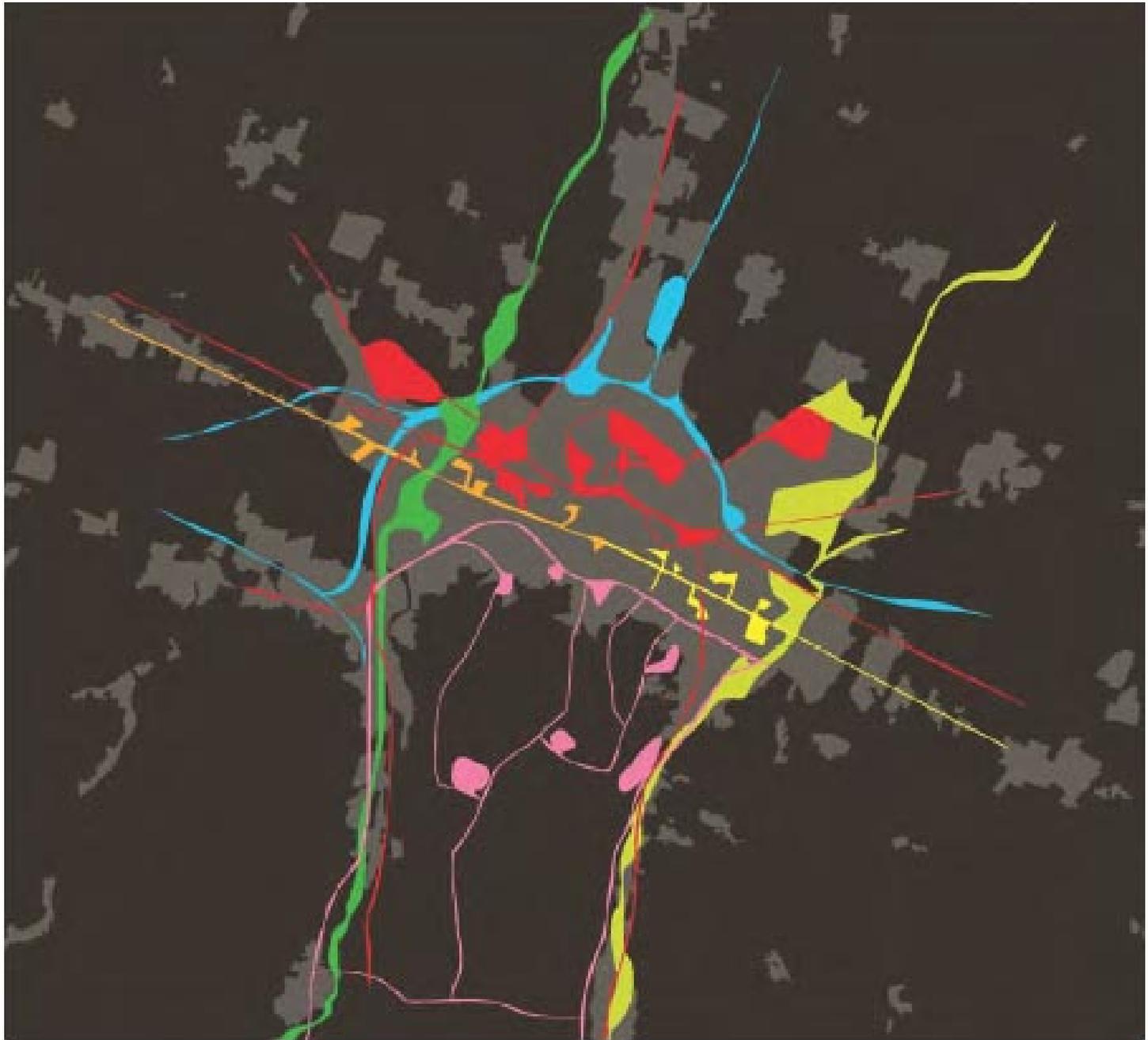
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## A new vision: the seven cities and the historical city

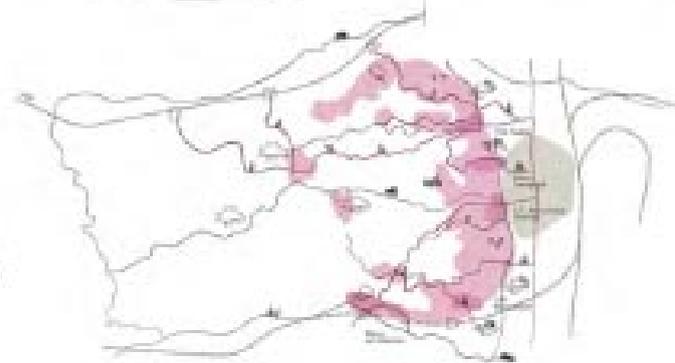
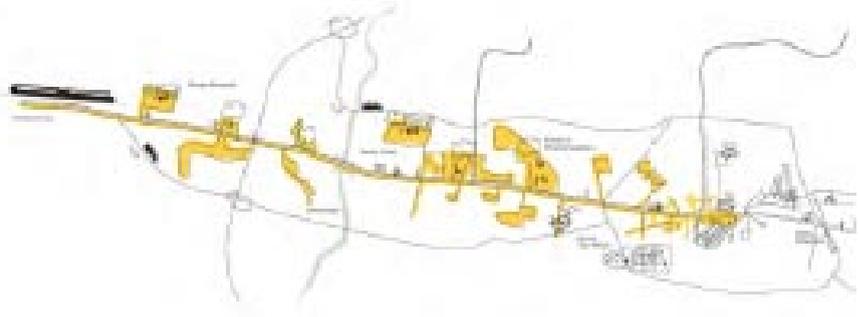
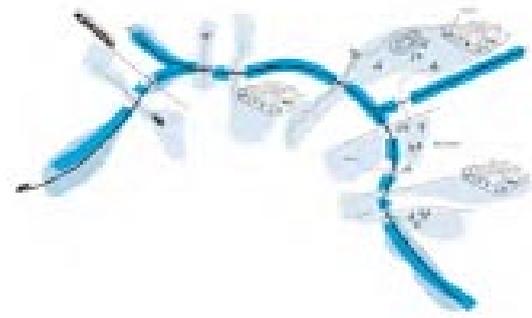
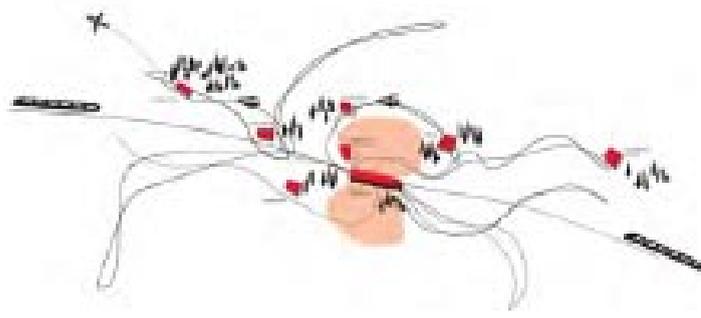
The new plan **re-discussed the city's development prospects**, looking beyond the framework previously defined, for the whole city and the historical centre too.

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





## 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

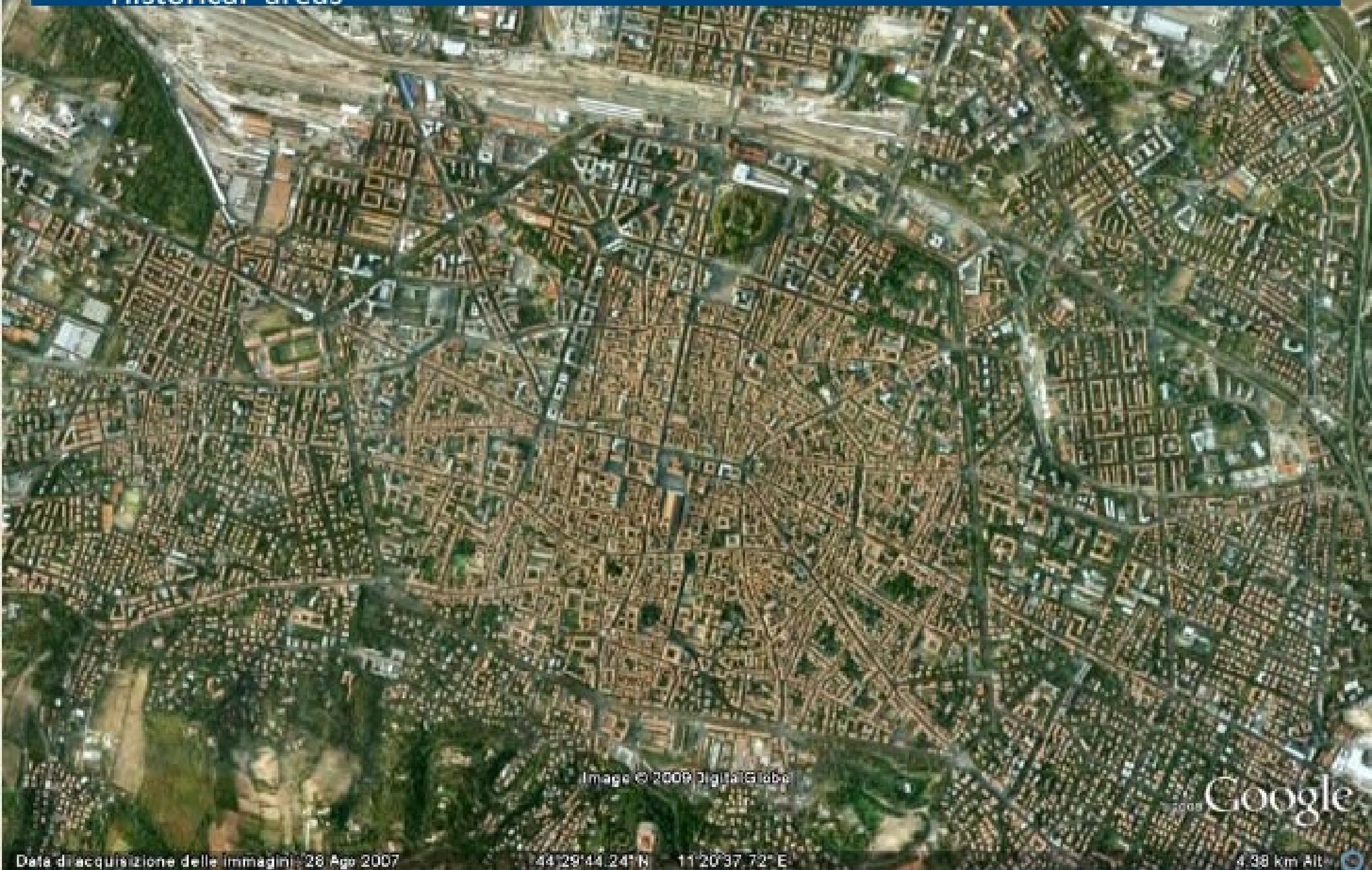


Image © 2009 DigitalGlobe

Google

Data di acquisizione delle immagini: 28 Ago 2007

44°29'44.24"N 11°20'37.72"E

4.38 km Alt

# Historical core



Image © 2009 DigitalGlobe

2009 Google

Data di acquisizione delle immagini: 28 Ago 2007

44°29'40.60" N 11°20'38.89" E

351 m Alt

Ancient nucleus



# Garden suburbs



# 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.

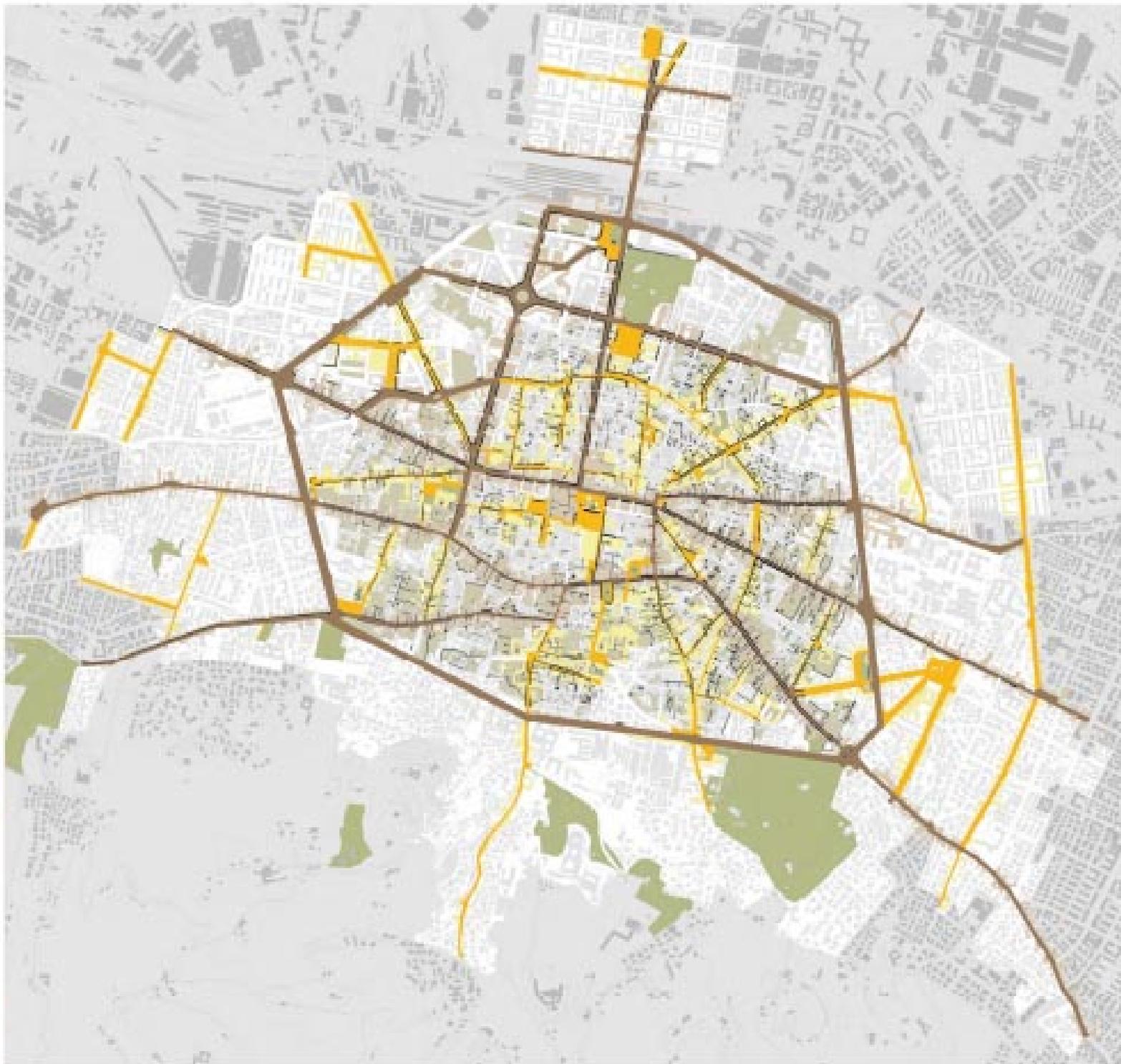
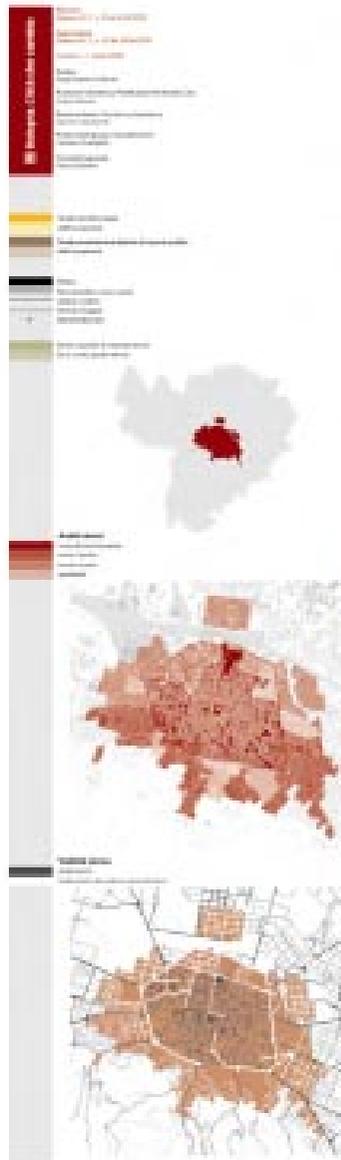
**REGOLAMENTO  
URBANISTICO  
EDILIZIO**

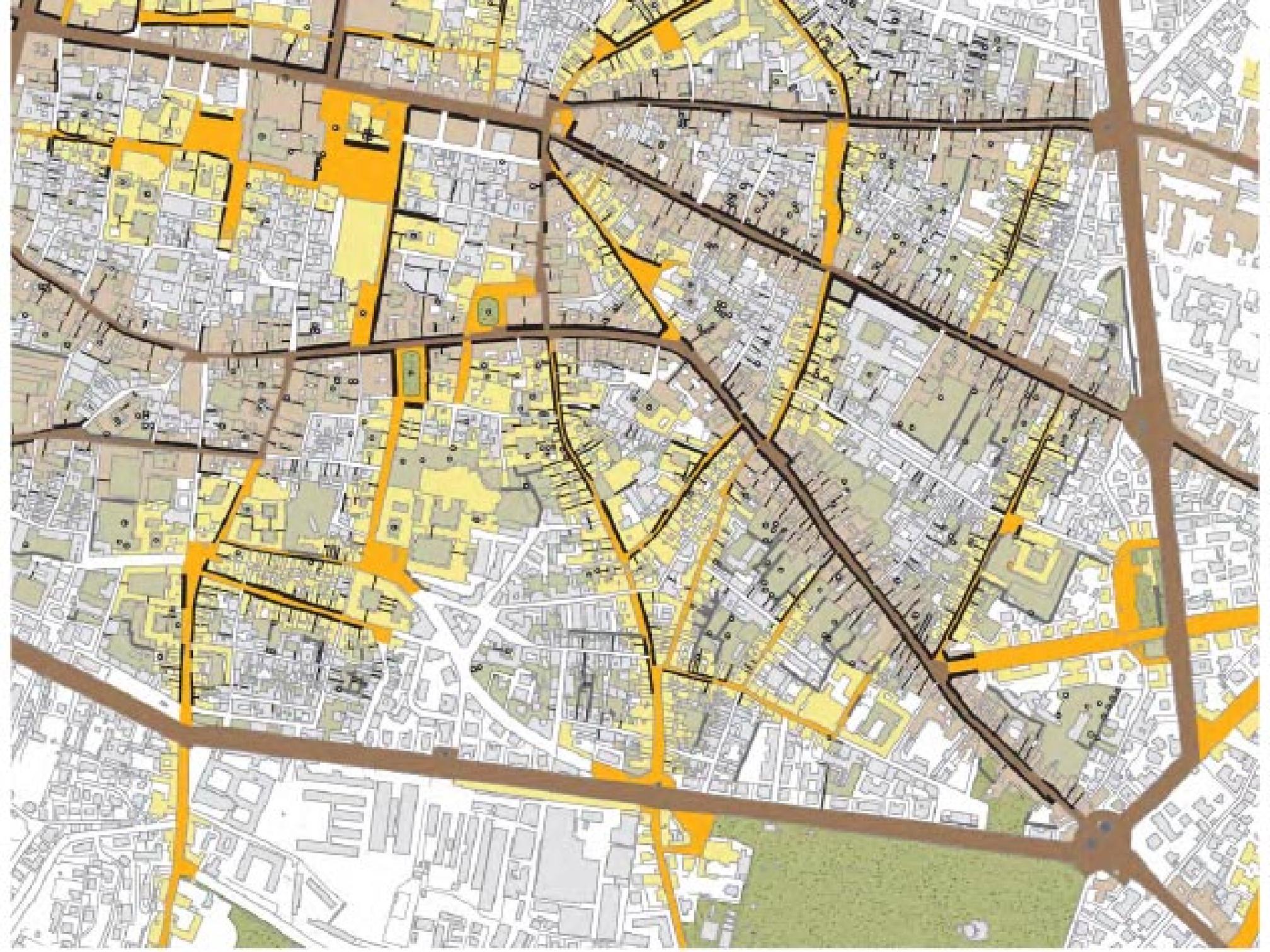


## The space in-between

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.





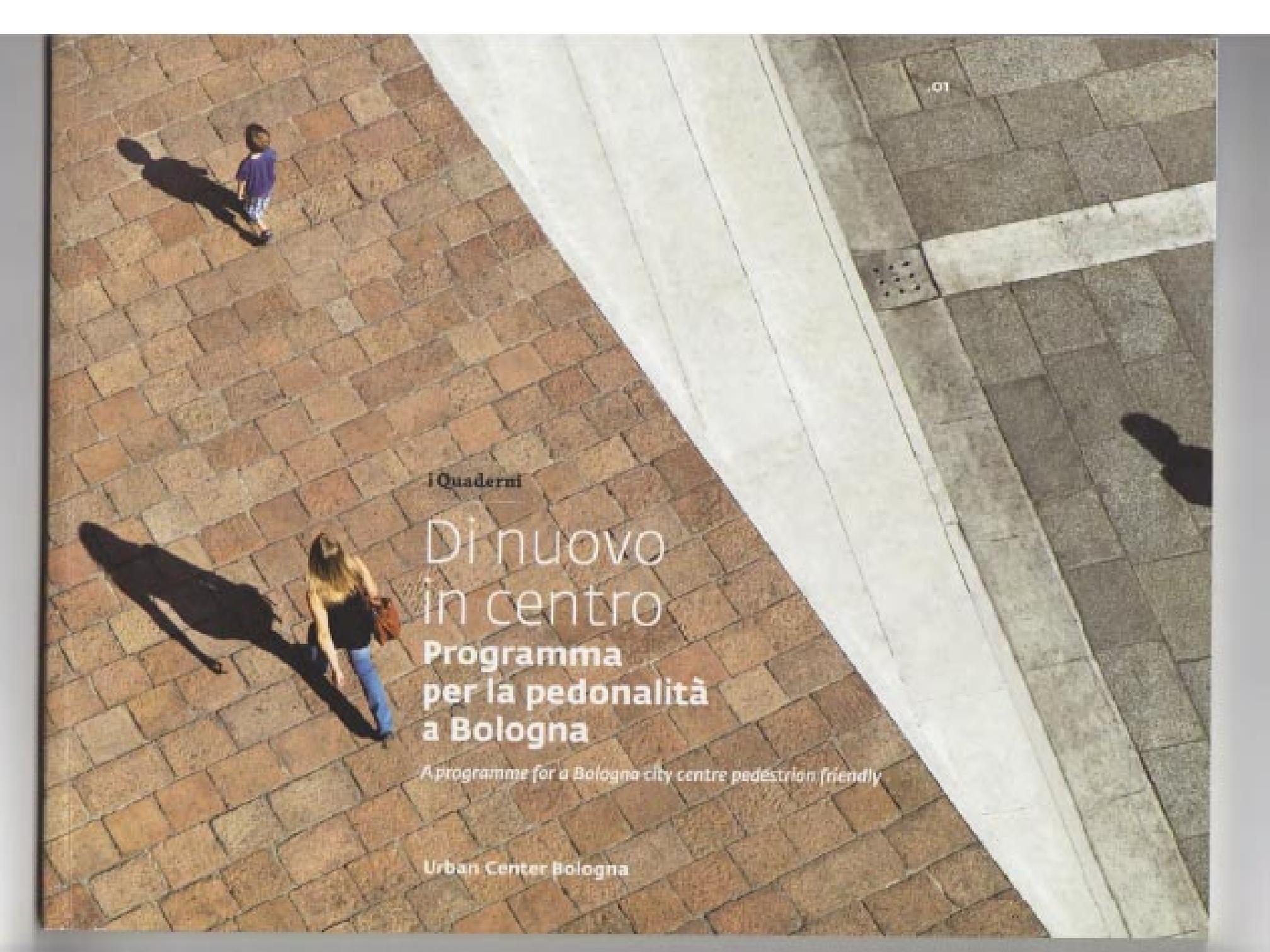
## The crisis of the historical centre

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**.

An aerial photograph of a paved plaza. A large, white, fluted column stands on the right side. The ground is paved with reddish-brown bricks in a grid pattern. Two people are walking: one in a purple shirt and white shorts in the upper left, and another in a black top and blue jeans in the lower left. Long shadows are cast across the bricks. A white curb and a drainage grate are visible near the base of the column.

I Quaderni

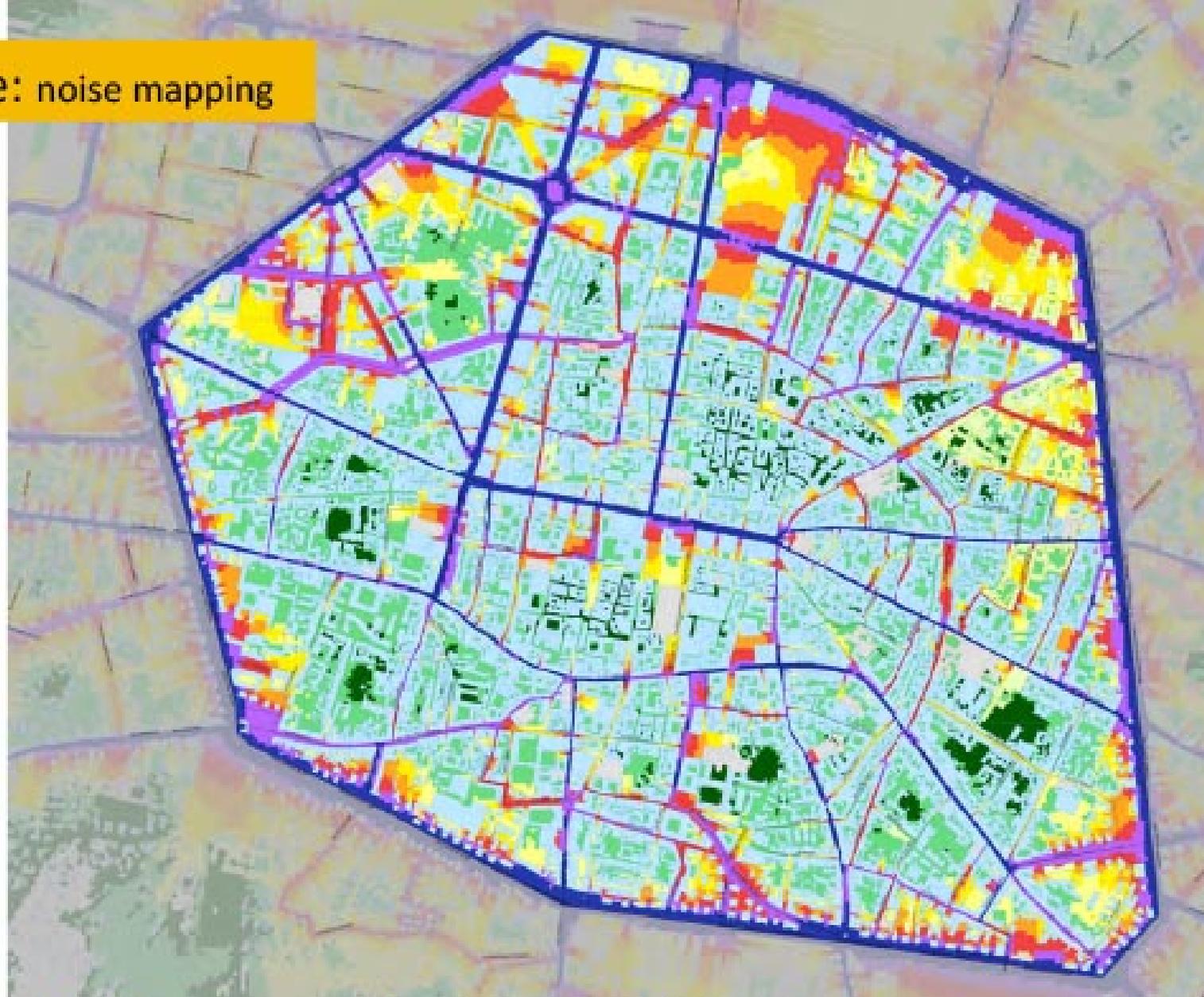
Di nuovo  
in centro  
**Programma  
per la pedonalità  
a Bologna**

*A programme for a Bologna city centre pedestrian friendly*

Urban Center Bologna

## Ecological disease: noise mapping

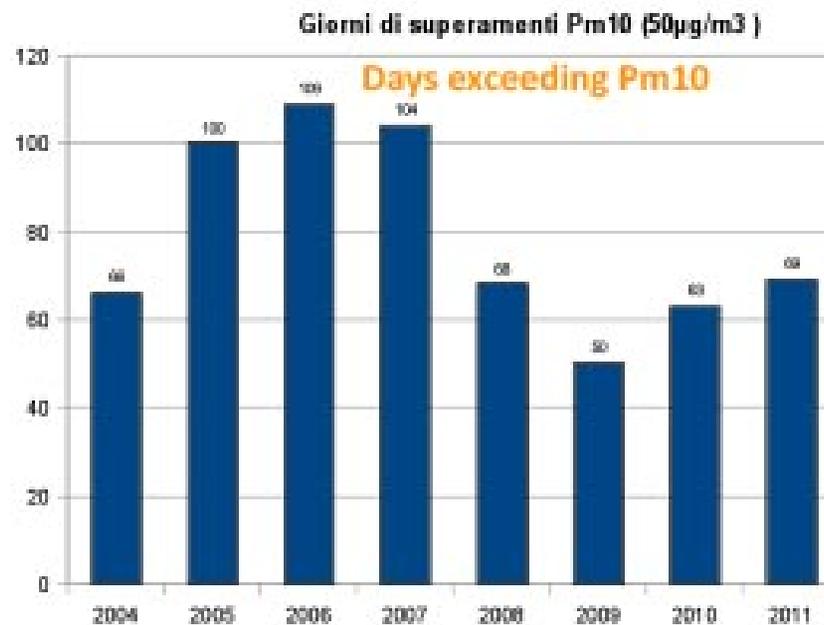
Livelli di rumore in dB(A)	Popolazione esposta
< 40	
40 - 45	17.746
45 - 50	
50 - 55	
55 - 60	4.003
60 - 65	4.549
65 - 70	9.506
70 - 75	13.144
>75	2.743



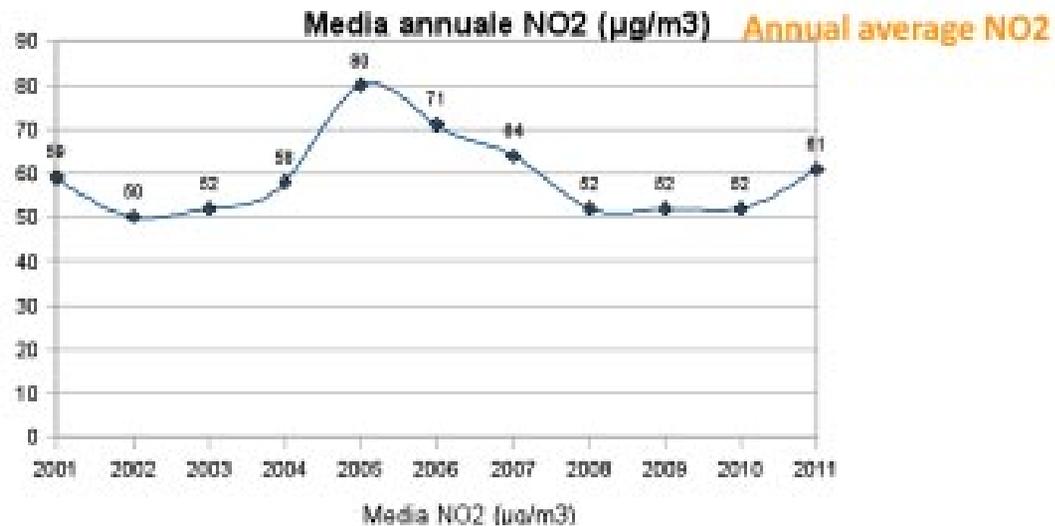
*Half of the resident population is exposed to emissions over 65 decibels*

*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 filoviarie in centro.  
 Linee tratteggiate: rete filoviarie di progetto.  
 Linee continue: rete filoviarie esistenti.  
 Trams/buses in the city center. Dashed line: project of new tram/bus lines.  
 Continuous line: existing tram/bus lines.

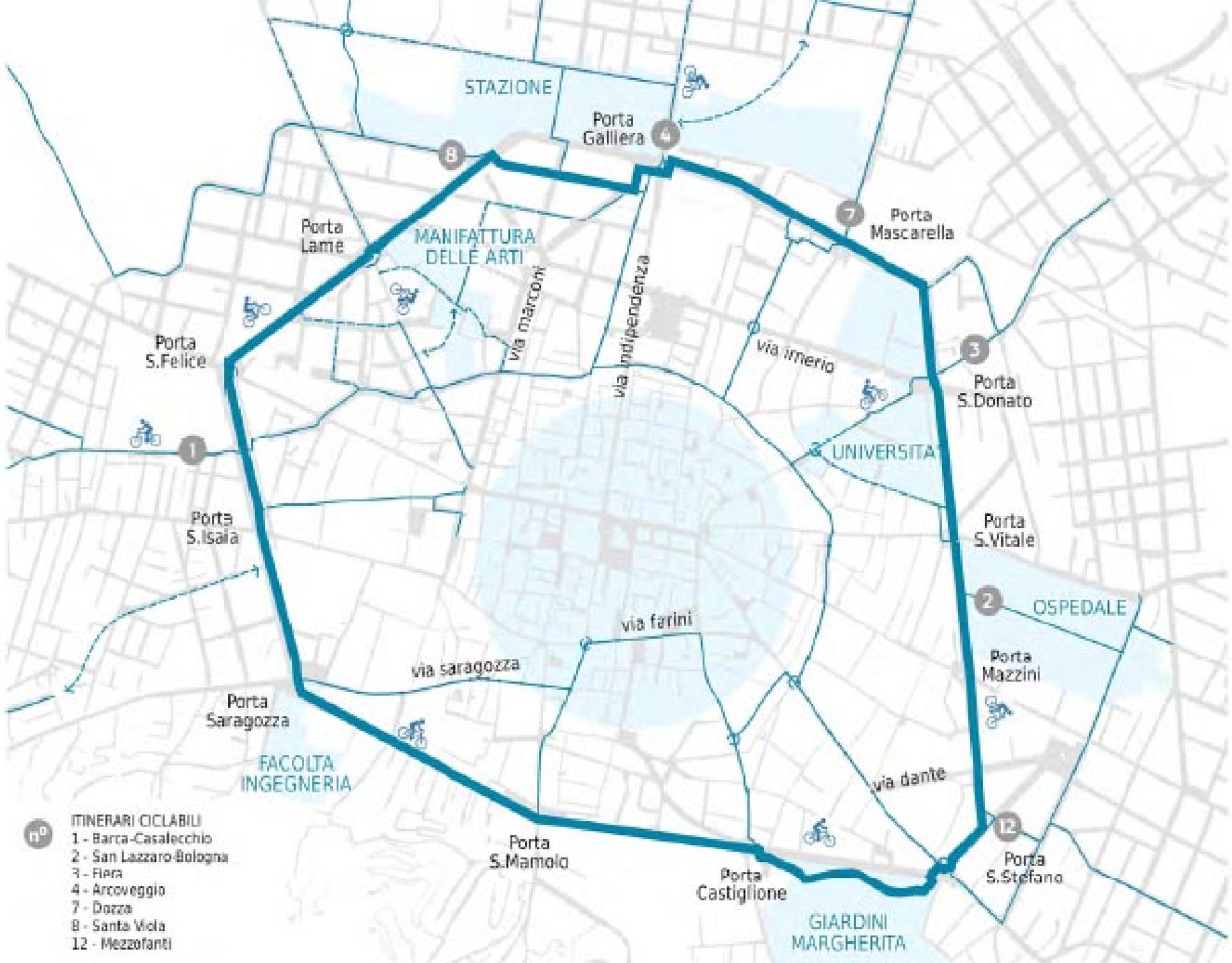


Mappa sistema integrato filoviarizzazione  
 e Servizio Ferroviario Metropolitano  
 Integrated map of tram/bus system and  
 Metropolitan Rail Service

Schema tipologia di bus che passano  
 sotto le due torri  
 Grigio: bus Atteall. Azurro: bus ecologici  
 (a metano o elettrici).  
 Bus under the two Towers.  
 Grey: normal buses.  
 Blue: ecofriendly (bimodal) buses.







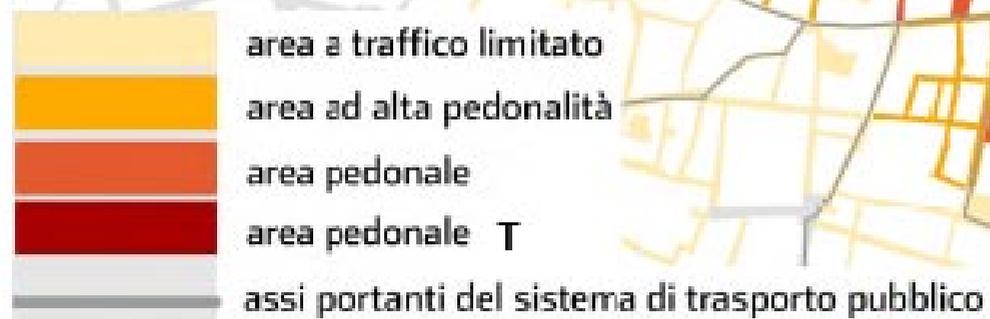
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**ITINERARI CICLABILI**

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

# Accessibility rules

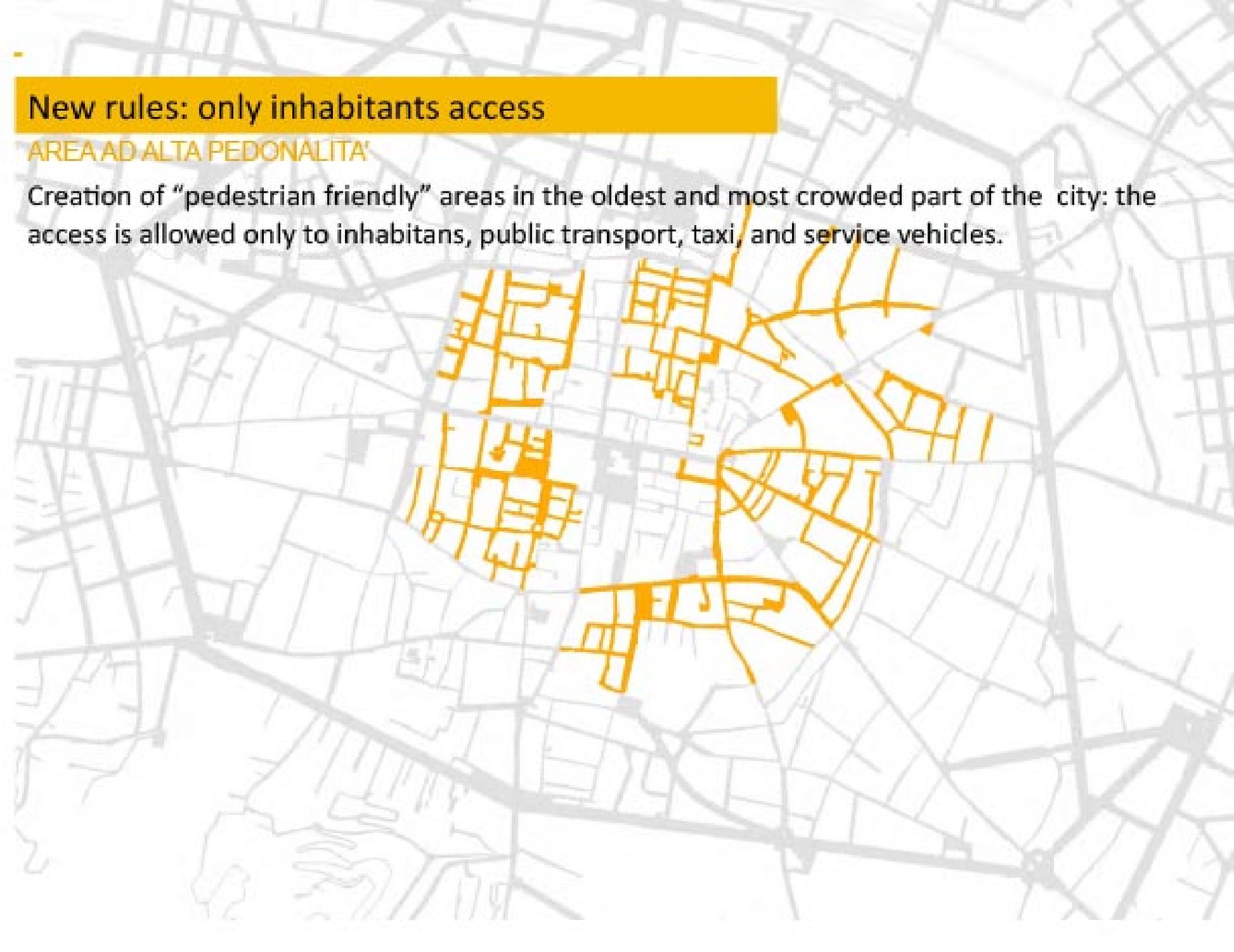
NUOVA DISCIPLINA D'USO DELLE STRADE



## New rules: only inhabitants access

### AREA AD ALTA PEDONALITA'

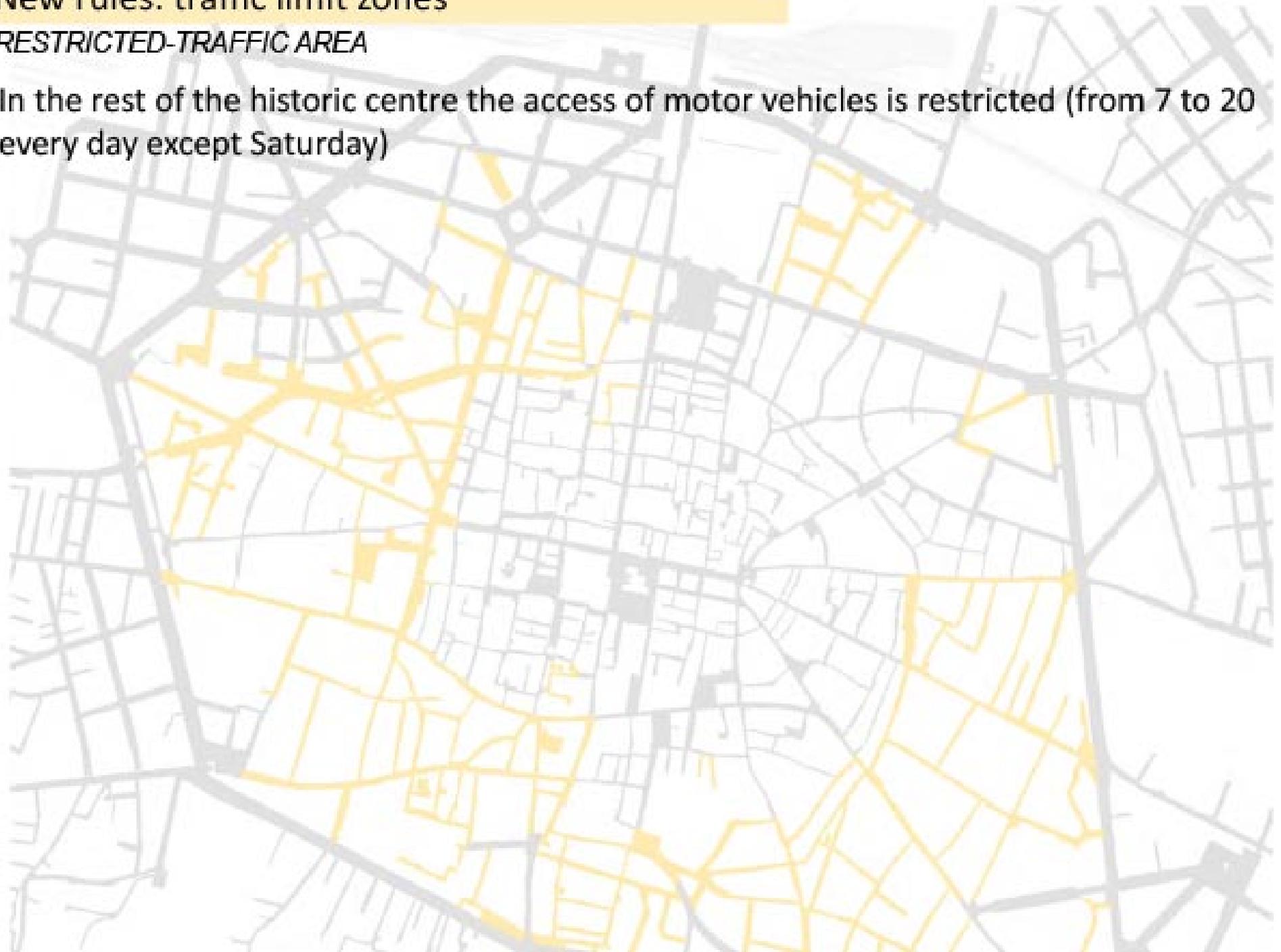
Creation of “pedestrian friendly” areas in the oldest and most crowded part of the city: the access is allowed only to inhabitants, public transport, taxi, and service vehicles.



## New rules: traffic limit zones

### *RESTRICTED-TRAFFIC AREA*

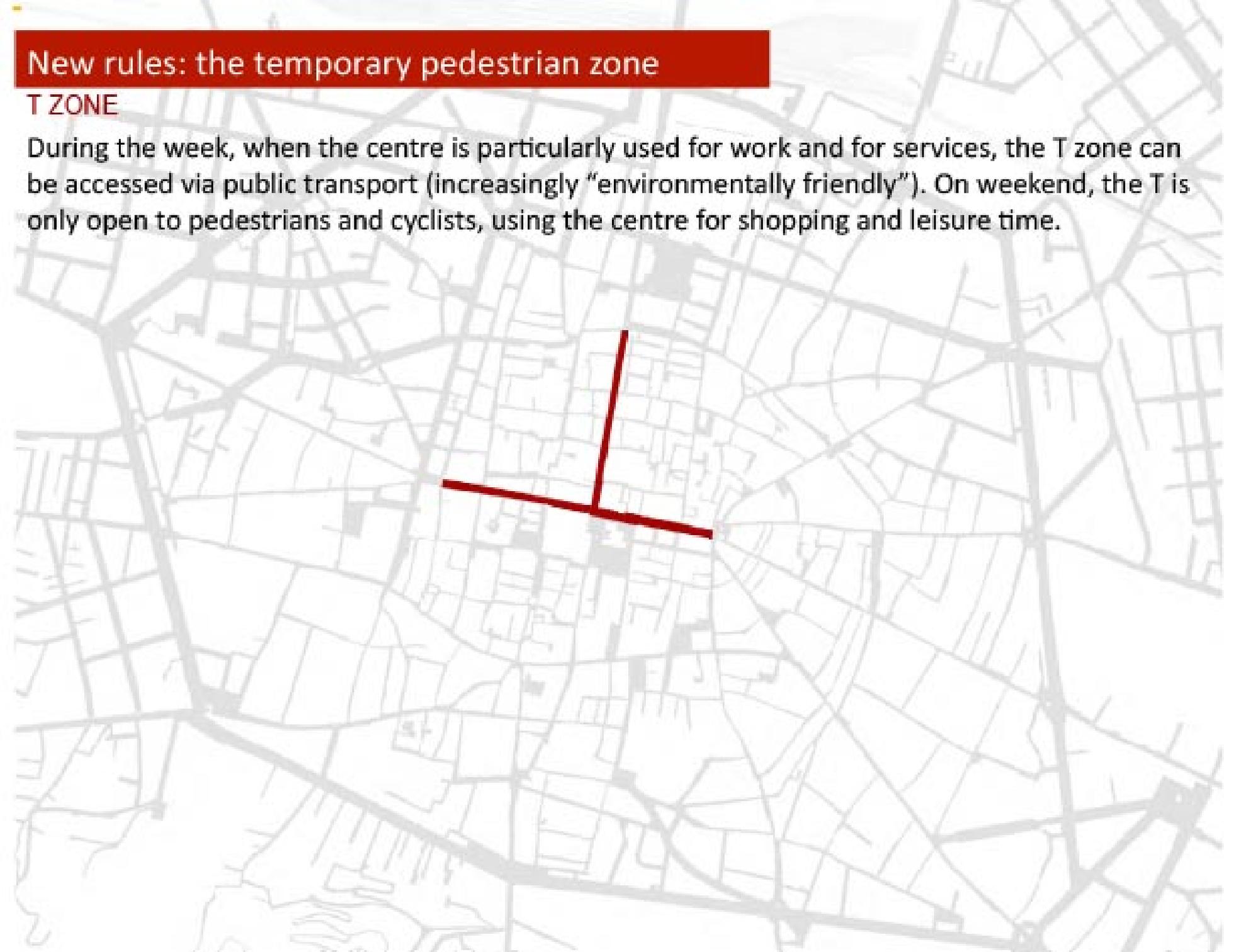
In the rest of the historic centre the access of motor vehicles is restricted (from 7 to 20 every day except Saturday)



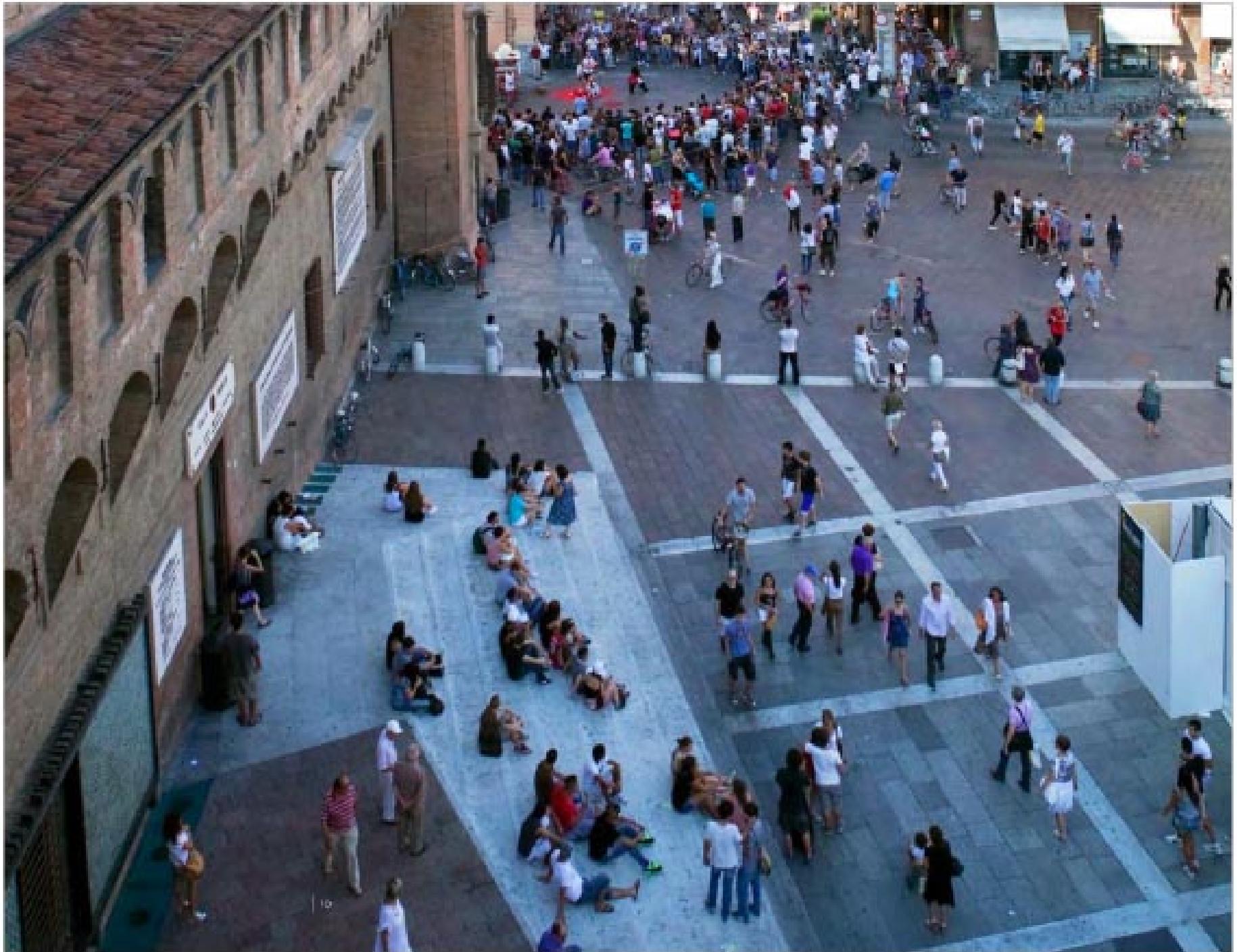
## New rules: the temporary pedestrian zone

### 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.



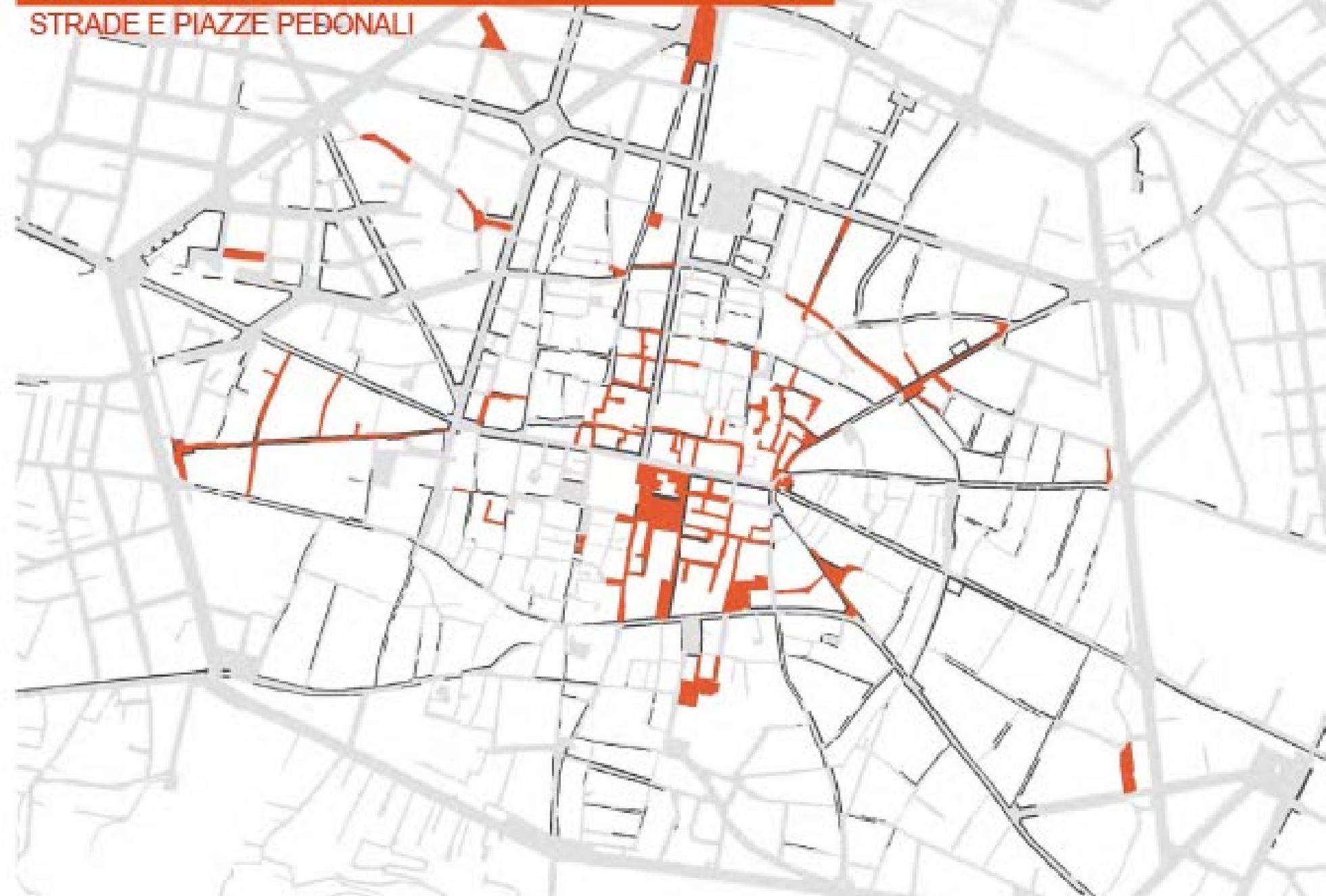




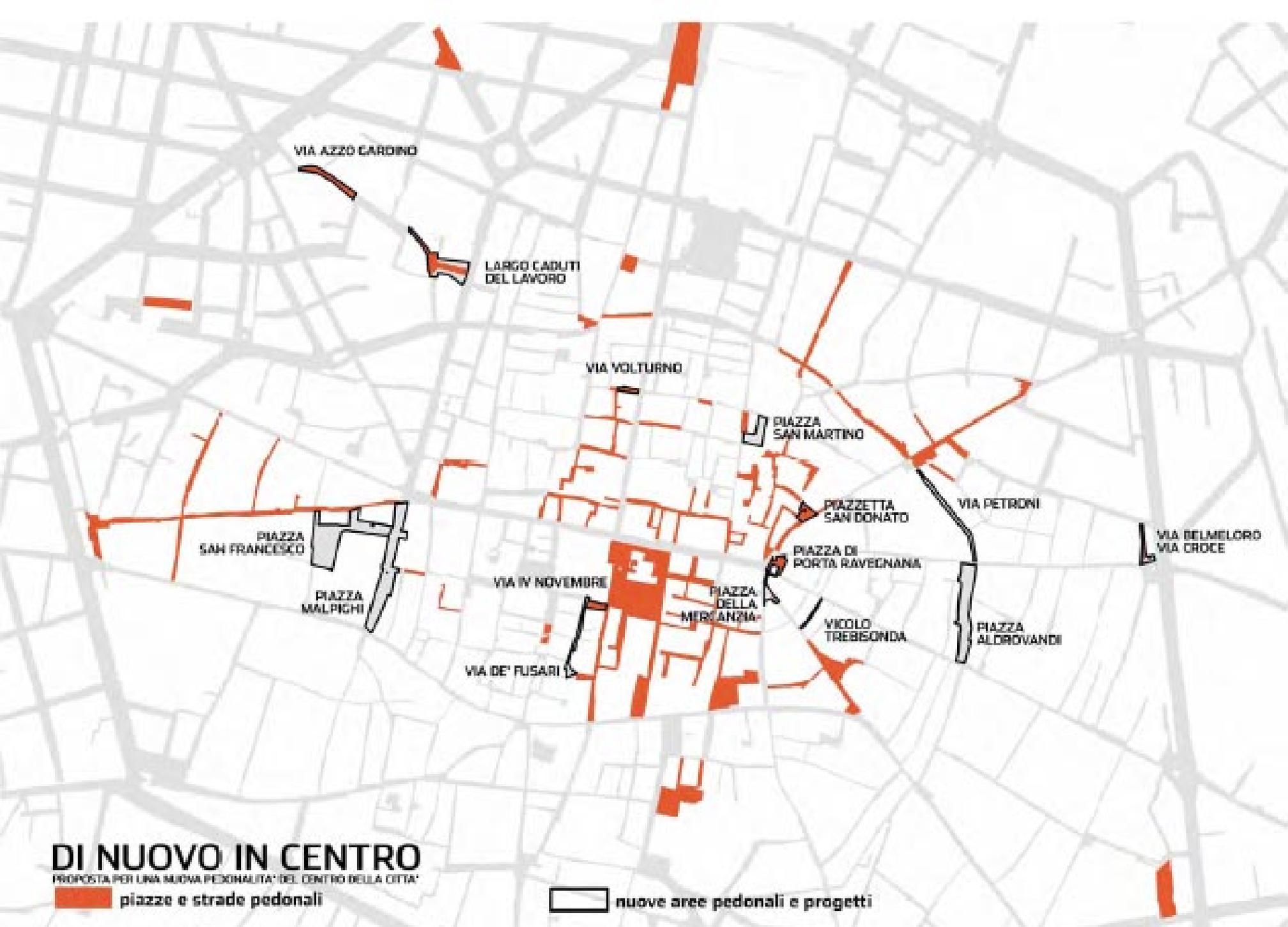


## New rules: pedestrian zones

STRADE E PIAZZE PEDONALI



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



VIA AZZO CARDINO

LARGO CADUTI DEL LAVORO

VIA VOLTURNO

PIAZZA SAN MARTINO

PIAZZETTA SAN DONATO

VIA PETRONI

VIA BELMELORO  
VIA CROCE

PIAZZA SAN FRANCESCO

PIAZZA MALPIGHI

VIA IV NOVEMBRE

PIAZZA DELLA  
MERCANZIA

PIAZZA DI PORTA RAVEGNANA

VICOLO TREBESONDA

PIAZZA ALDROVANDI

VIA DE' RUSARI

# DI NUOVO IN CENTRO

PROPOSTA PER UNA NUOVA PEDONALITÀ DEL CENTRO DELLA CITTÀ

 piazze e strade pedonali

 nuove aree pedonali e progetti





Piazza Minghetti



36  
**Piazza San Domenico**

Piazza San Domenico



## Courtyard of Palazzo d'Accursio



Piazza Verdi





## 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 le piazze, tra cui, ad esempio per piazza Malpighi, una riorganizzazione della mobilità (dei flussi, degli attraversamenti pedonali, ecc.) che presenti 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.

È 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.

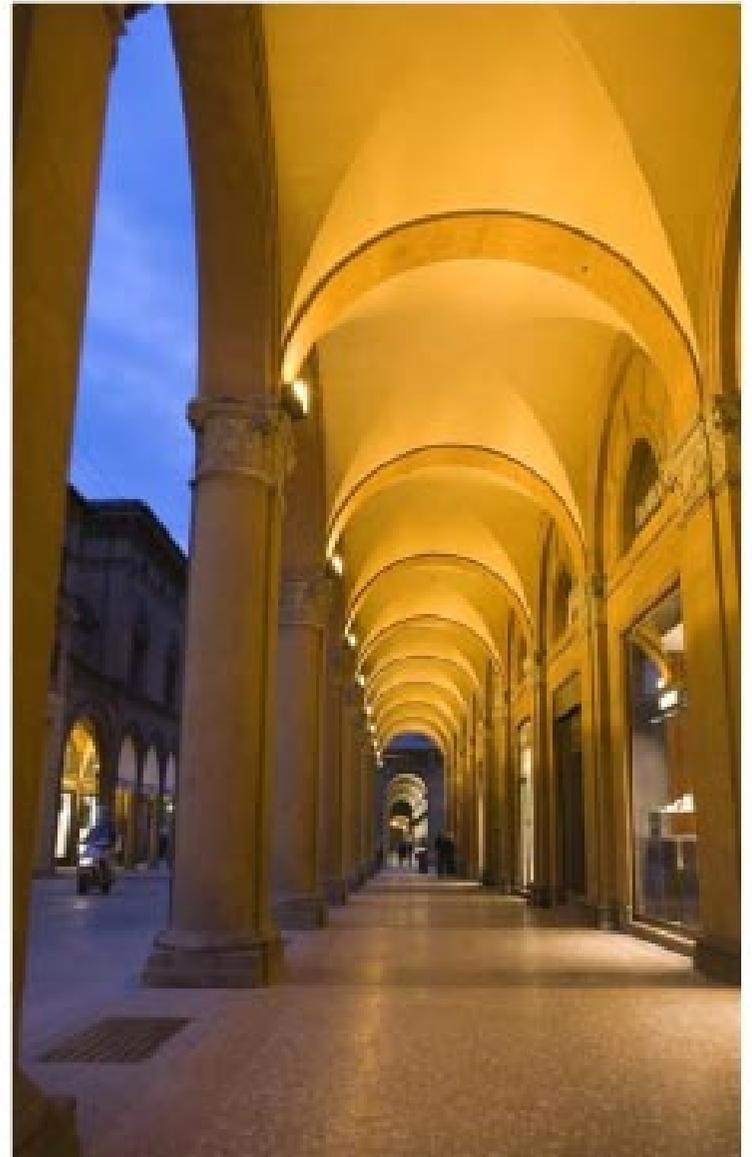
## Candidature of the porticoes of Bologna in UNESCO world heritage site

**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/Bassi/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





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**.

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.



## CALL FOR IDEAS

### come è nata

questa call for ideas è nata in occasione della Biennale dello Spazio Pubblico 2012, 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 rispondenti alle esigenze della vita quotidiana, nel rispetto del loro valore architettonico e testimoniale
- coinvolgimento abitanti ed operatori economici

### temi

- 1. **nuovi interventi di riqualificazione di uno spazio pubblico**  
progetti, studi, 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 funzionale
- 3. **servizi igienici**  
accessibili al pubblico, in strutture esistenti all'interno di spazi pubblici

### categorie

- **Architetti e Ingegneri**  
iscritti al registro alla professione
- **altri progettisti**  
studenti, designers, funzionari di pubbliche amministrazioni, e specialisti di altre discipline concorrenti a migliorare la qualità urbana

**INU**  
Emilia-Romagna

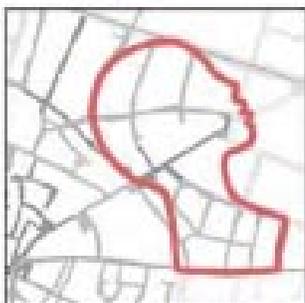
Distretto Nazionale di Urbanistica è un ente di diritto pubblico "di alta cultura ed alta professionalità tecnico-progettuale".

Scopi istituzionali

- promuovere e coordinare gli studi di urbanistica e di alta diffusione e valorizzazione i principi della pianificazione territoriale urbanistica
- favorire l'applicazione

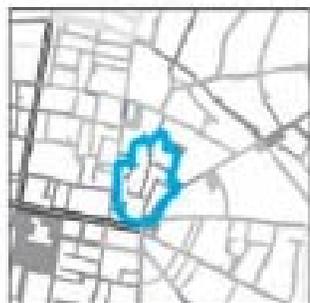
area INU Emilia-Romagna  
Sede INU Emilia-Romagna  
Via Castiglione, 41 - 40124 BOLOGNA  
email: info@inuemilioromagna.it  
tel: 051.231386

# “BOLOGNA L'UMANA” PROJECT : a graphic syntesis



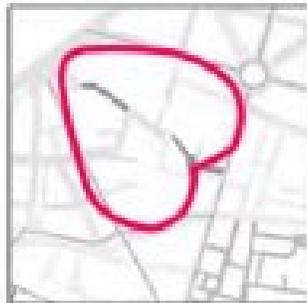
**U**

ZONA UNIVERSITA'



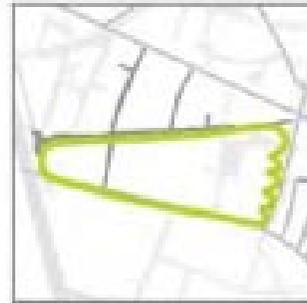
**G**

ZONA GHETTO



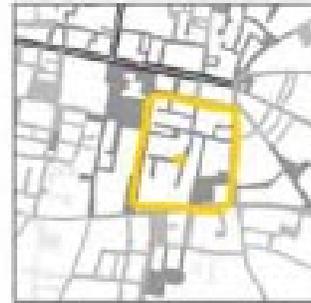
**M**

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

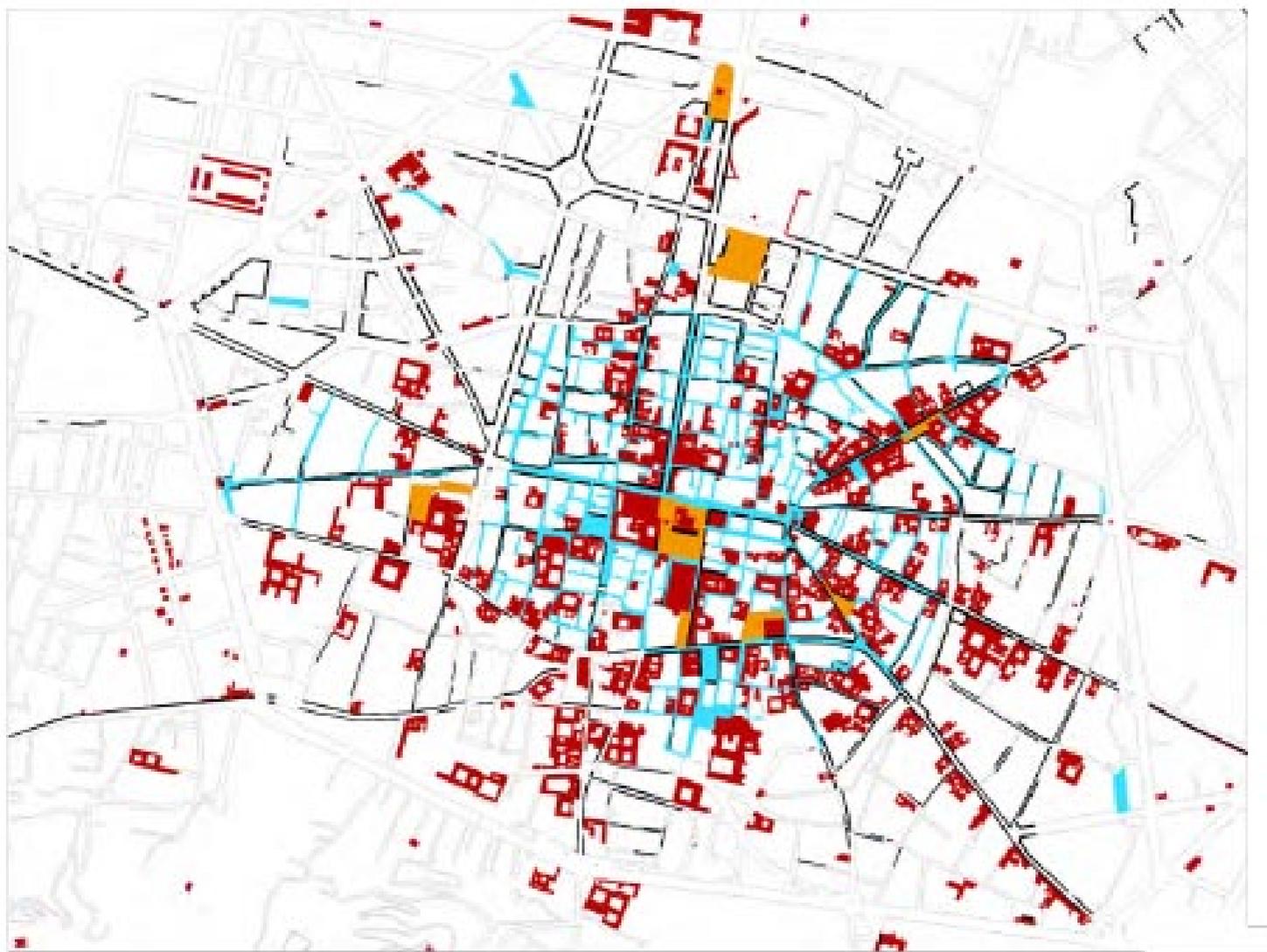
## Dehors, markets, and events

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

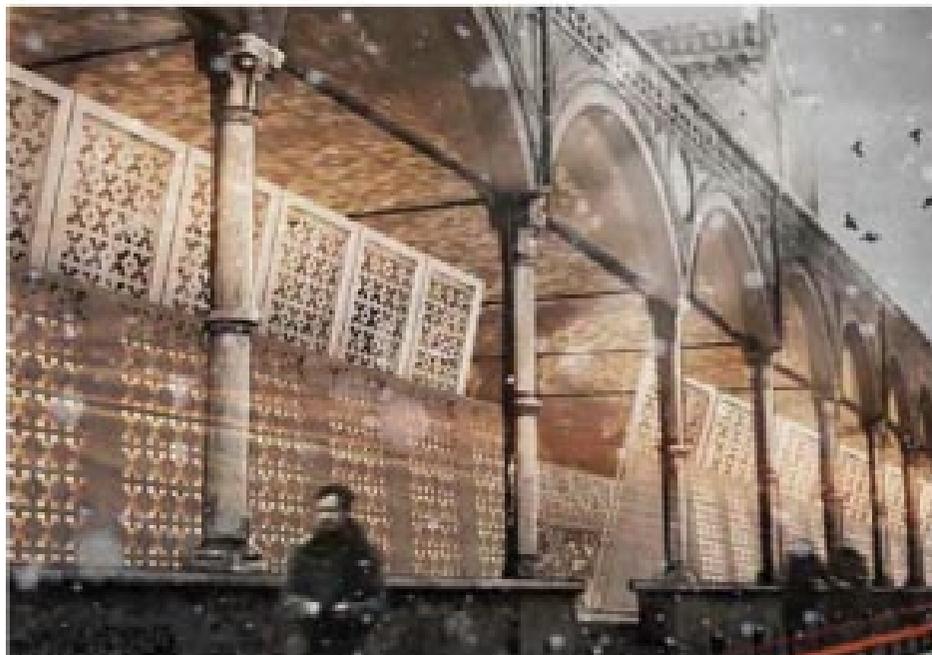
**Three actions**, have been taken:

- 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.



Regolamento dotato: riferimenti  
 territoriali per l'applicazione delle norme  
 di carattere tecnico ed estetico  
 Riferimenti commerciali e abitativi: territoriali  
 riferimenti per tecniche e standard regolatori

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 CoopAdriatica, studio Engram (Jaca). Progetto di riqualificazione a cura dello studio Scagliolini  
 Rendering of the Mercato di Mezzo project

Progetto vincitore del concorso per la  
 riqualificazione dell'Antico Fiesò di Santa  
 Lucia, realizzato da Barchi Vesveto 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.

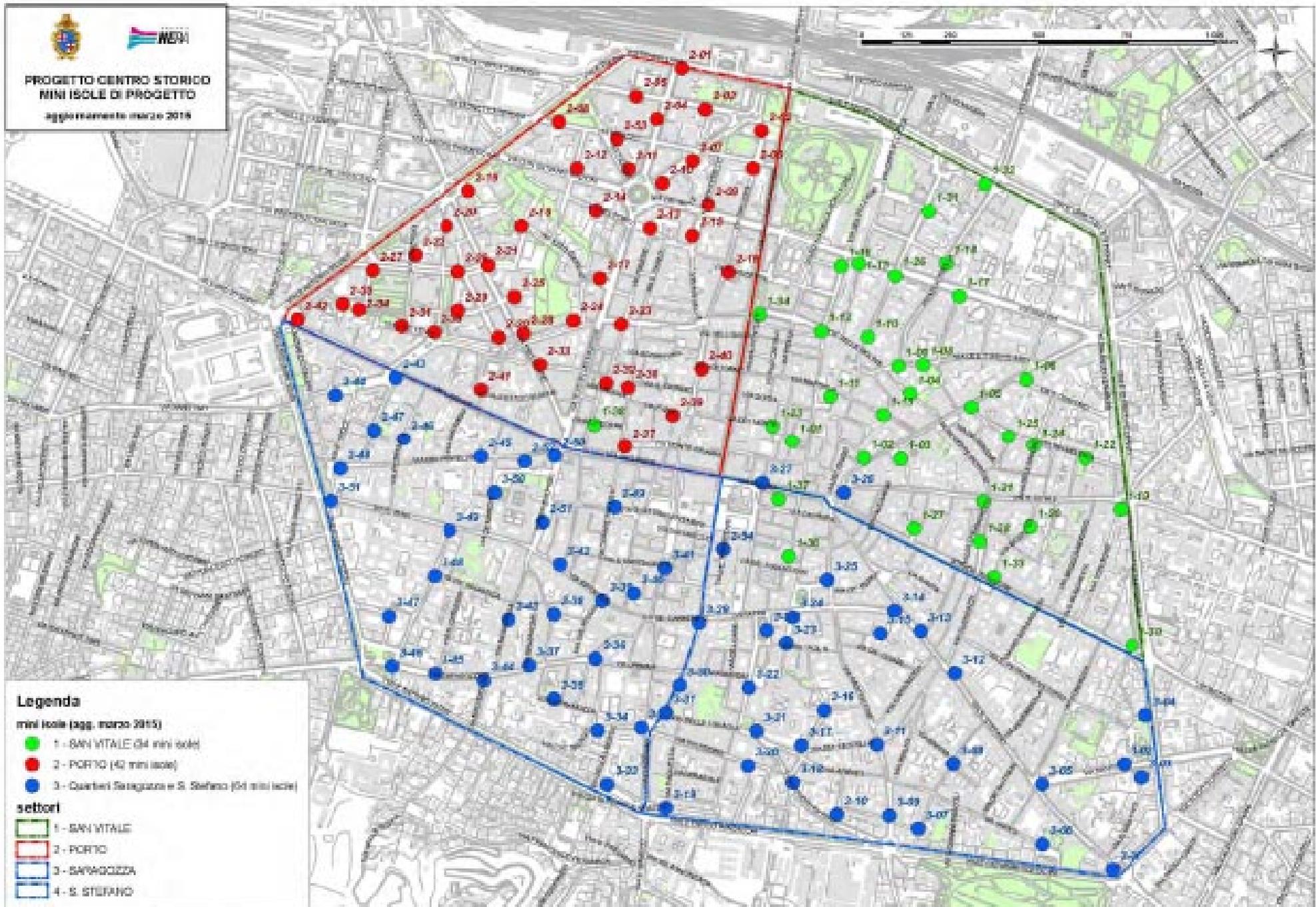
DOMUS A-UREA Project (the idea awarded at second Biennial Public Space)

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 Barragocizza e S. Stefano (51 mini isole)

## settori

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

## 17\_VIA DEL BORGO SAN PIETRO (via delle Moline)







**DOMUS** < UREA > RENDER > **DONNE** / LARGO RESPIGHI



Domus alleanza  
di Bologna

## 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.

An example of subsidiarity

