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**FOR**

**URBAN REGENERATION**



# ATLAS



Conceived, developed, and promoted by



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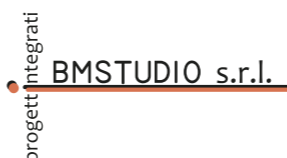
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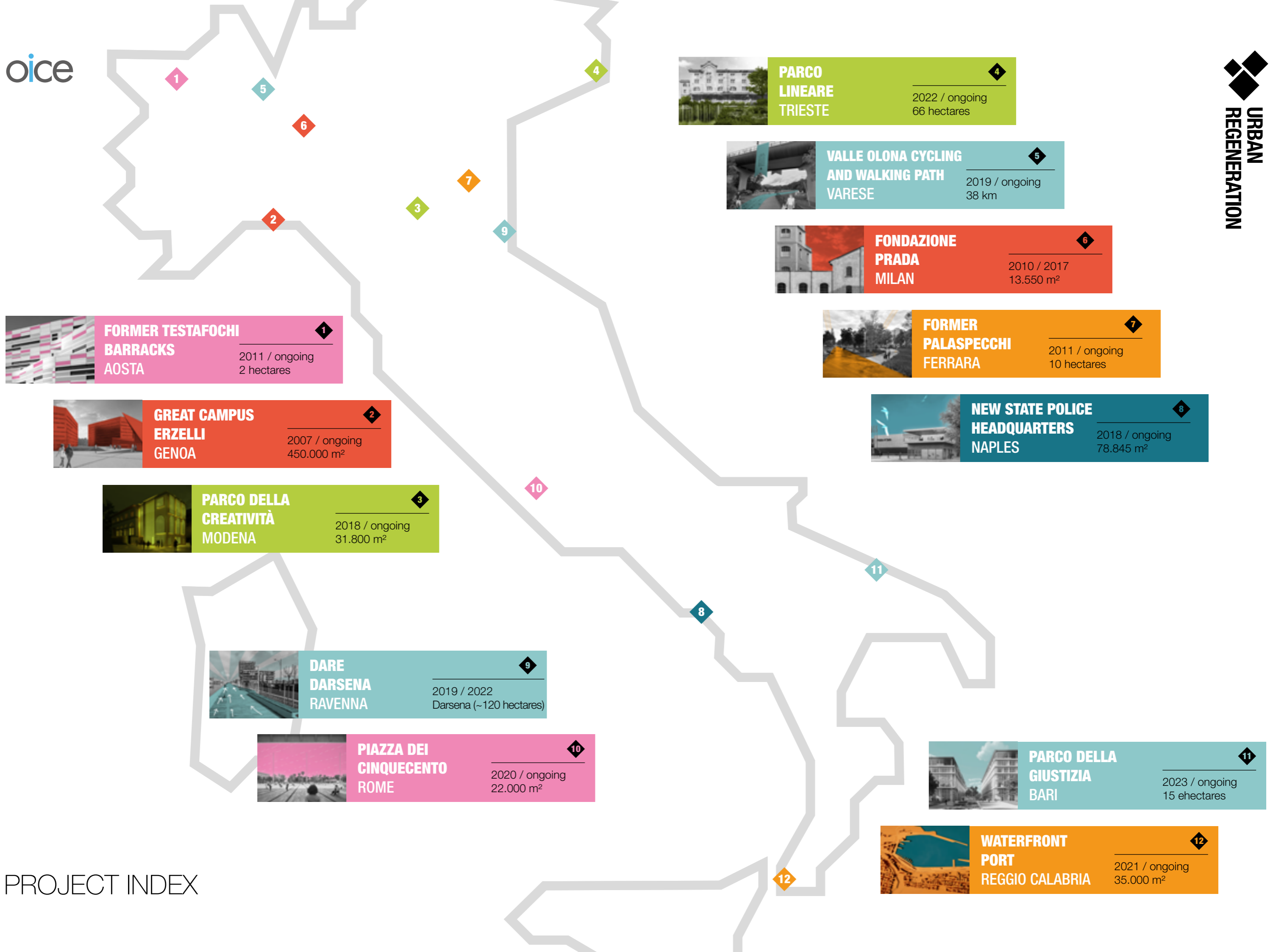
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GENOA  
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**PARCO DELLA CREATIVITÀ**  
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**PARCO LINEARE TRIESTE**  
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**DARE DARSENA**  
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ROME  
2020 / ongoing  
22.000 m<sup>2</sup>

**PARCO DELLA GIUSTIZIA**  
BARI  
2023 / ongoing  
15 hectares

**WATERFRONT PORT**  
REGGIO CALABRIA  
2021 / ongoing  
35.000 m<sup>2</sup>

# PARCO DELLA CREATIVITÀ MODENA

We do not inherit the Earth from our  
ancestors, we borrow it from our children.

Native American proverb

Culture and creativity are the common thread running through this project, not only within the new spaces dedicated to them, but also outside, in the pedestrian and cycle-friendly elevated square in the center of the area, which, with its network of seats, green basins, trees, and climbing elements, lends itself to both predefined and temporary, flexible uses, as a venue for public initiatives integrated with the activities of the various institutions that overlook it.



The regeneration of the former AMCM area is an exemplary case of partnership, in which public objectives and entrepreneurial visions have intertwined, unleashing the potential of a place that is both challenging and fascinating at the same time.



**Nature enters the concrete.** The project transforms an area that was previously completely impermeable, in need of reclamation and lacking green spaces, into an urban space of dialogue between vegetation, environmental quality, and architecture.

**Communities at the center.** The transformation of the area has identified young people and the creative class as its main targets, providing spaces for artistic performances, street art, and urban forms of expression, as well as informal gatherings. The grand opening party made the potential of this place tangible.

© Juri Badalini

The redevelopment project for the former Azienda Municipale Comune Modena (AMCM) site in Modena, renamed “Parco della Creatività” (Creativity Park), aims to transform a former industrial area located just outside the historic center. This project involves the creation of a large pedestrian and cycle-friendly elevated square, a semi-underground car park, a new gym, a foyer area in front of the Nuovo Teatro delle Passioni theater, and the redevelopment of existing buildings and public spaces. The aim is to enhance the area through cultural and residential functions, integrating sustainable and innovative solutions.

#### Project description

The Creativity Park is located on the site of the former AMCM, an area of 31,800 square meters on the edge of the historic center. The project has transformed the area into a large pedestrian and cycle-friendly square, enriched with green spaces and seating areas. An underground car park with 248 parking spaces and a foyer area in front of the Nuovo Teatro delle Passioni theater have been built, with space for outdoor performances and bicycle racks. At the center of the complex, a new 2,150 m<sup>2</sup> gym was built, in compliance with CONI regulations for basketball and competitive sporting events. The building is inspired by ‘Nzeb’ (nearly zero energy) standards, with low

energy consumption thanks to a 32KWp photovoltaic system and a facade covered in climbing plants that enhance its ecological value. In the restricted area of the former trolleybus depot will house a small neighborhood supermarket, offices, and spaces for events and restaurants. To facilitate the connection between the district and the historic center, a public urban gallery will cross the private building. Access routes to public areas and new residential developments (approximately 50 housings) are also planned. New pedestrian and cycle paths will connect the area to the historic center to the north and the residential areas to the south, creating a network with the existing paths. The redevelopment of the Supercinema Estivo, located on the northeast side, will make the structure more modern and usable, connecting it functionally and perceptually to the system of squares and paths in the area. From its outset, the project faced major issues relating to economic sustainability. After several attempts that were not well received by the public, a call for tenders financed by European funds was published in 2016 for the redevelopment of the area. The following year, a competitive procedure with negotiation was issued, and in 2019, the urban redevelopment program was launched as a variant to the POC and

RUE, adopted by the City Council in December 2018. The program is based on a preliminary project developed by a private consortium that won the negotiation procedure, and the public-private partnership contract regulated the entire redevelopment.

#### Planning and participation process

With the gradual phasing out of its technological and administrative functions, the former AMCM area has been the subject of various initiatives since the 1980s to find a new identity. Since the 1990s, the Municipality of Modena has launched several design competitions and redevelopment plans, always focused on cultural and residential functions. The strong cultural component of the area, evidenced by the continuous presence of the Cinema Estivo, and other theaters, has attracted the attention of street artists, helping to define the cultural identity of the place. This vocation for “avant-garde culture” was taken into serious consideration in the redevelopment project, which transformed public spaces into multifunctional areas. Citizens and tourists will find spaces dedicated to street arts, square for exhibitions and shows, theaters, workshops, and a new venue for the summer cinema. Informal seating and meeting points have been designed to encourage intergenerational and intercultural exchange.

**Renewing identity: a project that respects history but brings it into the contemporary world.**

**Strengthening environmental quality: improving the ecological value of a highly urban area, in a constant dialogue between the mineral and the natural.**





“

The Parco della Creatività initiative was a highly valuable learning experience for all those involved, as it proved to be a continuous field test of the dynamics of negotiation and public-private partnership, both in terms of procedures and authorizations and in terms of economic sustainability and technical feasibility. Successfully managing this highly practical aspect, without compromising the imaginative nature of the project, was the greatest challenge for us designers, but also a valuable opportunity for professional growth.

”

**Maria Cristina Fregni**  
PARTNER AND URBAN PLANNER  
POLITECNICA INGEGNERIA E ARCHITETTURA SOC. COOP.

# PARCO DELLA GIUSTIZIA BARI

The Parco della Giustizia (Justice Park) in Bari is an important urban regeneration project that aims to transform the area of the former disused barracks into a judicial center and a large green park. With a total area of almost 15 hectares, the project involves the construction of buildings for all the city's judicial offices and large public spaces for the community.



The Parco della Giustizia in Bari acts as a driving force for the creation of a new dimension, in which greenery governs urban development, satisfying the need for socialization, recreation, and sports. The design concept is based on urban, architectural, social, and economic needs and aims to rebuild the connection between the parts, to recompose the territorial fragments, adop-

ting greenery as a glue between the parts and a driver of inter-generational civic activities. On a total area of almost 15 hectares, occupied by the 26 buildings that now make up the former 'Milano' and 'Capozzi' barracks, the complex will cover just over three and a half hectares, only 30% of the entire area, leaving the remaining 70% for the park.

The urban park is a fundamental part of the city, characterized by a green-blue ring that will allow visitors to experience different ecosystems and types of landscape.

**Project description**

Parco della Giustizia will cover an area of almost 15 hectares, currently occupied by 26 buildings that were formerly barracks. The project involves the use of approximately three and a half hectares, equal to 30% of the entire area, for the judicial center, leaving the remaining 70% for the creation of a large green park. The new complex will bring together all of Bari's judicial buildings, including the Criminal Court, the Civil Court, the Court of Appeal, the Juvenile Court, the Supervisory Court, and the Justice of the Peace.

Parco della Giustizia does not merely respond to the administrative needs of the city, but is part of a broader urban transformation strategy, redefining the relationship between public spaces, sustainable mobility, and environmental livability. The project is located in an area with great potential for reconnecting neighboring districts contributing to the creation of a new urban axis that integrates institutional functions, services for citizens, and gathering spaces. The presence of a large public park reinforces the concept of 'environmental justice', giving citizens back a significant part of the city through a project that combines safety, accessibility,

and sustainability. In addition, the park will become a strategic hub in Bari's soft mobility system, connecting to the new cycling and pedestrian infrastructure planned in the city's urban redevelopment plan.

The buildings will be organized into courtrooms and training areas, accompanied by administrative offices and social spaces. The project stands out for its innovative architectural solutions that characterize the "cloverleaf" design, such as the "suspended" central courtyards and the entrance agoras. The facades of the buildings will feature slanted panels to create plays of light and shadow, and the roofs will be green, designed for the production of renewable energy. The urban park is a fundamental part of the city, characterized by a green-blue ring that will offer visitors to experience different ecosystems and types of landscape. Permeable paving and a pond for collecting rainwater will contribute to the environmental sustainability of the project. In 2023, the PFTE (Preliminary Feasibility Study) for the Parco della Giustizia (Justice Park), commissioned by the State Property Agency, was approved by the Services Conference. The total cost of the investment is approximately €405 million, of which €382 million

will be financed by the Ministry of Justice and €23 million by the State Property Agency. The final design and PFTE will be awarded through an international competition and will be put out to tender in 2024.

**Planning and participation process**

The planning took into account the territorial importance and long-term inactivity of the area. The State Property Agency and the PFTE (drawn up by Atelier(s) Alfonso Femia/AF517) developed an urban redevelopment strategy based on increasing green spaces: an innovative approach, respectful of environmental policies, to improve air quality and make the city more livable through the creation of a green lung with pedestrian paths and bike lanes.

As this was a large-scale project, it was shared with the University of Bari and the local community through open dialogue in order to listen to the needs of civil society and share the project's developments. This aspect of community inclusion ensured that the project responded to the real needs of residents and improved the quality of urban life.

**Ownership of the area, operational details, and critical elements**

The Parco della Giustizia area

The area of the former Milano and Capozzi barracks had been disused for decades before the Parco della Giustizia project was launched.

The agreement between the State Property Agency, the Ministry of Justice and the Municipality of Bari has guaranteed full public funding for the project.



consists of former disused barracks and other buildings, all owned by the State Property Agency and the Municipality of Bari. The project is entirely financed by public funds, thanks to the synergy between the State Property Agency, the Ministry of Justice, and the Municipality of Bari.



The involvement of the University of Bari and the local community ensured open dialogue, guiding the project towards the real needs of the community and improving the quality of urban life.

The four buildings evoke the image of a broken four-leaf clover, with spaces for walking and resting opening up between the leaves.





Alfonso Femia  
ATELLER(S) ALFONSO FEMIA

“

Intervening in Bari, a city-territory, implies challenging the current methodological standards and formulating a generous and responsible design plan. Mitigating and overcoming the infrastructure breaks and cuts that have separated parts of the city, creating segregation, are primary targets.

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# FORMER TESTAFOCHI BARRACKS AOSTA



An important project aimed at transforming a strategic area of over one hectare, located just outside the Roman city walls, into a modern university campus. The project aims to consolidate the teaching and administrative activities of the University of Valle d'Aosta, which are currently scattered across various locations in the city, into a single site. Its central location, close to the historic center, will also have a positive impact on the urban and social fabric of Aosta.



View of the military complex known as Caserma Testafochi before the intervention, with its barracks and central parade ground. The project maintains a link with the past, preserving the historic "Giordana" and "Beltriccio" barracks and integrating them with new architecture, open spaces, and cycle paths connected to urban mobility.

View of the University Campus, where the Teaching Building and the City Park, which replaced the former parade ground, stand out. The project triggers a broader transformation, involving Piazza della Repubblica, the regional library, and other strategic structures, creating new economic and social opportunities for the city.

The creation of Société Infrastructures Valdôtaines (SIV), an in-house special purpose company, ensured the management of the project, acting as the contracting authority for the construction of the works.

### Project description

The Testafochi Barracks area, originally used as a military complex, has been largely demolished, preserving only the barracks protected by the Superintendency, which will be redeveloped and used to house services for the university campus. The construction and development of the project is divided into lots, although the design was unified until the final design. The first lot of the project - already completed and co-financed for about one-third with F.A.S. funds and regional funds for a total of approximately €40,000,000 - includes the construction of a new teaching building, external facilities, underground and ground-level parking). This building already houses all of the university's current teaching activities. The second lot, currently undergoing updates to the executive design, concerns the restoration and renovation of the 'Giordana' barracks, which will house the offices and university library as well as the rector's office. This is a "bridge" solution pending the complete redevelopment of the "Beltriccio" barracks, which will complete the construction of administrative offices and the permanent headquarters of the rector's office.

The main features of the intervention are:

- » the architectural feature that marks a clear break with the previous military

use and the surrounding architecture;

- » the functional restoration of the historic "Giordana" and "Beltriccio" buildings, which maintains the symbolic link with the Alpine troops, deeply felt by the population of Valle d'Aosta, to the extent that part of the interior of the Giordana building will continue to house the Military Memorial of the Alpine Troops;
- » the perfect integration of the New University Campus with the urban fabric thanks to the opening of outdoor spaces and the creation of cycle paths connected to the city's mobility system.

The central heating system, based on renewable sources, serves the entire university campus, making the whole complex nearly zero-emission (NZEB).

In the future, plans are in place to add sports and recreational facilities that can be used by the entire city, while the former parade ground has effectively become a new city square, renamed "*Jardin de l'Autonomie*".

### Planning and participation process

The redevelopment project for the Testafochi Barracks began with the 2008 Program Agreement between the Autonomous Region of Valle d'Aosta, the Municipality of Aosta, the Ministry of Defense, and the State Property

Agency. The agreement provided for the transfer of the military area to the Region in exchange for the renovation of other military structures at the Region's expense, for a value of €27.9 million. This agreement marked the first step in transforming the area into a university hub. The PUD (Detailed Urban Plan), approved in 2011, was the main tool for planning the area, extending from Piazza della Repubblica to the entire former Testafochi barracks. It was the starting point for subsequent building permits, obtained through an agreement between the Region and the Municipality for public projects, with the decree of the President of the Region acting, in this administrative framework, as an executive building permit.

The creation, promoted and finalized by the Autonomous Region of Valle d'Aosta, of an "in-house" special purpose company, Nuova Università Valdostana (NUV), which became Société Infrastructures Valdôtaines (SIV) in February 2020 following its merger with COUP, ensured the management of the project, acting as the contracting authority for the construction works, which began in 2014-2015.

### Ownership of the area, operational details, and critical elements

The area of the former Testafochi Barracks, originally owned by the Ministry of Defense, was sold, through the State Property Agency, to

The project involved the conversion of a military complex into a university campus.

The project began with a program agreement between the Region, the Municipality, the Ministry of Defense and the State Property Agency.

The university campus under construction is part of the urban fabric of Aosta, just behind the historic city center.

the Autonomous Region of Valle d'Aosta. The management of the project is entrusted to Société Infrastructures Valdôtaines (SIV), a public purpose company that oversees both the construction of the new University Campus and the development of the Aosta Hospital Campus. The entire project is financed with public funds. The project for the New University Campus has recently been expanded with an initiative aimed at strengthening the urban redevelopment of the surrounding areas, in particular Piazza della Repubblica, for which the Municipality of Aosta is planning a partial pedestrianization. The same area is home to buildings of regional importance, such as the regional library, currently



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© Duccio Malagamba

undergoing redevelopment thanks to funds from the Development and Cohesion Fund (FSC), and the J.B. Festaz retirement home, which will also house a new community hospital financed by the PNRR. Other buildings in the vicinity include the former Palazzo del Littorio, which will house public offices, and the former Littoria youth gym, which will be renovated and used for physical activities for disadvantaged individuals. In addition, the prestigious "Palazzo Cogne," designed by architect Giò Ponti, will be redeveloped to house a student residence for students enrolled at the University of Valle d'Aosta, with co-financing from the Development and Cohesion Fund (FSC). In conjunction with the construction of the

The project for the New University Campus has recently been expanded with an initiative aimed at strengthening the urban redevelopment of the surrounding areas, in particular Piazza della Repubblica, for which the Municipality of Aosta is planning a partial pedestrianization.

second lot of the University Campus, Société Infrastructures Valdôtaines (SIV) has received the mandate to build a "single energy production plant" from renewable sources that will also provide sustainable energy to the surrounding public buildings mentioned above. The university campus project, which does not involve private partnerships except for the student residence, was mainly financed with public funds: the first lot, designed by MCA (Mario Cucinella Architects) and financed by the

Region and European funds, benefited from approximately €15 million in FAS funds; the redevelopment of the historic barracks obtained regional funding; the other buildings financed, including the new energy production plant, also benefit from FSC and other funds.

The project, located near the historic Roman walls, was met with mixed reactions: some see it almost as an insult to Aosta's majestic Roman past, while others consider it a bold redevelopment project that aims to modern-

The project aims to modernize and rejuvenate the city center.



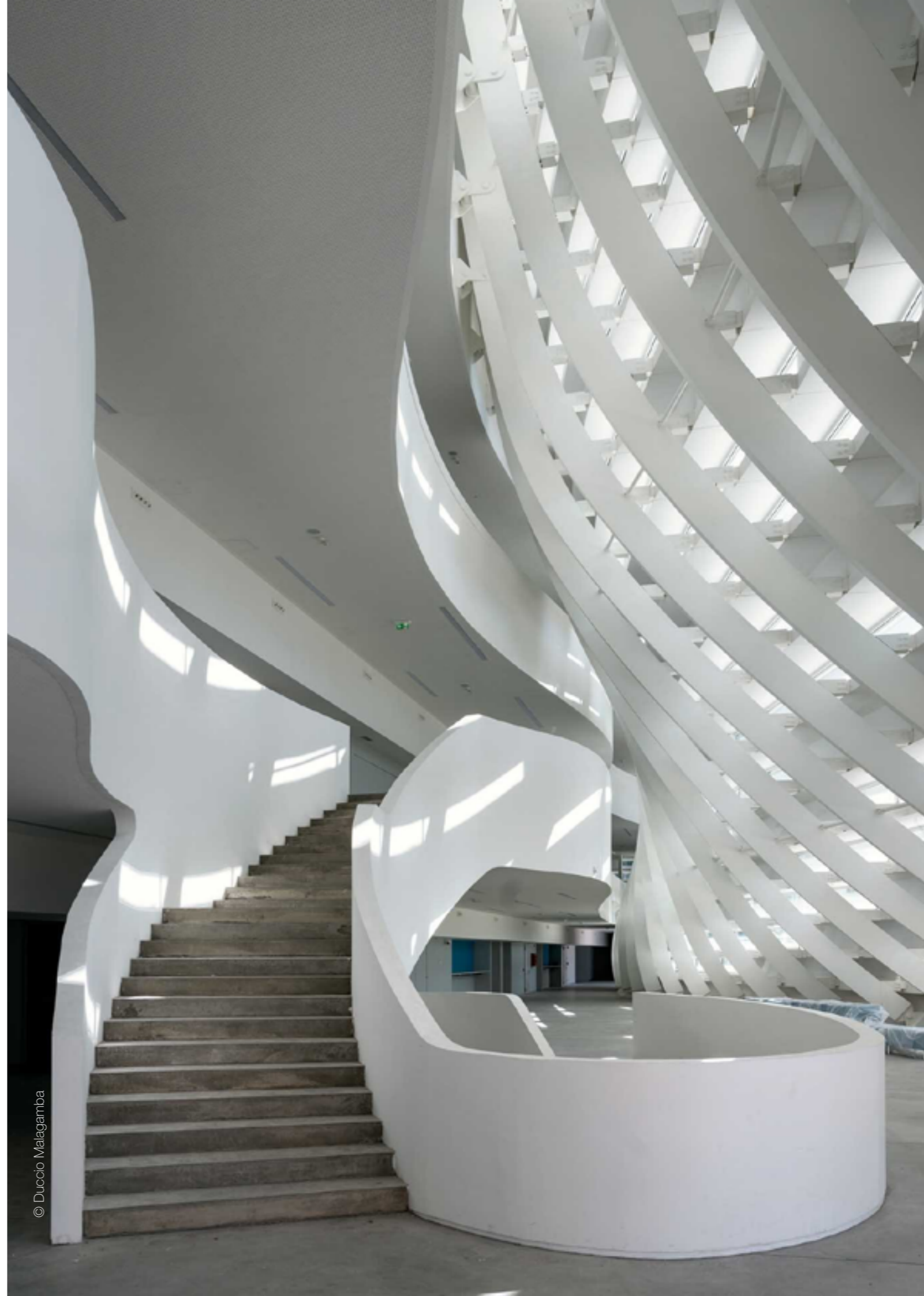
© Duccio Malagamba

An architectural landmark that stands in evident contrast to its previous military use and the surrounding architecture.

ize and rejuvenate the city, orienting it to the future. Despite the progress, the project will take over ten years to complete.



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© Duccio Malagamba

Former  
Testafochi Barracks / Aosta  
Valle d'Aosta



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The Aosta Valley University Campus is a project that demonstrates architecture's capacity to drive urban regeneration. By renovating the former Testafochi Barracks, we have transformed a closed and inaccessible area into a new space open to the city, capable of meeting the needs of the contemporary community.

Historical memory was the starting point: respecting the original structure means recognizing the value of the past, but architecture has the task of projecting this heritage into the future. The intervention is designed to create a dialogue between the city and the alpine landscape, integrating green spaces and functions that enrich the urban fabric.

The Hub is not only a place dedicated to training, but also a symbol of innovation and sustainability. With climate-responsive architectural solutions, a nearly zero-energy design, and the integration of renewable energy sources, it demonstrates how urban regeneration can be an opportunity to address environmental challenges and improve quality of life.

Returning such an important place to the city means offering new opportunities for cultural, social, and economic growth, transforming the area into a landmark for the future of Aosta.

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Mario Cucinella  
ARCHITECT & FOUNDER MCA / MARIO CUCINELLA ARCHITECTS

# GREAT CAMPUS ERZELLI GENOA

URBAN  
REGENERATION

The Great Campus Erzelli project in Genoa aims to transform a degraded area located on the western hills of Genoa in Erzelli into a center of excellence for scientific and technological research. The project involves the construction of the New Polytechnic School of the University of Genoa (NSP), a new research hospital, administrative and residential centers, and various infrastructures to promote interaction between public and private research.



The Great Campus Erzelli covers 450,000 square meters, transforming a former container storage area into a hub of technological and scientific innovation. The new urban layout includes the New Polytechnic School (NSP) of the University of Genoa and a 570-bed Research Hospital, strengthening the area's educational and healthcare vocation.

The acquisition and development of the Great Campus Erzelli were supported by private investors, with the urbanization works carried out by Genova High Tech. Public support came in later stages to ensure the construction of the New Polytechnic School and the Research Hospital, with state funding covering the entire €400 million needed for the NSP.

The major urbanization project launched in 2006 by Genova High Tech (GHT) originated from the idea of creating a system of technology parks to revitalize the cities that had suffered most from the deindustrialization of the 1980s.

### Project description

The Great Campus Erzelli covers an area of approximately 450,000 square meters, a rare feature for the Liguria region. Originally used as a container depot, the area was acquired in 2006 with the aim of developing a science and technology park. The original project, according to the 2007 urban development plan, envisaged the construction of 413,000 square meters of usable space: 90,000 for training; 105,000 for residential use; 104,000 for high-tech industry; 104,000 for the service sector.

The current project, according to the urban development plan approved in 2021, provides for 416,000 square meters of usable space: 60,000 for training; 105,000 square meters for residence; 42,000 square meters for hospitality; 44,500 for tertiary-administrative purposes, already completed; 104,500 for tertiary-administrative purposes and high-tech industry; 60,000 for the hospital.

The current project is based on two main cornerstones:

- » the New Polytechnic School of the University of Genoa (under construction), with an assigned area that has a total building capacity of 60,000 square meters of gross floor area and a possible extension of an additional 14,500 square meters. This initiative aims ac-

commodate over 8,000 research students and doctoral candidates, 15% of whom from outside the region;

- » the Research Hospital. Plans are in place to build a new hospital with approximately 570 beds, designed as a scientific research and treatment institute with a building capacity of 60,000 square meters (expandable to approximately 100,000 square meters).

### Planning and participation process

In 2003, Genova High Tech (GHT) was founded, a wholly privately-owned company that acquired the area in 2006 with the aim of creating a science and technology park. In 2004, Genova High Tech submitted a request for the activation of a Program Agreement (AdP) for the approval of an urban development plan (SAU) for the transformation

of the area, in implementation of the provisions of the Territorial Plan for the Coordination of Production Facilities. In 2007, the SAU was approved and the AdP with the Municipality of Genoa, the Liguria Region, and the University of Genoa was signed, to provide for the establishment of university functions, functions intended for high-tech industry, tertiary-managerial functions, as well as residential functions. In 2019, GHT began the authorization process for a new urban plan that provides for the inclusion of a new function in the area that was not initially planned, namely healthcare, for the construction of the New Hospital of Ponente Genovese. The process was completed in 2021. The Liguria Region, in particular, played a central role in directing the need to include the research hospital, reflecting regional health and scientific priorities. In fact,

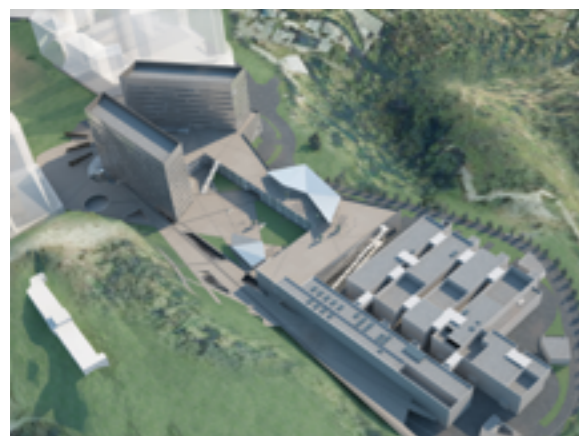
Two cornerstones of the project: the new Polytechnic School of the University of Genoa (NSP) and the Research Hospital.

The area, originally a container depot, covers over 400,000 square meters.





The campus was designed as a large open space with a roof and designed as a pedestrian rest area around an agora for events.



this proposal stems from the feasibility study with which, in 2017, the Liguria Region identified the Great Campus degli Erzelli as the most suitable location. The Region has identified the New Hospital as a “National Center for Computational Medicine,” thus expanding its functions beyond hospital care to include health and technological research, with the aim of transferring the results of computational calculations to the clinic, as well as their subsequent development in the prototype phase.

**Ownership of the area, operational details, and critical elements**

The purchase of the area was entirely private thanks to the synergy of several investors who financially supported the acquisition and implementation of the project, particularly with regard to the urbanization

works, which are the responsibility of the implementing entity GHT. The University of Genoa (UNIGE) and the Liguria Region were involved in subsequent phases to ensure the necessary public support for the construction of the two public cornerstones (NSP and new Research Hospital). The first public allocation for the construction of the NSP dates back to the 2006 finance law, followed by subsequent funding up to that included in the stability laws of 2021 and 2023. These public funds have completely covered the technical and economic framework necessary for the construction of the NSP, amounting to approximately €400 million. The first implementation lot of the NSP (the Laboratories) is currently under construction, and at the beginning of 2025, UNIGE will launch a public tender to contract the second and final

implementation lot (the Classrooms and Departments). The NSP project faced several significant challenges that considerably lengthened the implementation timeframe. Among these, the proposal to transfer some university departments met with resistance from academic staff, who were concerned about the changes. As for the research hospital, in 2022, following the principle of public funding only, the Liguria Region approved the financial structure of the operation, which estimated an approximate cost of 405 million and envisaged a significant investment by INAIL (approximately 280 million euros), in addition to regional funds (60 million) and PNRR funds (65 million). However, this approach would lead to implementation times that are not compatible with the urgent need to develop and optimize healthcare in Genoa.

The project approval process lasted over 20 years, with bureaucratic and financial challenges.

The Liguria Region is therefore considering the possibility of proceeding with a public-private partnership, which would allow for considerable time savings.





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The Erzelli Science and Technology Park will become not only Genoa's new technology district but a true Smart City, with the best possible synergy between businesses, universities, hospitals, research and training centers, with a continuous flow between work, study, leisure, rest, and socializing. The cross-pollination between different functions and a pleasant environment and rich in stimuli will encourage creativity and a spirit of collaboration, allowing for the development of spaces and services designed for work, families, and leisure. This is the principle that guided the design of GREAT Campus, where state-of-the-art laboratories and workspaces, high-comfort residences, services and commercial spaces for families, and places dedicated to culture, sports, and leisure are conceived in a unified and harmonious design for a project that is alive 7 days a week and integrated with the surrounding neighborhoods.

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Avv. Giuseppe Bonomi  
CEO GENOVA HIGH TECH SPA

# FORMER PALA- SPECCHI FERRARA

The Palaspecchi urban regeneration project in Ferrara aims to transform a disused area of approximately 10 hectares located in the southwestern part of the city. Originally developed in the 1980s as a multifunctional center, the complex was abandoned due to legal issues. Today, the area is the focus of an ambitious redevelopment plan aimed at improving the livability and safety of the neighborhood.



Residential construction and accessible public spaces, with a particular focus on sustainable mobility and reducing emissions.

**Project description**

The area of intervention is located in the southwestern quadrant of Ferrara, outside the historic center, and the urban regeneration project concerns a former multifunctional center multifunctional center that included office buildings, a hotel, and a sports area. The facades of the buildings, made of aluminum and glass - which from a distance looked like mirrors - contributed to creating a negative image of the area, which became synonymous with degradation. The Municipality of Ferrara, through its Urban Transformation Company, has launched a redevelopment plan with the aim of creating a livable, safe, and sustaina-

ble neighborhood with public spaces and neighborhood services. Key aspects of the project include:

- » sustainable mobility with the creation of cycle paths and pedestrian routes, prioritizing pedestrian traffic and the use of electric mobility services;
- » meeting spaces with public areas available both during the day and in the evening for families, young people, and the elderly;
- » improved safety thanks to the variety of uses and the presence of the police station;
- » environmental sustainability with large green spaces designed accord-

ing to criteria of intelligent resource management and CO2 emission reduction.

To date, the courtyard buildings have been renovated with ERS intervention - approximately 18,000 square meters of gross floor area and 3,000 square meters of residential support activities - and the barracks building. A further ERS building with 58 apartments is currently being put out to tender, as are the Pro Sport lot for outdoor sports activities and the Palagym lot with an energy-efficient gym. The first important issue in the project's Master Plan concerned the assessment of the possible demolition of the

The Urban Transformation Company has identified environmental and social sustainability, the enhancement of public services, and the reconstruction of a functional and integrated urban fragment as its main goals.

existing buildings or, alternatively, the restoration of part of the structures. Following preliminary positive assessments of the possibility of seismic retrofitting, the climatic advantages offered by the courtyard layout of some buildings, and the adaptability of the buildings to new functions, it was decided to proceed with the restoration of part of the buildings.

The driving force behind the project is the social housing development covering approximately 3,400 square meters, with the construction of 32 two-room and 16 three-room apartments that will create a building complex to complement the buildings already constructed. The building will be equipped with communal areas available to all, in particular a sports area (PROSPORT) that will include the construction of several functional blocks, consisting of currently uncovered courts, which can then be modified with the construction of lightweight covers for basketball, handball, volleyball, padel, and tennis.

- meters. The completion of the regeneration project currently involves:
- » the renovation of the ACER building with the creation of 58 housing units;
  - » the redevelopment of the southern side with the creation of a large park equipped with sports and play facilities;
  - » the addition of outdoor

sports activities with potential private management (tennis, padel, basketball, beach volleyball); Energy redevelopment of the building known as Palagym, currently used as a gymnasium, with the installation of external insulation and renovation of the roofing.

A new balance between nature, sport, and safety, with the redevelopment of an area previously synonymous with degradation.



© Daniele Cirelli



© Daniele Cirelli



**Planning and participation process**

Through a pre-feasibility study, the Urban Transformation Company identified environmental and social sustainability, the enhancement of public services, and the reconstruction of a functional and integrated urban fragment as its main objectives. The planning phase included a tender for the selection of the design team for the Master Plan and the Recovery Plan.

In 2011, the Recovery Plan was approved, followed by an urban planning agreement in 2013 and a variation in 2015 to integrate additional social housing interventions. At the same time as drafting the Variation, the Municipality worked in synergy with Cassa Depositi e Prestiti to set up a real estate fund aimed at carrying out the significant social housing project.

The Fund was established, and this project served as the

lever for launching the regeneration process. Today, the regeneration of the area is proceeding under a different administration from the one that initiated the project.

Despite changes in the process and the parties involved, the project has continued in line with the original master plan.

The project has returned to the public sphere, with ACER and ERS residential construction as the central elements of the entire regeneration operation. Citizen participation went through several phases, initially characterized by mistrust and then by disinterest due to delays in the implementation of the project. However, the transformation of the area gradually involved the community and generated accessible and safe public spaces.

**Property of the area, operational details, and critical elements**

Palaspecchi area was origi-

nally privately owned, but was acquired by the Municipality of Ferrara through an agreed expropriation procedure, which was completed in June 2024. This acquisition made it possible to return the area to public ownership and start the regeneration process.

The project was initially managed by an urban transformation company, then through a fund managed by Cassa Depositi e Prestiti, subsequently included in the PIN-QuA program, and finally integrated into the PNRR with public funding.

The current phase involves exclusively public funding to complete planned interventions. The executive projects have been approved, the agreed expropriation phase is nearing completion, and the procurement contracts are being signed.

Regarding timing: two construction sites are scheduled to open by August 2024: one for the ERS building under the

Intermediate solution between demolition and recovery: the reuse of some structures, thanks to seismic retrofitting and energy efficiency, integrated with new spaces for sports and public green areas.

Initial delays initially generated disinterest, but the transformation has gradually involved the community, creating accessible spaces.

coordination of ACER and the other for the other lots under the coordination of the Municipality of Ferrara, with work to be completed by March 2026.

The regeneration process has faced various difficulties related to regulatory, time, economic, and public-private synergy issues. In particular, it has emerged that the slowness of the process seems to increase when public intervention is predominant: greater public-private consultation, with the private sector taking the lead, could probably speed up the process.

Furthermore, in this specific case, when the private sector disappeared as the implementer, the project reverted to the original Masterplan, focusing on and the central park the sports facilities, making it necessary to rely exclusively on public funding. This was possible thanks to



the resources of the PNRR (National Recovery and Resilience Plan), but for ordinary situations, alternative co-financing tools should be developed. In conclusion, the Palaspecchi experience

shows that the flexibility and adaptability of the project are crucial to achieving the final result.

Gli strumenti di co-finanziamento sono di fondamentale importanza per garantire continuità e sostenibilità economica.



Former Palaspecchi / Ferrara Emilia Romagna



Emanuele Gozzi  
CEO INGEGNERI RIUNITI SPA

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The “Former Palaspecchi” urban regeneration project in Ferrara highlights some elements that are common and recurring in the transformation processes of large urban spaces: the significant duration, the inherent complexity, and the economic and social changes that are taking place at an ever-increasing speed are all elements that make it critical to identify a path that leads to a real result. In my opinion, there is an increasingly evident need to consider the supply chain involved as a team called upon to collaborate, continuously finding a balance between interests that do not always coincide and a common desire to achieve a shared goal.

Awareness of the difficulties, one’s own roles, and the needs of stakeholders are essential conditions for the success of the operation.

Today, with the first construction sites now underway, a new challenge is emerging: as the work is completed and the sector comes to life, we need to understand how to define measurable and objective parameters to assess the performance of the operation and transform this experience into a real and concrete lesson learned for all those involved. In this way, each single urban regeneration project becomes a shared asset and a driver for improvement.

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URBAN  
REGENERATION

# DARE DARSENA RAVENNA

The DARE (Digital Environment for Collaborative Alliances to Regenerate Urban Ecosystems in Middle- Sized Cities) project was funded under the European UIA (Urban Innovative Actions) program, which identifies 13 global challenges and offers European local administrations the opportunity to test innovative ideas to address them. Ravenna is one of seven selected European cities, with the aim of promoting a process that combines digital transition and urban regeneration, testing the effectiveness and sustainability of a new model of governance combined with innovative digital tools.



dare / reminder

VERS0 LA TATTICA  
DARSENA  
2022  
/2023

# DARSENA CHIAMA, RIGENERAZIONE URBANA RISPONDE!

Invitiamo a presentare proposte progettuali per trasformare, valorizzare e riconvertire la Darsena di Ravenna e dare nuovo impulso al tessuto economico, sociale e culturale di quest'area.

DARSENARAVENNAAPPRODOCOMUNE



An invitation to urban regeneration. The DARE project launches an experimental digital urban regeneration process in the Darsena district of Ravenna, transforming ideas into concrete project proposals through the "Towards the Darsena 2022-2023 Strategy" process.

The invitation is open to non-profit organizations, businesses, owners of abandoned areas and properties, committees, public bodies and companies, and citizen alliances to present solutions for the reactivation, reuse, and redevelopment of abandoned or underutilized spaces in the neighborhood.

The project is being developed within a participatory process based on digital transition for the urban regeneration of the neighborhood, without any preliminary delimitation of the scope of intervention, through the real involvement of the communities.

### Project description

The DARE project applies to the Darsena area, a symbolic district of Ravenna with many abandoned areas in need of new uses, transforming it from a space for productive activities to a place for the city, residences, and innovative public spaces. The aim of the initiative is to initiate a process of urban regeneration through digital transition so that this area is perceived as an innovative, safe urban ecosystem with a better quality of life and digital services. The project is being developed as part of a participatory process based on digital transition for the urban regeneration of the neighborhood through the active involvement of the community. The cornerstone of the initiative is the direct participation of citizens, both through various initiatives and through the use of digital tools to engage with local authorities and co-design new services tailored to the needs that have emerged. The process began with the creation of a shared, interactive, and updatable map of the area in question, covering its physical, economic, and social components. Subsequently, transformation tactics were identified, which were then put to a vote and an open call for their implementation.

The area of intervention concerns the "city dock" area, including the canal and its banks, together with the port

and former industrial areas. During the development of the project, following the publication of the PINQuA call for tenders, it was expanded to include the "Gulli district" south of the dock, with works estimated at €22 million. The design and implementation approach was more traditional for this second part of the project.

### Planning and participation process

The DARE project experimented with an innovative approach to urban regeneration based on the conscious use of digital tools and citizen involvement, a collaborative working method that also allows for the management of complexities.

To this end, the "Darsena Ravenna. Approdo comune" portal was created, which acts as a digital interface, allowing people to interact with the platform through various devices and including tools for regeneration, training, deliberation, and monitoring. The objectives of the portal are to provide a snapshot of the environmental, social, and economic situation in the area, to describe the regeneration process underway, and to encourage the development of joint projects.

The methodological approach involves a significant degree of innovation in the role of the municipality, with the administration called upon to act as a facilitator of the process, liaising with all those interest-

ed in participating and collaborating in the regeneration of the Darsena. To ensure the effective governance of the process, two new entities have been introduced:

- » The DARE Editorial Board, composed of local representatives, which accompanies the community in becoming an increasingly aware, active, and proactive part of the transformation process.
- » The Process Organization Group, made up of multidisciplinary experts, which supports the administration and the community throughout the process.

In addition, the RADAR - Real Estate Forum event is planned, which aims to focus the attention of the real estate sector on the regeneration process, involving institutions, investors, stakeholders, and businesses. The initiative, lasting a maximum of two days, is divided into three moments dedicated to imagining future directions for development, exploring the territory with a new phygital approach, and connecting the actors involved. Finally, the project includes a decision-making process aimed at the entire citizenry to choose the regeneration strategy: the unique feature is that people are not invited to choose individual initiatives, but rather an integrated and coordinated set of projects that can guarantee the great-

An innovative platform for collecting, managing, and generating data, transforming the territory into a smart urban ecosystem.

Digital narration of the territory: a process of territorial digitization that tells the story of the Darsena and its evolution, making it an attractive and connected place for citizens, visitors, and investors.

est possible effectiveness in the development of the regeneration process. This journey is structured in three phases with digital workspaces to describe, discuss, and vote on project proposals.

**Ownership of the area, operational details, and critical elements**

The brownfield sites will remain private, with agreements and public-private partnership (PPP) systems in place for their reactivation. Infrastructure works will be carried out on public land under PPPs.

As regards the financial resources used, the project is funded through a public-private partnership as well as European funds.

The scale of the work is still strategic-urbanistic, and the project team, under the coordination of the Municipality's



The three regenerative tactics: a collaborative approach that integrates ideas, resources, and projects, enhancing the connections and potential of the neighborhood.

ty's European Projects Office, has held discussions with the Municipality's Urban Planning Department to verify the compatibility of urban planning forecasts with the needs that emerged from the DARE process.

The role of the public sector was mainly that of facilitator and coordinator between active or potential private energies in the area: the regeneration of the project was therefore not based on large public works, but on a network of private ideas and resources. For the PINGUA call for proposals, on the other hand, a solution focused on social housing was proposed, with social housing construction initiatives (ERS) and so-



Mapping of the territory: an in-depth study of abandoned areas, areas under development, and existing projects laid the foundations for the regeneration of the neighborhood, guiding the collection of ideas and proposals.

The DARE project sought to activate the energies of the territory without relying exclusively on major public works, but by promoting innovative collaboration and community participation.

**Strategy "TRA" - Trajectory of Regeneration for Living.**



cial housing, in collaboration with ACER and private operators. Regeneration based on the active involvement of citizens and associations highlighted the challenges of bottom-up collaboration which, although courageous, proved to be ineffective at times. Further difficulties emerged related to the lack of preparation of those involved in such an innovative approach and the lack of citizens' awareness about the costs and technical complexity of the interventions. Despite these difficulties, the DARE project sought to activate the energies of the

territory without relying exclusively on large public works, but by promoting innovative collaboration and community participation.





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The DARE project was a journey to discover new possibilities for embracing change. More than just an urban regeneration project, it was a collective experiment that brought together technology, territory, and people, creating an open-air laboratory where digital technology became a bridge between vision and reality.

In the heart of Ravenna's Darsena district, we explored how data can tell stories, how citizens can become authors of their own space, and how an administrative body can turn into a connections provider. It was a process that went beyond the traditional concept of design, offering us the chance to conceive places that are not only physical but also immaterial, where ideas and interaction come together to generate shared value. DARE has allowed us to see the city with new eyes: not only through numbers and digital platforms, but through the voices, energies, and expectations of those who live in the neighborhood every day. This experience confirms that regeneration is not just about changing space, but unlocking its hidden potential, transforming it into a living ecosystem capable of adapting and thriving. Rather than a conclusion, I consider DARE a starting point: a flexible and replicable model, but above all an invitation to continue building cities that welcome, connect, and inspire.

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**Maria Cristina Fregni**  
PARTNER E URBAN PLANNER  
POLITECNICA INGEGNERIA E ARCHITETTURA SOC. COOP.

# FONDAZIONE PRADA MILAN

The project, designed by the OMA architecture firm led by Rem Koolhaas, aims to enrich the cultural life of Milan with new post-industrial spaces, expanding the repertoire of spatial typologies in which art can be exhibited and shared with the public and where art and architecture support each other.

Fondazione Prada is neither a conservation project nor the creation of a new architectural design. These two dimensions coexist, while remaining distinct, and interact with each other in a process of continuous interaction, as if they were fragments destined never to form a single, defined image in which one element prevails over the others.



© Bas Princen



**Industrial memory as a matrix for transformation:** Fondazione Prada was created by renovating an early 20th-century distillery, preserving and reinterpreting the original structure in a contemporary key. The project does not merely preserve, but rewrites the function of the spaces, transforming them into a place of cultural production and enjoyment.

**Public space and accessibility:** a multicultural space that expands into the city. The large central courtyard becomes a true open urban space, freely accessible to citizens. Regeneration does not only concern buildings, but redefines the relationship between architecture and public space, between content and container, between the cultural promoter and the community.

In the area of intervention, located in the Porta Romana district, south of the city center, there was a distillery, an industrial structure dating back to the beginning of the century, which was a beautiful example of the logistical exchange of goods between railways and horse-drawn carts. Goods arrived at the distillery's warehouses via a railway line diverted from the Porta Romana junction and were distributed throughout the area by horse-drawn carts. The south wing of the Prada Foundation is located in the old stables; the warehouse was originally used to store sugar. The new tower stands where the railway tracks diverted from the nearby station ended, while the current Haunted House was the old distillery.

**Project description**

The project area covers 13,550 square meters, and the built area is 22,500 square meters. The complex, once occupied by Società Distillerie Italiane, then Società Italiana Spiriti, originally consisted of seven buildings dating back to the early 20th century, grouped around a large central courtyard. The project involved the complete demolition of the two original central buildings, which were of no particular interest, transforming the courtyard into a significant element for outdoor events. Two new building types were added: the "tower" with its

overlapping galleries, each with a fully glazed façade on a different side on each floor, and the "podium," which extends over two floors. On the ground floor, a large pillar-free space provides a flexible area for temporary exhibitions. The upper floor is protected from daylight and features an internal microclimate specifically designed to accommodate classical art. The perimeter building curtain has been maintained and redeveloped. The facades of the existing buildings, both inside and outside the complex, have been reinforced with steel structural elements to ensure the necessary seismic retrofitting in view of the change in the intended use of the spaces contained therein. These reinforcements constitute an important part of the internal "landscape" of the square, as they create a presence that vertically punctuates the existing facades, bearing witness to the interventions that have taken place over time to create the multifunctional space. The transformation of the original factory has thus given rise to a new public space for the city, with an alternation of openness and intimacy. Today, the complex has become a milestone in the cultural life of the city, a hub for art, cinema, music, science, and the performing arts, offering spaces for projects of all kinds, both permanent and temporary.

The variety of buildings, each with its own spatial characteristics, guarantees a multitude of possible installations. The design of the new volumes explores and analyzes the requirements of art containers and develops ideal conditions: enormous heights, open spaces, transparencies, and hangar-like openings give the spaces unusual and extreme characteristics, guaranteeing visitors exceptional experiences. Considering the morphological conditions of the site, the peculiarity of Fondazione Prada lies in being a sum of different spaces, a "collage" of heterogeneous exhibition possibilities that can represent a curatorial challenge for the installations. This heterogeneity is also evident in the lack of a single, predefined exhibition route. Visitors themselves are called upon to choose their own route, which is always different as it winds its way through the various buildings. This creates endless possibilities for paths winding through open spaces that become a real "connective tissue," an open-air corridor or, depending on the case, a veritable exhibition gallery. The goods and production materials that once filled these spaces are now replaced by visitors and any artworks on display, the flow of service vehicles, and possible temporary configurations for the use of the square.

After industrial activities ceased, the buildings fell into disrepair for decades, until the agreement between the Municipality of Milan and Prada SpA was signed in December 2013, which initiated the regeneration process.

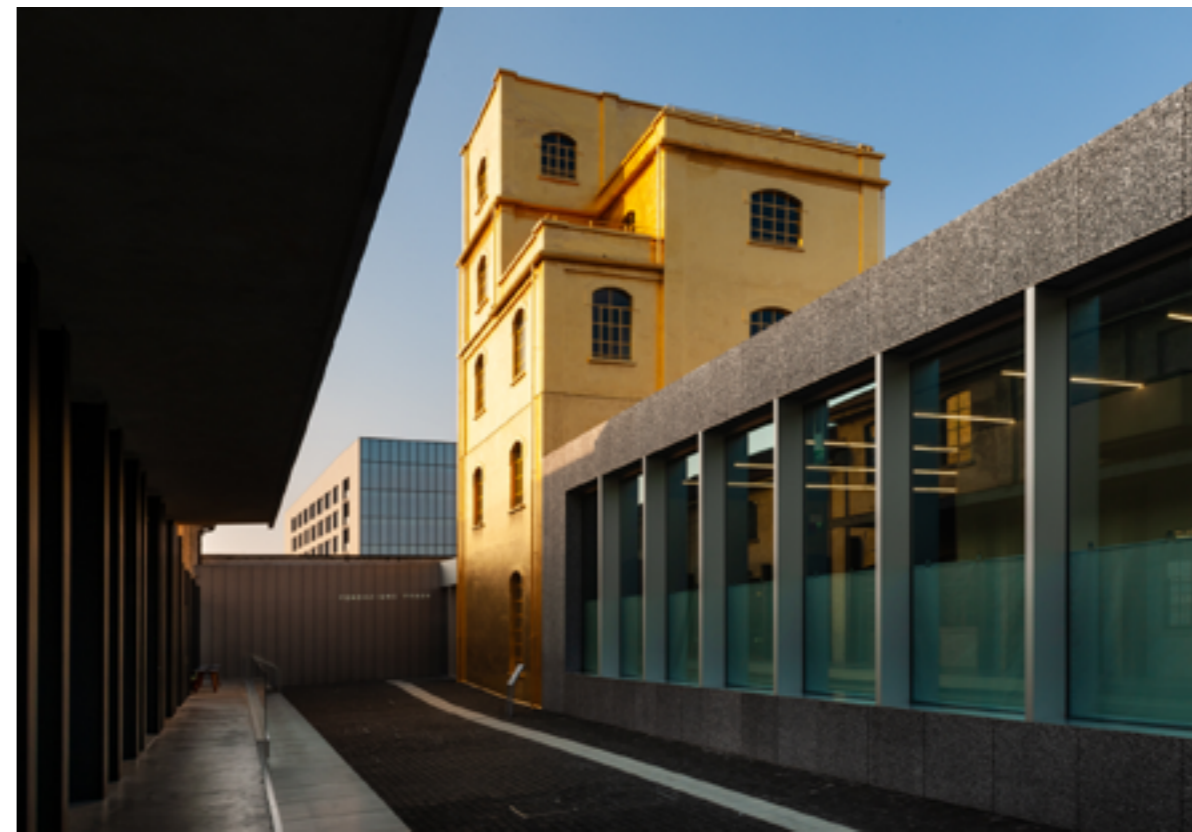
The layout of the spaces does not impose a predefined sequence, leaving freedom to explore between historic buildings and new architecture.



© Jacques Piron

The intervention area is configured as a fully accessible space, with a courtyard area that can be used and visited by all citizens free of charge. The spaces permanently house areas dedicated to rest, listening, conversation, and therefore socialization among visitors and, more generally, among those who frequent this new communal territory. The new seating has been designed to provide continuity with the existing context and buildings. The new layout has created a space open to the city, permeating and intertwining with it. The creation of another public space, this time uncovered, becomes an indissoluble and irreplaceable

Not just a museum: Fondazione Prada offers cultural services, student discounts, and scholarships.



© Jacques Piron

The transformation of the original factory has given rise to a new public space, alternating between openness and intimacy. A space open to the city, permeating and intertwining with it.

design element of tFondazione Prada (the generating public space). A territory that takes shape with two distinct meanings: physical space, with its own extension and its physical/visual limits and relational space, a place for meeting and exchange, accessible to most. This dualism, this double face of public space, constantly nourishes the physical space of visitors' wanderings with cultural, social, and political content, accessing without permits and where they interact even casually. The new surface replaces the low-quality asphalt with a richer patchwork of materials traditionally found in early 20th-century European in-

Physical space and relational space together. A space open to all.



© Bas Princen

The audience is not simply a spectator, but an active participant in the construction of its own experience.

dustrial complexes.

The traditional porphyry, laid in a peacock tail pattern, which delimits the spaces intended for vehicle movement, is flanked by wooden block paving that differs in shape, size, and type of installation from the previous one, but is capable of recalling the atmospheres associated with large steel industries of the end of the 19th century, where such material was often used. Today, it lies like a giant carpet at the base of the buildings, framing them within a space of involuntary respect that serves to enhance their symbolic value.

**Planning and participation**

The use of a negotiation procedure made it possible to implement the interventions, even if not directly provided for in the Territorial Government Plan, on the basis of an agreement founded on the recognition of their public interest.

**process**

Fondazione Prada was born from the redevelopment of a disused industrial area and represents a major urban redevelopment project in a suburban area of the city, between Viale Ripamonti and Corso Lodi. In December 2013, the Municipality of Milan and Prada S.p.A., on the basis of the confirmation of the public interest by the Department of Culture, of the proposed transformations, signed an agreement that provides for the redevelopment of the area and some industrial buildings dating back to the 1910s (approximately 10,000 square meters), which had been in

a state of disrepair for years, and the construction of three new structures (approximately 12,000 square meters). At the same time, regulations were drawn up for the management of museum exhibition activities, governing the public access and providing for a series of services and facilities for citizens, particularly for university students and middle and high school students. An annual scholarship for recent graduates from Milanese universities has also been funded.

**Fondazione Prada**, a cultural institution created in 1993 by Miuccia Prada and Patrizio Bertelli, operates on the belief that art and study are useful and necessary for understanding the changes taking place in the world through new and engaging perspectives. The Milan office was opened in 2015 and designed by the OMA studio led by Rem Koolhaas. Its structure reflects the multidisciplinary vocation of the Foundation, which asserts itself as a laboratory of ideas, a space where the coexistence

of different disciplines and languages generates unexpected cultural resonances and intersections. The program at the Milan site includes art and archaeology exhibitions, scientific projects and conferences, musical events, dance performances, and educational activities. Permanent installations and site-specific interventions by contemporary artists trace the history and identity of the Foundation, completing its cultural offering.

**The project is governed by an agreement with the Municipality of Milan, which guarantees accessibility and services for the public, transforming a private initiative into a shared value.**



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© Ricardo Gomez Angel



**Rem Koolhaas**  
OMA / OFFICE FOR METROPOLITAN ARCHITECTURE



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It is surprising to observe how the growing expansion of the art system has resulted in a limited number of exhibition types. By general consensus, disused industrial spaces, occasionally enlivened by exceptional architectural gestures, have become the preferred setting for art exhibitions, ideal because their predictable characteristics do not challenge the artists' projects. The new headquarters of Fondazione Prada is also located in a former industrial complex, but one characterized by an exceptional variety of environments.

This repertoire has been supplemented by three new buildings—a large exhibition space, a tower, and a cinema—so that the Foundation presents itself as a collection of architectural spaces as original as its artistic offering. Fondazione Prada project is neither a conservation project nor the creation of a new architectural design. These two dimensions coexist, while remaining distinct, and interact with each other in a process of continuous interaction, almost as if they were fragments destined never to form a single, defined image in which one element prevails over the others.

Old and new, horizontal and vertical, wide and narrow, black and white, open and closed: these contrasts establish the variety of oppositions that describe the nature of the new Foundation. By introducing numerous spatial variables, the complexity of the architectural design contributes to the development of an open and constantly evolving cultural program, in which both art and architecture will benefit from their mutual challenges.

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We might have to go back to the 1930s to find a certain similarity with the impact “caused” by Fondazione Prada on the urban fabric of the city of Milan. I am referring to the demolition of the Bottonuto district, which stood close to the Duomo, but this operation, disguised as a matter of public hygiene, both material and moral, due to the presence of many brothels, was essentially pure real estate speculation, quite different from the case of the Foundation.

Driven by the passion of two visionary clients, the project certainly did not start with the intention of redesigning part of the city: Prada had acquired the former industrial property of SIS, Società Italiana Spiriti, in Largo Isarco long before the idea of turning it into an exhibition and cultural center, as eventually happened, was conceived. Over the years, what would later become the Foundation was a space used for Prada’s activities, as a warehouse rather than as the headquarters of Luna Rossa’s design staff, coexisting with decay and disused buildings, deserted spaces and disturbing nights, almost like an abandoned suburb, a sort of neorealist film set despite its proximity to the city center. Only later did the idea of a museum complex take shape with the design support of OMA, and the idea became reality, showing how that area behind the disused Porta Romana railway yard could and should be transformed into something different.

For my part, as Project Manager at Studio OMA, I was an astonished spectator of such a radical and rapid change in that not-so-peripheral suburb: as the Foundation Tower rose upwards, cranes and construction sites multiplied all around, and the very morphology of the area took on a new dimension.

Within a few years, there was no trace of the original degradation, and even the fog decided to abandon the disturbing nights of this area almost entirely. I can say with certainty that without the innovative drive represented by Fondazione Prada, the revival of this part of the city would certainly have been slowed down, postponed, or perhaps even reduced. Today, there is no real estate advertisement for properties located in the area between the southwest and southeast of Milan that does not pompously declare “close to Fondazione Prada,” even when the distances from it are astronomical.

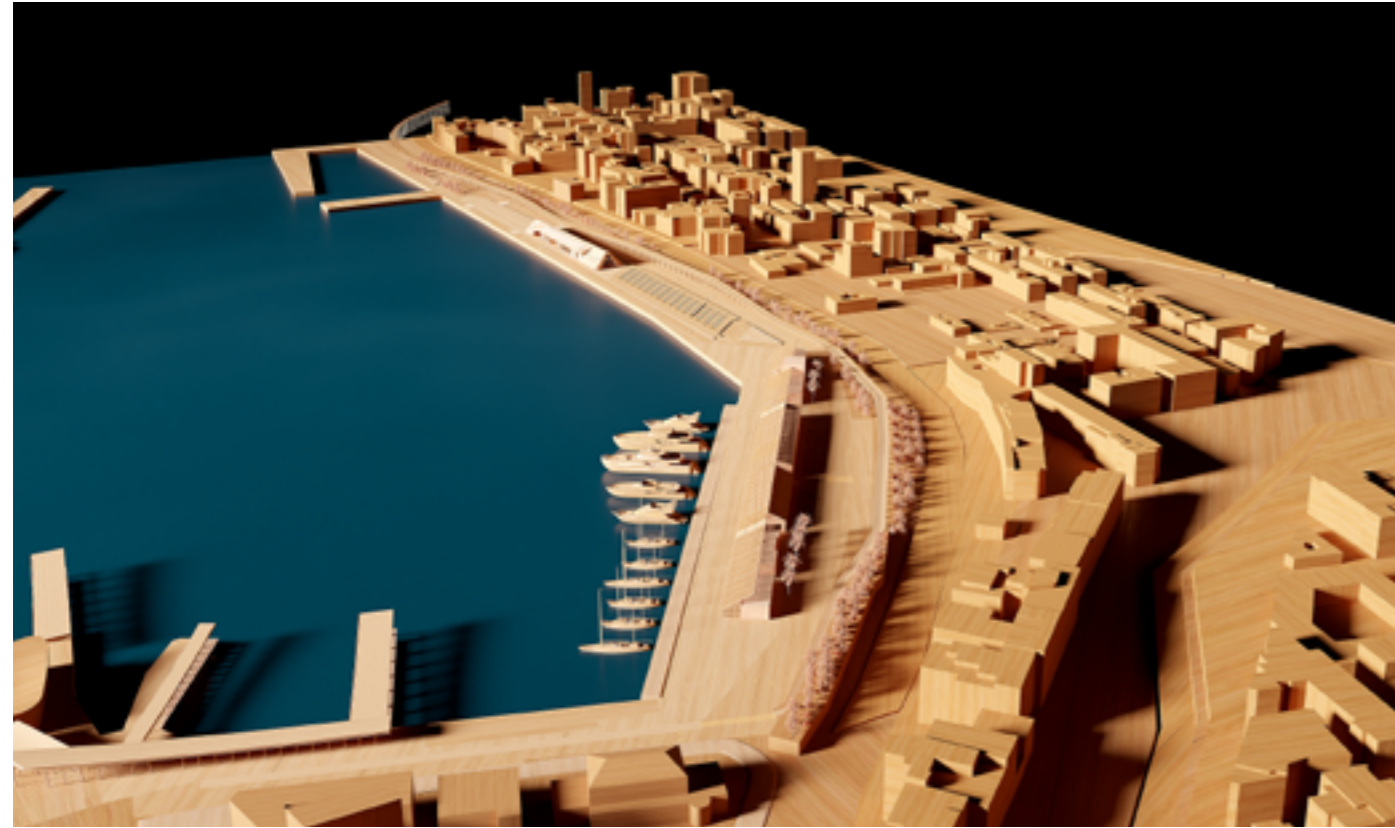
This is also recognition of the leading role played by the Foundation in the short time since its inauguration.

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Federico Pompignoli  
PMP ARCHITECTURE

# WATER- FRONT PORT OF REGGIO CALABRIA

The Waterfront project for the port of Reggio Calabria aims to transform the existing port area into a modern cruise terminal and an area dedicated to mega-yachts and small-to-medium-sized boats. This project, divided into two macro-areas, involves the redevelopment of existing structures and the integration of new infrastructure to improve the accessibility and attractiveness of the port.



The project enhances the functions of the port's outer basin through the construction of a new passenger terminal for cruises and the inner basin with the redevelopment of the old quay and the repurposing of existing buildings for recreational boating. This intervention enhances the interaction between the port and the city, improving accessibility, services, and tourist appeal.

The cycle and pedestrian path and the new park link the functional upgrade interventions and connect the south and north waterfronts and the port and the city. The reconfiguration of the port area and waterfront is designed in line with the latest principles of energy efficiency and environmental sustainability.

The project is part of a broader plan to redevelop the port in order to include it in the international cruise circuit, while improving its integration with the city's waterfront. The terminal aims to transform the port into a more accessible and functional area, not only for cruise traffic but also for the local community.

### Project description

The Waterfront Masterplan involves dividing the port of Reggio Calabria into two macro- areas: one dedicated to moorings for the new cruise terminal in the north, and the other for mega- yachts and medium and small boats in the south. The project will be divided into two main phases: the first phase involves the demolition of some existing structures, while the second phase includes the construction of a new building of approximately 1,000 square meters of covered space and 800 square meters of open space.

In the area designated for mega- yachts, a new pergola will be built to cover four existing buildings, including those of the Coast Guard and the Naval League. New piers will be added, bringing the total to four, along with shelters for tourist traffic and new parking spaces. The new triangular-shaped building, clad in ceramic, will be constructed using prefabricated concrete panels to ensure rapid construction and long-term durability. The large windows will offer views of the sea and the Strait, while the roofs will be equipped with brise-soleil and solar panels to improve energy efficiency. The most innovative aspect is the new cycle path that will connect the cruise docks with the Santa Caterina railway station. In 2023, the PFTE, technical and economic feasibility study

was submitted commissioned by the Port Authority of the Strait, which was approved at the Services Conference. The D&B tender is expected to be launched and work is expected to begin in 2024. The total investment for the project is approximately €22.8 million: €17.2 million infrastructure, shelters, and the cruise terminal (of which €15 million is financed by the state through the 2021 Budget Law and PNRR funds, while the remaining €2.2 million is borne by the Authority), plus €5.6 million for the cycle path, which is entirely borne by the Authority.

### Planning and participation process

The objective of the Port Authority and the PFTE project is to promote an urban redevelopment strategy that will provide Reggio Calabria with a new outlet on the Mediterranean, enabling the city to compete with other high-level

ports. The Port Authority actively involved the citizens, receiving positive feedback on the proposal to "open" the port area to the city in order to promote urban regeneration and greater integration between the city and the sea. This objective, as well as bringing places and people closer together - both with each other and with the surrounding nature - is the same one set by the city of Reggio Calabria with the relaunch of the Mediterranean Museum, thanks to which another important area of the Reggio seafront will be redeveloped at a cost of €113 million with a project designed by Zaha Hadid Architects. In addition, another redevelopment of the Falcomatà seafront is planned..

### Area properties, operational details, and critical elements

The area involved in the project is owned by the Port Au-

The project, supported by the Port Authority and welcomed by the citizens, is integrated with the creation of the Museum of the Mediterranean and the revitalization of the Falcomatà waterfront.



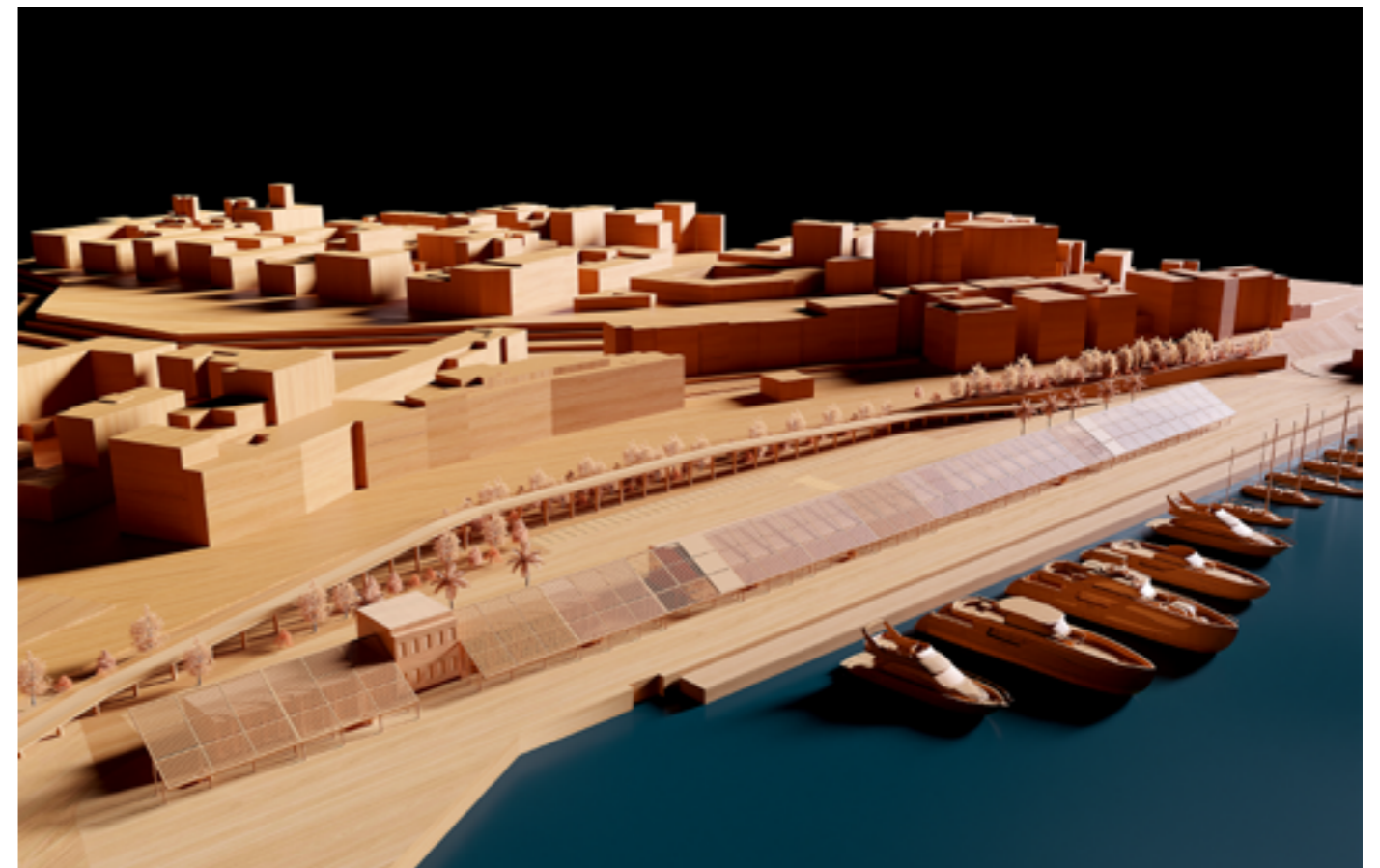


thority of the Strait Port System; the fact that there were no particular restrictions on the area facilitated the implementation of the project. As regards public works, these involved the construction of a cycle and pedestrian path, a new cruise terminal and the mega-yacht area with related services, a Museum of the Mediterranean, and a series of interventions functional to the usual port activities. The Waterfront project represents a significant development opportunity for Reggio Calabria, improving the accessibility and functionality of the port and contributing to the economic and social growth of the city. The creation of a new cruise terminal and modern infrastructure aims to enhance the attractiveness of the port, consolidating Reggio Calabria as an important maritime hub in the Mediterranean.



The new quay in the outer basin will be a public tourist area. The terminal area will be part of the green system connected to the park.

A triangular-section roof outlines the building with open sides overlooking the port and the terminal square.





Alfonso Femia  
ATELLER(S) ALFONSO FEMIA

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In the Reggio Calabria waterfront project, the intelligent distribution of green spaces as an interface between the sea, the coast, and the built environment, a system of soft mobility, and the waiting areas and flows of passengers traveling by sea to the islands, welcomed in pleasant surroundings, are elements of regeneration and recovery of urban values.

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# PIAZZA DEI CINQUECENTO ROME

The redevelopment project for Piazza dei 500 in Rome, promoted by Grandi Stazioni in collaboration with Rete Ferroviaria Italiana, FS Sistemi Urbani, and Roma Capitale, aims to transform the area surrounding Termini station into a more accessible and functional public space. The project has been accelerated in view of the 2025 Jubilee, with Anas as the new implementing entity.

The project aims to increase pedestrian space that is integrated with the urban mobility system and designed to improve the quality of public space.



Bird's-eye view of Piazza Cinquecento in its pre-project state. From the Baths of Diocletian towards Termini Station.

Bird's eye view of the Piazza project, reinterpreted as "Piazza della Città" (City Square) and not just "Piazza della Stazione" (Station Square).

© Marco Tripodi

The interdisciplinary design team led by TVK, together with IT'S, ARTELIA Italia spa, NET Engineering spa, Michela Rustici, and Latitude Platform for Urban Research and Design, won the 2021 international design competition for the redevelopment of Piazza Cinquecento in Rome. The competition concerned the redevelopment of the capital's integrated and sustainable mobility hub through the enhancement of alternative mobility systems, the rationalization of public and private parking, and the improvement of safety and accessibility conditions at Termini station.

The project was promoted by Grandi Stazioni Rail in collaboration with FS Sistemi Urbani and Roma Capitale, with Anas identified as the implementing entity within the framework of the Giubileo 2025 works. In this document the project was analyzed as a case study for urban regeneration, only for the competition and PFTE development stages for the integrated contract tender, in accordance with the new procurement code.

#### Project description

The first phase of the tender identified two areas of intervention: the square and the wider area covering almost 10 hectares, including the Piazza della Repubblica complex and Via Parigi - in the belief that only a systematic intervention could effectively impact the quality of life and

accessibility of an area that is so complex in terms of functionality and urban planning. In this respect, the competition involved two phases, one coinciding with the perimeter of the square and the other with the wider area, extending until 2030, in a vision that also integrated Piazza Indipendenza and Piazza Vittorio Emanuele II. The design team then developed the project for the perimeter of Piazza dei Cinquecento alone up to the PFTE phase for integrated contracting, and then carried out support activities during the construction phase. The intervention on Piazza dei Cinquecento covers an area of almost 4 hectares and proposes a 2-parts layout:

- » The first is a wide portion of the square facing the station entrance, overlapping the underground levels of the metro, free of obstacles, open and available for city activities.
- » The second, continuing on from the first but with the character of a tree-lined garden square, where you can find shaded areas and ideally integrated into the continuity of the Dogali gardens and the Baths of Diocletian.

The location of the square in the heart of Rome has led to the place being interpreted not only as 'Piazza della Stazione' (Station Square), but above all as 'Piazza della Città' (City Square). Starting from the square, the

project aims to reconstruct a system of physical relationships on a human scale, defining a new free space, a lively void, a tree-lined garden. The mobility project contributes to the desire to reconnect the station to the urban fabric: among the strategic choices for the new layout are the reduction of the bus station's footprint, achieved by reorganizing the lines that terminate there, and the relocation of the taxi rank previously located in front of the passenger building.

With 850 trains and 480,000 passengers daily, Termini Station is a crucial intermodal hub for the city of Rome. Piazza dei Cinquecento has always been a space dedicated to vehicle traffic and parking: buses, taxis, and private cars crowded onto a large expanse of asphalt. The project aimed to radically rethink the space, maintaining the characteristics of the intermodal hub - an essential link in Rome's mobility system - and integrating them into a pedestrian-oriented context. From a functional point of view, the reconfiguration of the bus terminal, a key element of the intermodal hub consisting of the square and its context.

The pedestrian area has been expanded and the bus stops reorganized around large "islands," pedestrian sections of the square that accompany the flow of people to and from the station. This solution

The project combines an open, free square in front of the station with a tree-lined square-garden, continuing on from the gardens of the Dogali and the Baths of Diocletian.

With 850 trains and 480,000 passengers daily, Termini Station is a crucial intermodal hub for the city of Rome.

The project reorganizes the space, transforming Piazza dei Cinquecento into an intermodal hub integrated into a pedestrian context, improving mobility and urban livability.

The reorganization of bus stops and the expansion of pedestrian areas improve accessibility and modal exchange, integrating the square into a more fluid and sustainable mobility system.

has improved the quality of the pedestrian area, facilitating accessibility and modal exchange, and improving accessibility conditions for passengers and vehicles. The square is therefore included in a new large-scale traffic plan, which contributes to reducing traffic “pressure” and promotes the functionality of the hub for public transport and active mobility, both pedestrian and cyclist. The dual identity of the square, the coexistence of metropolitan space and public square, allows for a response to the differences that characterize the subsoil: impermeable where crossed by metropolitan infrastructure in the part closest to the station, permeable as it approaches the Baths of Diocletian. The complex-



The project master plan covers three areas: P1 (Piazza dei Cinquecento), P2 (Via Einaudi, Via Terme di Diocleziano, Via Amendola), and P3 (Piazza della Repubblica, Via Einaudi, Largo di Villa Peretti).

© MyLuckyPixel



ity of the subsoil emerges in the surface design, naturally following the different textures, consisting of an urban void with mineral soil in travertine and basalt along the station entrance and fading into a more organic tree-lined space in front of the Baths of Diocletian.

The project's topography traces and perfects that of the existing so as to naturally guide water towards green spaces, contributing to the maintenance of the tree canopy and alleviating the impact of heavy rainfall on the existing sewer system.

The materiality of the ground

also responds to the dual nature of Piazza dei Cinquecento. The paving works with the two-tone colors of basalt and travertine, materials that are characteristic of Roman public spaces. Light-colored surfaces are used where planting is not possible, and mainly basalt paving is used under the shaded areas of the arboretum. The geometry of the ground echoes the large railway signs and the rhythm of the pillars on the façade of the passenger hall, creating visual and functional continuity between the station and the surrounding urban fabric. The project also includes the creation of an arboretum that provides shade and improves air quality, while also serving as an educational element.

The arboretum, as an ideal continuation of the garden of the Baths of Diocletian and the garden of Livia at Palazzo Massimo, recreates an encounter between domestic woodland and wild garden through the use of different types of plants such as oaks and palms, geometries with planting patterns that vary from regular to quinconce and septuple, different phenologies and foliage, trunks and branches, rare flowers and fruits.

The square thus becomes a welcoming and functional place that meets the needs of sustainable mobility and promotes new forms of sociality and community.

The strength of the project lies in the belief that public space is constantly evolving, thus requiring intrinsic resilience in design to adapt and absorb the necessary changes.

View of the arboretum, water gardens, and hub from Viale Enrico De Nicola. The station facade in the background.



### Planning and participation process

At the end of the international competition, the winning team worked in close dialogue with representatives from Grandi Stazioni Rail, with the primary objective of opening the Services Conference. This allowed for the creation of technical round tables to discuss with the various public interests.

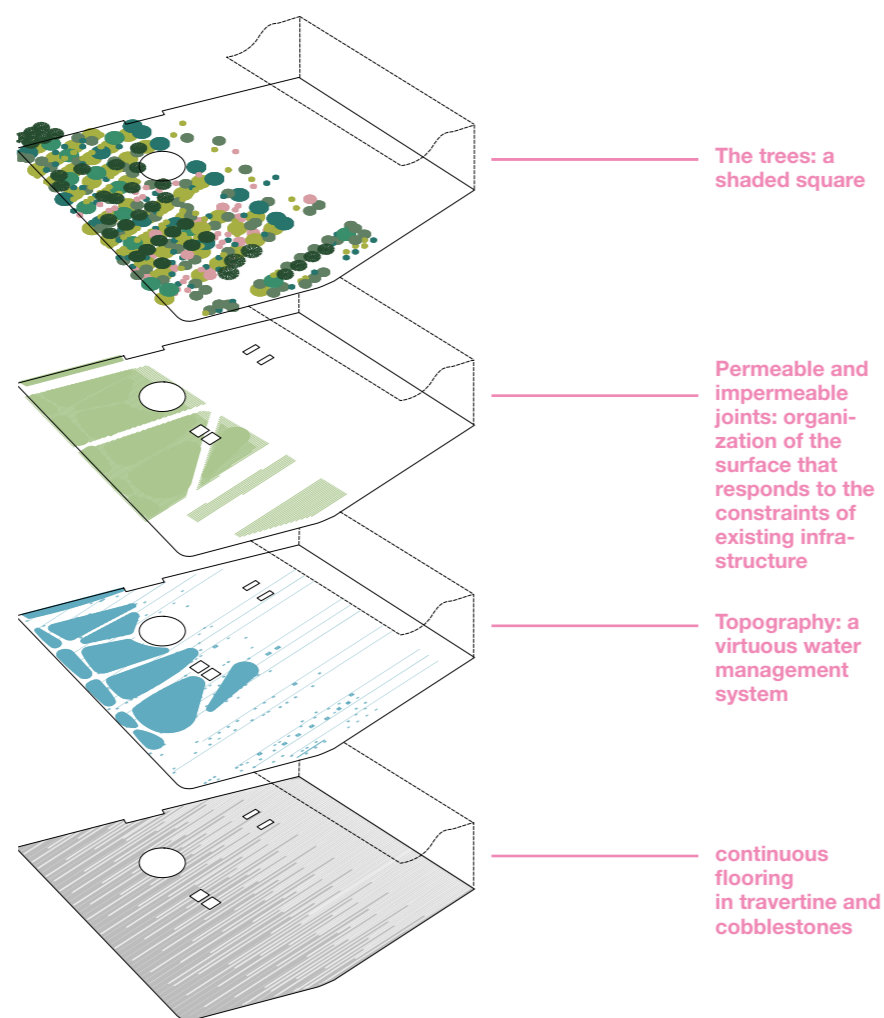
Ongoing dialogue with the services and bodies involved (Municipality of Rome, Atac, Ferrovie, Superintendency) made it possible to refine and adapt the project to the different requirements, in particular with the mobility services and Atac.



The flexibility of the process ensured the transition from competition to implementation, with a collaborative approach that made the project possible.

Once the service conference phase was completed, a project update was produced, which made it possible to provide a technical-economic feasibility accordance with Procurement Code Decree 36/2023).

Based on the PFTE developed for integrated contracting, Anas was able to proceed with the implementation of the project. In this final phase, the design team played a supporting role on the construction site. The strength of the project lies in its ability to adapt and absorb the inputs that modified certain aspects between the competition and the implementation, the first phase of what will be the history of this place.



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We wanted to create a large pedestrian area outside the station building, free from traffic, to restore a human and symbolic dimension to this place that is fundamental to the Roman context, transforming this urban center into a natural space that can be enjoyed by everyone, contributing to the future vision of Rome.

The project aims to rebuild, starting from the square and with a strategy of progressive interventions, a system of relationships that restores the meaning of this place as a public square and renews the connection between the station and the city. We wanted to emphasize the value of an available, empty space that can accommodate a wide variety of uses and exchanges over time.

The aim was to enhance the value of this place, making it available to the city and highlighting its exceptional historical and heritage context: the Servian walls, the Baths of Diocletian, Piazza Della Repubblica, Palazzo Massimo, which houses the fresco of Livia's Garden that inspired the design of the square's arboretum.

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Silvia Furlan  
CEO NET ENGINEERING

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Piazza dei Cinquecento is a project that, due to its size, configuration, and flexibility, has become a key element in the sustainable mobility policies that the city has identified for 2030, with an impact that goes far beyond its geometric perimeter.

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# PARCO LINEARE TRIESTE

The Trieste Linear Park is an ambitious project that aims to redevelop an area of over 58,000 square meters near the Old Port. The park will feature a wide boulevard and include a cycle and pedestrian path, a cable car, and various sustainable infrastructures. This project represents an opportunity to enhance the historical and identity-related past of the area and to promote truly sustainability-oriented development.



The route will extend between the second and third rows of warehouses in the Old Port. The project includes a connection to the center of Trieste in the south and to the Bovedo parking lot in the north. The Old Port and the city of Trieste as a whole have always had a European and international character, and therefore the project relates to this supranational dimension.

There are four areas of project expertise: the linear axis connecting the roundabout and the Barcola car park and the Bovedo station; the Old Port station square and its northern extension of the former small inn; the boulevard of the Natura axis that winds its way through historical landmarks; the Trieste station square and the connection between the Old Port and the historic center.

The aim of the entire project is to propose a new way of urban and landscape construction, creating a self-sufficient system that produces energy instead of consuming it, using waste materials and implementing sustainable solutions for the management and maintenance of the park.

### Project description

Parco Lineare stretches along a 3 km route between the second and third rows of warehouses in the Old Port of Trieste, divided into two areas now renamed the Carsico Axis (also known as the Nature Axis) and the Barcolano Axis, which redefine the new name of the area as the "Green Parco Lineare." This project, which provides a connection to the south with the center of Trieste and to the north with the Bovedo parking lot, follows the tracks of the existing railway lines and uses the cylindrical geometry of the switches to define the squares and intersections. The central element of the project is a boulevard approximately 1,000 meters long and between 25 and 29 meters wide, bordered by buildings and urban structures.

The project also includes a cable car that will connect the Bovedo station, located at the beginning of the Barcolano axis, with the "Trieste Station," located at the end of the Carsico axis, passing through the port area where the "Porto Vecchio Station" is located. This innovative infrastructure - positioned on the ground with nine pylons - aims to improve urban mobility and reduce environmental impact. The goal of the entire project is to propose a new way of urban and landscape construction, creating a self-sufficient system that



produces energy instead of consuming it, using waste materials and implementing sustainable solutions for the management and maintenance of the park.

In 2022, the PFTE, Technical and Economical Feasibility Project for Parco Lineare was presented to the public as part of the redevelopment of the Porto Vecchio area, financed by the National Plan for investments complementary to the PNRR (National Recovery and Resilience Plan) and funded by the Ministry of Culture with a total amount of €40 million. The planned sub-projects include the Linear Park, at a cost of €21 million, which will be carried out through a tender for the final and executive design; the other project includes the re-

development of several buildings in the old port to be used as the headquarters of the Friuli Venezia-Giulia Region and for services.

### Planning and participation process

The Parco Lineare area has a strong territorial and identity value, having been abandoned for many years. The Municipality of Trieste led the planning process to develop a PFTE project that would reflect the needs of the community, enhance the historical heritage of the area, and consider the importance of creating continuous and equipped public spaces that would connect the historical part of the city with its territory. An excellent dialogue has been established with the Municipality of Trieste, with which

The layout of the new park will follow the tracks and sidings, while the cylindrical geometry of the railway switches will define the design of the squares, determining the intersections.



responsible for the work in the park and on some public buildings, while the Region has contributed to the financing of the restoration of four buildings. For the rest of the project, project financing has been arranged involving a group of private individuals for the restoration of 18 buildings intended for hotel, residential, and office use. As regards public works, these concerned the construction of a cycle and pedestrian path, a cable car, a Sea Museum, green areas, and multi-purpose public spaces. The possibility of reclaiming the area has been the subject of much debate precisely because of its strong territorial value. The creation of sustainable infrastructure, multi-purpose public spaces, and improved urban mobility aim to contribute significantly to the enhancement of this



The tree species are native to ensure maximum naturalness. The planned interventions will trigger evolutionary processes in the vegetation, which will become increasingly autonomous over time.

Water is the great connecting element, appearing and disappearing along the line of the park. A line of water runs along the entire axis between the two ponds, at either end of the path, sometimes visible, sometimes underground.

the PFTE process and the executive project, currently under development, have been discussed. The Municipality has always given priority to the goal of reuniting a currently fragmented part of the territory, thus creating an area of connection. Citizens and tourists will find public spaces in the park dedicated to various functions that will improve the real needs of residents and the quality of urban life in general. **Ownership of the area, operational details, and critical elements** The area behind the quays of the Old Port has always been owned by the Municipality of Trieste, and the project is entirely financed by public funds. The Municipality of Trieste is



The project is geared towards environmental sustainability, including energy efficiency, mobility, and construction aspects: the Linear Park is an opportunity for urban redevelopment and, at the same time, a chance to enhance the historical, symbolic, and identity-related past.

The park reverses the relationship between the city and plant production, thus creating a nursery for plants that will eventually colonize Trieste's public spaces.

Parco  
Lineare / Trieste  
Friuli Venezia Giulia



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In line with the intentions of the Trieste administration, the project, starting from public areas, connects parts of the city through the creation of continuous equipped spaces. A welcoming place that encourages and suggests exploration of the coastline, preserving the historical memory of the Habsburg urban layout.

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Alfonso Femia  
ATELLER(S) ALFONSO FEMIA

# VALLE OLONA CYCLING AND WALKING PATH VARESE

URBAN  
REGENERATION

The main target of the Masterplan for the Olona Valley in Varese is to regenerate the valley through a series of strategic actions aimed at fulfilling an ambitious and innovative vision, both in the short and long term. The project focuses on revitalizing the productive and housing fabric from an ecological and inclusive perspective, with the Olona River as its focal point.



The large former industrial complexes, now disused, represent opportunities for the regeneration of the socio-economic system, to be reactivated in relation to the new cycle path that will run alongside the Olona. The revitalization strategy involves the restoration of historic buildings, new architecture, and the repurposing of interstitial public spaces for a more connected and livable urban fabric.

The new cycle path connects and integrates the remaining green areas, transforming them into a continuous network of regenerated spaces for leisure and socializing. This new axis of sustainable mobility promotes slow tourism, improves the ecological quality of the valley, and makes new meeting places accessible to the local community, encouraging a more conscious use of the territory.

The Valle Olona Masterplan envisages the regeneration of a vast area centered on the city of Varese, with the Olona River as its structuring element, prefiguring the desired urban system in spatial and relational terms.

### Project description

The Olona Valley, in the geographical area of the province of Varese, represents an external axis with respect to the city center, characterized by artisan and industrial settlements and public services, as well as a large shopping center. The area, which is important from an environmental and landscape point of view, represents a crucial ecological corridor.

The Valle Olona Masterplan envisages the territorial regeneration of this vast area with the city of Varese at its center, placing the Olona River as a structuring element. The project envisages the desired urban system in spatial and relational terms, including public transformations (infrastructure and parks) and private transformations for public and/or private use (regeneration of brownfield sites). The transformation of the former De Amicis school into a research and training center will be the catalyst for an ecosystem that enhances the manufacturing vocation of the area, reinterpreted in a contemporary key, developing innovative skills.

The objectives of the Masterplan include the environmental redevelopment of the river with the renaturalization of the banks, the creation of an accessible green area, the protection of the river from hydrogeological instability, the creation of a river park, the development of pedestrian

and cycle paths, while for the numerous abandoned areas along the course of the Olona, in line with this new vision of the valley and the river, the preservation and reuse of the industrial architectural heritage is planned. In particular, the Masterplan proposal pursues a strategy of revitalizing the Olona Valley through:

- » the creation of a cycle path as a sustainable mobility infrastructure that will become the backbone of the valley;
- » the restoration of industrial archaeology buildings and the construction of new architecture with the repurposing of interstitial public spaces;
- » a system of urban and natural parks to expand and improve access to the Olona river.

The total value of the interventions envisaged in the Master Plan is estimated at €142,769,000, with the conversion of the former De Amicis school valued at €3,990,500.

### Planning and participation process

The Master Plan attaches great importance and priority to the participatory process, actively involving stakeholders. The aim is to enable them to approach the contents of the Master Plan itself. For this reason, the Master Plan editing team is composed of multidisciplinary professionals, capable of integrating

strategic planning, integrated urban planning, landscape design, and management of participatory processes, both public and private. In particular, the involvement of neighboring municipalities was strongly promoted and emphasized in order to give strategic and territorial substance to the Master Plan, without limitations arising from administrative boundaries. The participation of associations and citizens has been

Overcoming barriers: a project that supports permeability and the recovery of enclosed areas.

The river and the highway, from elements of separation, are transformed into connections, enhancing the landscape and interstitial spaces.





guaranteed through the work of the multidisciplinary group. The designers evaluated and responded to the comments received from the various stakeholders, following the procedures agreed with the Municipality of Varese. The least effective element in this area was the relationship with potential investors, both new and already present in the area, with whom discussions were postponed to a later stage of the work.

**Ownership of the area, operational details, and critical elements**

The brownfield sites involved in the project are owned by



Abandoned areas will be regenerated through targeted interventions, transforming historic buildings into vital spaces dedicated to creativity, socialization, and new ways of living and offering services.

Rediscovering the river: allowing its banks to be used as areas for leisure and for improving environmental quality and social interaction.

Attracting investors: envisaging flexible transformation scenarios connected to the territory, to encourage investment and sponsorship.

private entities and will remain so, providing for agreements and public-private partnership (PPP) systems for their reactivation. Infrastructure interventions will be carried out on public land and managed in PPPs.

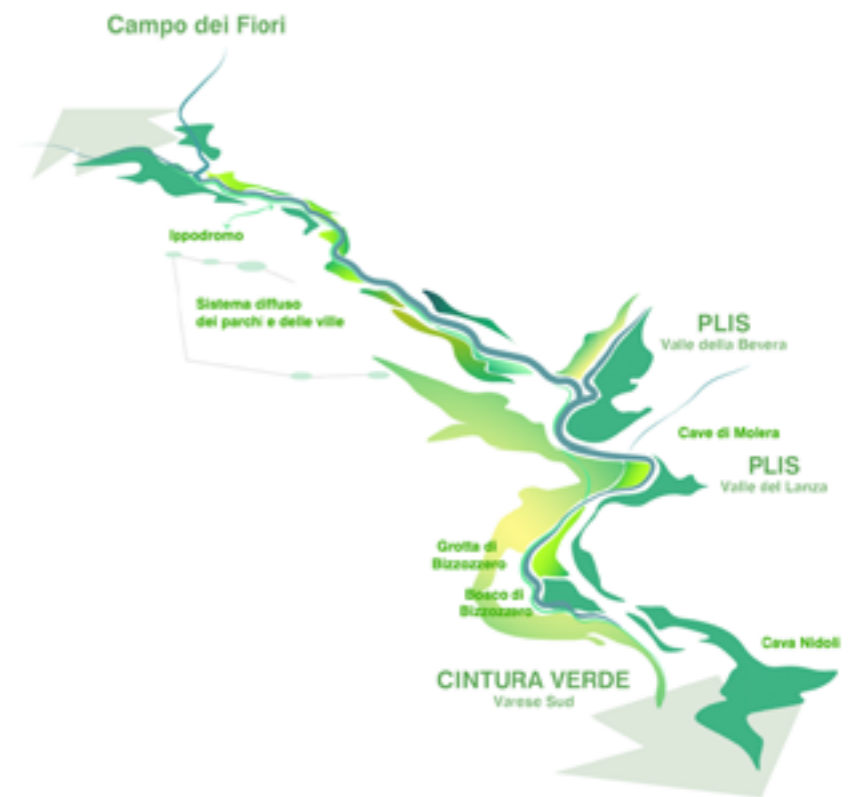
The project is financed through a public-private partnership and European funds. Although the scale of the work is still at the strategic-urban planning level, an estimate of the possible urbanization costs has been made to assess which public works in the Master Plan can be financed through the planned transformations.

The main difficulties encountered include the limited involvement of potential private investors and the challenges in the integrated develop-

Intervention strategies. The Masterplan focused on three main areas:



le nuove connessioni di mobilità dolce;



la riqualificazione delle aree dismesse;

l'attivazione di un sistema di aree verdi interconnesse.

ment of the Masterplan. In addition, the technical and strategic planning of the redevelopment of the former De Amicis school required a considerable effort to ensure consistency with the overall regeneration objectives. Despite these critical issues, the Olona Valley Masterplan represents an ambitious and innovative vision for sustainable urban regeneration, placing the Olona River at the center of a transformation process that aims to enhance the area's heritage.



The privately owned brownfield sites will remain as such, with interventions implemented through public-private partnerships and strategic agreements, while public infrastructure will be built on public land, ensuring integrated and sustainable regeneration.

Integrate strategies: combining mobility, ecology, and the economic system for sustainable revitalization of the territory.





**Maria Cristina Fregni**  
PARTNER E URBAN PLANNER  
POLITECNICA INGEGNERIA E ARCHITETTURA SOC. COOP.

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The Olona Valley Masterplan immediately proved to be a project of great interest, precisely because of the strategic and innovative value attributed to the “Master Plan” tool, which has its own recognizable and codified place within municipal urban planning instruments and is conceived as a strategic tool that combines territorial design of transformations with action plans and activities that also analyze economic and entrepreneurial aspects. Combining the rich history of the territory and its permanence with an innovative and sustainable vision of the future was an engaging challenge, managed in a collaborative and coordinated manner with the municipal administration.

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# NEW STATE POLICE HEAD- QUARTERS NAPLES

The project involves the creation of a “Safety Citadel” on the outskirts of the Miano district. In collaboration with the Ministry of Defense, the Ministry of the Interior, the State Property Agency, the Campania Region, and the Municipality of Naples, the initiative aims to regenerate the former Boscariello military barracks, transforming it into a modern complex of buildings designed to house all the activities of the State Police of the Metropolitan City of Naples.

The need for a comprehensive vision for the entire area is a fundamental element for the overall success of the project, enhancing both the new complex and the urban context in which it is located.



The new State Police Headquarters is located in an urban context of great historical and archaeological importance, and therefore required careful analysis and knowledge of the site. The area, which has been heavily anthropized since Roman times, was influenced by the centuriation system and subsequent developments that led to the presence of Roman rustic villas, 18th-century

farmhouses, and contemporary settlements. The complexity of the site required careful integrated design involving a multidisciplinary team led by Rina Consulting, with the participation of various professional architectural firms specializing in architecture, structures, and systems.

The urban space that the State Property Agency intended to redevelop is that of the former Boscariello Barracks, a disused area located on the northern outskirts of Naples and adjacent to the Carretto Barracks of the Carabinieri, which is still active, and closely connected to the area of the former Vele and Scampia Park. The State Property Agency, in collaboration with the Ministry of Defense, the Ministry of the Interior, the Campania Region, and the Municipality of Naples, has decided to launch the initiative, which involves the demolition of the former military barracks and the transformation of the site into a modern complex of 13 buildings designed to house all the activities of the State Police, with a focus on energy efficiency and operational functionality. In addition to the buildings, parking lots and infrastructure for internal traffic will be built for police activities, with the aim of creating a safe and highly functional environment for the purpose of managing and ensuring security throughout the metropolitan area.

**Project description**

The project area, located at 189 Via Miano on the northern outskirts of Naples, is currently in a state of decay following the decommissioning of the military complex, built between 1940 and 1950. It is located in a well-connected suburban area characterized

by low-cost and social housing built between the 1980s and 1990s. The project for the new State Police Headquarters in Naples involves the complete demolition of the former Boscariello Barracks, with the exception of the historic building located along Via Miano, which will be preserved as a historical feature of the complex. The project covers an area of 78,845 square meters and aims to transform it into a modern and efficient security citadel that integrates with the surrounding urban fabric, promoting the regeneration of a degraded area. The project master plan was designed to improve accessibility, safety, and sustainability through the creation of a new complex that extends along a green pedestrian and vehicular axis, connecting Via Miano with Via Ciccotti. Via Miano will also take on the same green axis characteristics and will thus be redeveloped. The Masterplan is divided into different areas with different levels of use and intended purposes, balancing the public and operational functions of the complex.

» Public use Area: sited along Via Miano, it will feature open parking, green areas, and public space, a square. The centerpiece of this area will be the historic building of the former Boscariello barracks, which represents the entrance to the new

complex and will be renovated and transformed into a Space of Legality, with educational, informational, and exhibition functions. The renovated building will house a conference room, multimedia spaces, and a nursery, along with a memorial area dedicated to themes of legality. Behind the Legality Center is a curtain of buildings open to the public - immigration office, passport office, etc. - culminating in the Auditorium for events of public interest.

- » Structural axis. A central axis will cross the area, connecting Via Miano to Via Ciccotti. This corridor will be lined with buildings intended for police offices - Forensic Science, Mobile Squad, Administration, Social Security, etc. - with an architectural landmark in the form of a tall building that ideally relates to the Vele di Scampia. The connecting structure culminates in a functional volume that houses the Guard Corps, which is the main access point to the complex.
- » Central area. The heart of the complex will be a large central square used for training exercises, around which will be located the buildings intended for common services, such as a gym, canteen, bar, and relaxation areas. To the

An initiative aimed at regenerating the area of the former Boscariello military barracks, transformed into a modern complex that houses all the activities of the State Police of the Metropolitan City of Naples.

The Masterplan is divided into different areas with different levels of use and intended purposes, which balance the public and operational functions of the hub.



There are three levels of accessibility within the complex: paths and offices that are open or accessible to the public, areas reserved for staff, and areas with regulated and monitored access.

side of the central square are located the buildings used as staff accommodation with changing rooms.

- » Technical area. The innermost area will be dedicated to the operational functions of the State Police, such as garages, refueling areas, and spaces for special departments such as the shooting range, gym for special training, and a Data Processing Center.
- » Facilities. A technological tunnel connecting all the buildings will contain the necessary equipment for the transformer stations located in special rooms on the basement floor of each building. Inside the underground technological tunnel, the main services - water, sewage, etc. - and channels for electricity, communications, gas, and industrial systems are positioned. These systems are placed in special rooms corre-

sponding to each building. The tunnel will be accessible on foot by technicians for maintenance work.

- » Fences, access points, and internal roads. The complex will be enclosed by a double fence, with the public area open onto Via Miano and the more internal area of the New State Police Headquarters protected, reserved for police activities, and equipped with advanced surveillance systems.
- » The internal road network of the complex is organized on an orthogonal grid, with different levels of use. The main road con-

nects the entrance on Via Miano with the secondary entrance on Via Ciccotti, forming the backbone of the internal road network, flanked by service roads. The main axis, characterized by a double row of trees, serves the parking area, while the secondary roads are dedicated to special and service vehicles. The road sections include sidewalks, two-way carriageways, and parking lots, with vegetation consisting of trees and shrubs along the entire route.

The entire project is designed to ensure a high level of safety and to blend harmoniously

The project aims to ensure safety, urban integration, and redevelopment of the area, with a particular focus on sustainability and energy efficiency, making the police headquarters a symbol of rebirth for Naples.

The tall building is an architectural landmark that ideally relates to the Vele di Scampia.

with the urban context, redeveloping not only the structure but also the surrounding area, with particular attention to environmental sustainability and energy efficiency, making the police headquarters a symbol of rebirth for this area of Naples.

### Planning and participation process

The redevelopment project, promoted by the State Property Agency in collaboration with the Ministry of Defense, the Ministry of the Interior, and the Municipality of Naples, followed a complex planning and participation process. A memorandum of understanding initiated the process, with the State Property Agency launching the procedure for the award, in a single lot, of the final design, construction design, and safety coordination, as well as the completion of all the tests and investigations necessary for the design stage.



The need for functional construction required regulatory adjustments in terms of sustainability: draining paving and landscaping designed with plants to be recovered, alternating with lawns and flowering shrubs of the Mediterranean scrub.



The first step in the project was the development of the Technical- Economic Feasibility Project (PFTE), with initial funding of approximately €103 million, of which €5 million was allocated by the State Property Agency. However, due to increased costs caused by the Covid-19 pandemic and new requirements from the State Police, the total amount was subsequently increased to €250 million. During the design phase, there were constant and continuous discussions with the State Police, the user entity, in order to arrive at design solutions that would meet the functional needs of the entity in compliance with current national regulations.

Based on a preliminary document entitled “Preliminary general guidelines for design,” which outlined the fundamental principles of building distribution and access management, defining three levels of accessibility within the complex: paths and offices open or accessible to the public, spaces reserved for staff, and areas with regulated and monitored access. The subsequent master plan further developed these guidelines, assigning specific functions to each building and optimizing routes to ensure maximum efficiency and safety within the citadel. The design was not limited to construction aspects, but also included the planning of facilities and the definition of technical and performance requirements for the various types of premises, with particular attention to spaces intended for special functions, all in accordance with the “Guidelines for the Design of State Police Headquarters” issued in 2018.

A crucial aspect of the process was the need to obtain a variation to the General Urban Development Plan, since the area, originally identified as zone G, only allowed for integrated urban settlements. The amendment made it possible to adapt the area to the project’s requirements, with a land use index not exceeding 0.8, allowing for a total volume of 175,415 cubic meters, excluding underground spaces.

**Ownership of the area, operational details, and critical elements**

The project is part of an urban context of great historical and archaeological importance, and therefore required careful analysis and knowledge of the site. The area, heavily an-

thropized since Roman times, was influenced by the centuriation system and subsequent developments that led to the presence of Roman rustic villas, 18th-century farmhouses, and contemporary settlements. This historical stratification was fundamental in defining the project, which had to balance the morphological and historical characteristics of the site with the modern functional requirements of the State Police.

The complexity of the site led to careful integrated planning involving a multidisciplinary team led by Rina Consulting, with the participation of various professional architecture firms such as Corvino+Multari, AS Srl, and Dfp Engineering Srl, Proap Italia Srl, a landscape architecture firm led by João Nunes, Geo-log Studio di Geologia, and Macro.

Studio Design Srl was responsible for the sustainability aspects of the project (CAM, LEED, Casaclima), and ultimately it was necessary to

involve archaeologist Ilaria De Luca. DFP Engineering and Arethusa Srl supervised the extremely complex systems. The final design and the technical-economic feasibility study have been validated, while the construction design is still in progress and work is expected to begin in early 2026.

The complex and historically layered nature of the area has slowed down the process of its implementation, and more structured coordination is still desirable to ensure the harmonious regeneration of the neighboring lots, which are not currently covered by the project. The need for a comprehensive vision for the entire area remains a key element for the overall success of the intervention, enhancing both the new complex and the urban context in which it is located.

The complexity of the site required careful integrated planning by a highly specialized multidisciplinary team.



Fiammetta Adriani  
AESSE STUDIO ARCHITETTI

New State Police Headquarters / Naples Campania



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Regenerating an urban space means undertaking a process of reconfiguring the territory through infrastructure and service restoration projects, with a view to protecting environmental sustainability. Regeneration also allows the community to reclaim and revive the regenerated spaces, with clear improvements in quality of life and in the social, economic, and environmental spheres. The urban regeneration of the area is a central aspect of the project for the new State Police Headquarters in Naples, for which, however, its completion in favor of the community and social aspects cannot be said to have been achieved. The central objective of urban regeneration, which is for the community to reclaim and revive the regenerated spaces, with clear improvements in quality of life and in the social, economic, and environmental spheres, cannot be achieved in our case because, as a security citadel, it will have to operate in a hermetic and exclusive manner. However, the regeneration of a disused and degraded area is in itself an opportunity for the territory: the new State Police Headquarters will be located in an area densely built up with buildings, including towers, which, overlooking it, will improve the quality of their views and perspectives.

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