

Article

Strategic vision of a city towards the Euro-Mediterranean: the case study of Palermo

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Abstract: This in reference to EU policies, Italian harbors assume a decisive role in order to develop an euro-Mediterranean web for the maritime transportation. The geostrategic position of the Italian peninsula configure it as a natural logistic platform placed in the center of the maritime trades in the Mediterranean area, giving to its port cities the role of gateway of economic flows.

The port poles, meant as hub, have the capacity of attracting national and international investments becoming an occasion for economic grow and territorial development, this one can be put into action through new operative models of urban usage and management. This management systems of the territorial policies must take in consideration the environmental characteristics and distinctive features respecting the identity of the places and first of all the preservation of the waterfront as a concrete evidence of the history of the civilization of the peoples, source of intellectual development and therefore richness. In this sense, the current strategic plan “Palermo capital of the euro Mediterranean area” imagines the whole city, and not just its harbor, as “gate-city”, scenery of exchanges and cultures, sustainable and cosmopolitan city in the view of a recentralization of the Mediterranean area.

Keywords: : hub; gate-city; bottom up approach; creative city; urban renewal; industrial archeology

1. Introduction

“...if you ask an inhabitant of Zenobia to describe his vision of a happy life, it is always a city like Zenobia that he imagines [.....] a Zenobia perhaps quite different [.....], but always derived by combining elements of that first model. This said, it is pointless trying to decide whether Zenobia is to be classified among happy cities or among the unhappy. It makes no sense to divide cities into these two species, but rather into another two: those that through the years and the changes continue to give their form to desires, and those in which desires either erase the city or are erased by it...” [1]

Zenobia, stratified city, a place that can tell its history and renovate the creative dreams of the ones who live it, animate the feelings of the society transforming the aspirations induced by the urban net into “*participation*”.

The abstract idea of the “*happy city*”, becomes concrete through a reactive city which through creative processes answers to the communitarian wellness and invests on the human and social resource and on culture. The creative approach to the environment reveals the cultural milieu typical of the territory as confirming resource of multiple identities, offering an international platform upon which screen the local experiences [2].

The vision of international, attractive and multicultural city meets the updated strategies planned by the Agenda Europe 2000, referring to the social economy of the market. The communitarian planning idealize a system of smart development based on knowledge and innovation, sustainable as efficient under the aspect of the usage of the renewable resource and of competitiveness, which could benefit the social and territorial cohesion [3]. This context of global development, takes the form through the planning of an intermodal transport, distributed on international networks, which from Europe involving the foreign areas adjacent, stimulating the economy of the foreign markets and the local entrepreneurship. The geostrategic position of the Italian peninsula configure it as a natural logistic platform placed in the center of the maritime trades in the Mediterranean area, giving to its port cities the role of gateway of economic flows [4].

The research focuses on the strategic vision of the redevelopment of the waterfront, meant as “*face*” of the port cities, as well as an expression of economic resource and of social cohesion of the entire city. The relationship between the city and the port binds to a process of efficient use of lands, that is oriented in accordance with the international legal framework and at the same time, that can be established a proper dialogue between the idea of the future city and the identity that it contains.

The analysis recognizes the identity, as well as the intrinsic value of the city's history, as a key to realize the processes of urban transformation and parameter for understanding the possible methods of recovery and of land management, developing a cross survey, which observes the response of the expressive richness of the building heritage to the sameness of capitalism.

The contemporary urbanization appears with models, which are uprooted from a specific context, suffering from a leveling out of languages, due to the rapid change of the production system, with the consequent abandonment of local materials and techniques. The touchable and untouchable relationships of the contemporary city are gradually dividing, figuring a fragmented picture, consequently unbroken places do not exist, but a structure of poles of singular values is going to be lined out [5]. In order to pursue the trans-European network goals as prime mover of market's

development, in such a system without synergic points, can be promoted an evaluation based on the informative flow bottom-up, which should look for the local “wishes” and the attitudes of the human life, esteem them singularly and connect them until the realization of a integrated system catalyst of creativity cosmopolitan. This choice is based on the principle of interaction of the users in the process of valorization and protection of territorial identity, because the individual, after being made integral part of the urban context, can promote models of economic and social welfare in a place where it can feel integral part. This study aims to identify new business models for efficient use of land, that are able to attract new investments and subject, identifying public development policies, and which are characterized by shared choices.

In particular, it has been analyzed the strategic plan “Palermo capital of the euro Mediterranean area”, that imagines the whole city, and not just its harbor, as “gate-city”, scenery of exchanges and cultures, sustainable and cosmopolitan city according to its deeply eradicated values [6].

2. Community planning

2.1. European Corridors

The community action, in the field of infrastructure, TEN-T (Trans-European Network Transports), defined in the European Council in Essen in 1994, outlines an integrated and intermodal transport policy, promoting interoperability of trans-European networks as factor for development of the internal market, economic and social cohesion and strengthening of maritime links between the EU member states [7]. In line with European policies, the General Plan Transportation and Logistics, developed by the Ministry of Infrastructure and Transport and Navigation, introduces a system of transport set on international cabotage and on the “short sea shipping” [8], consistent with the objectives of environmental sustainability and safety requirements set by the EU.

This strategic vision idealizes the concept of trans-European network of “Motorways of the Sea” [9], according to which trade flows convey logistics of short-range routes or “Corridors”, based on the maritime proximity, decongesting road traffic and enhancing the accessibility to the island and remote areas. The analysis about the trans-european corridors allowed to identify some strategic transnational territorial platforms giving to Italian harbors a decisive role in order to develop an euro-Mediterranean web for the maritime transportation [10].

Figure 1. (a) Palermo in the Mediteranean System. (b) A view of Palermo’s harbor from the sea.



The National Strategic Preliminary Document 2007-13, for this aim, focus the attention on the intermodality taking advantage of the benefits coming from the geostrategic position of the Italian peninsula meant as a natural logistic platform placed in the center of the maritime trades in the Mediterranean area [11]. In reference to this community program it's been promoted the activation of a new "*meridian corridor*" [12] in which, the port cities are meant like territorial poles of excellence and gateways able to intercept international economic flows in a view of recentralization of the Mediterranean sea.

The port poles, meant as hub, have the capacity of attracting national and international investments becoming an occasion for economic grow and territorial development, this one can be put into action through new operative models of urban usage and management [13].

This management systems of the territorial policies must take in consideration the environmental characteristics and distinctive features respecting the identity of the places and first of all the preservation of the waterfront as a concrete evidence of the history of the civilization of the peoples, source of intellectual development and therefore richness.

The strategic plan "Palermo capital of the euro Mediterranean area" is constant with the transcalar logistics of innovative "Ports & Stations" program that identifies Palermo, by its natural interface with the Mediterranean regions and by its historic values, as a metropolitan node of strategic western Sicily platform and receiving terminal of the continental production systems (Berlin –Palermo Corridors) and sorting of the latter towards the Mediterranean markets along the east-west ridge (Cyprus-Seville) [14].

2.1. Palermo's strategic planning

(Surface: 58,88 km², population: 670.820 ab.; passenger flow: 2.367.310; freight: 5.736.061 tonn.; priority projects: RETI TEN-T n.1).

The strategic plan through the involvement of the local territorial authorities, the functional agencies, the professional associations, the representatives of the civil society and the economic dealers, assumes the role as leading instrument to point out the themes and the projects considered overriding for the development and to build a future vision of the city.

The future city prefigures nine strategic guidelines: the interconnected city, the metropolitan city, the international city, the productive city, the creative city, the city of tourism, the city of culture, the city of loisir and the city of integration, the way of planning should be set on this points and from these ones should born the hypothesis of intervention considering the relation of the metropolitan system facing its local context [15]. The plan's action set on a strategy of inter-sectorial planning and enhance the local identity as an engine of economic development, articulating tourist routes which linking various qualitative aspects of the Palermo's context from to a metropolitan scale.

The vision of the metropolitan city idealize Palermo as polycentric city, based on two new urban centers, in which the suburbs become from satellite attraction poles able to involve in an active way the urban and social dynamics relieving the urban center.

The created synergies and the networks of complementarities of the urban fabrics led to the identification of areas of integrated transformation (ATI), meant as strategic areas for the development of sceneries meant to create new opportunities for rebirth and collective profit. The executive projects

for these areas are explained in the Integrated Strategic Programs (PSI), which are drawn up in order to: enhance the cultural, ecological and environmental resources, realize a system of urban quality and social cohesion and lastly increase the level of economic and functional competitiveness. The PSI are made of cardinal projects, within these ones can be identified the pilot projects realizable in an average-short time, through executive projects which understand the urban instruments in force [16].

The pilot project “liquid waterfront” [17] shares and integrates the concept set into the port land plan which orients toward the process of enhancement of the idea of the “city of water” planning the recovery of the port area as an opportunity of creative urban transformation and competitive development meant as the ability to answer to the increasing and changeable requests of tourism and intermodal transportation.

The redevelopment of the waterfront acts in synergy with the strategic planning of the city complementing the port functions with the urban services at the metropolitan level: it’s been planned to create some spaces of urban connection with better urban vocation with the several port areas, identifying an area of interface, some joining grafts and some penetration axes, furthermore, the passages have been made more permeable and relevant [18].

Planning the port and the urban waterfront means, in addition, improving the duty of regional gate and optimize the level of correlation of the exchange networks, trades, travels, flows and commodities that pass through it. In order to fully understand the theme of the urban-port interface oriented to the integrate development of the city led to a new analysis of the urban, economic and productive system of the part of the city that gravitates around the sea front, with the identification of six filter areas, of varying dimensions and with different front-borders [19].

Near the port area it has been calculated to create some urban spaces which should fulfill the duty of reception, transit and rest center for passengers, allow the movement of commodities, etc. and, concerning the city front should be created some port spaces that should carry out new functions addressed to possible urban users (archeological park of Castello a mare, green ares of the Foro italico “water district” in the Molo Trapezoidale...) [20].

Figure 2. Strategic plan “Palermo capital of the euro Mediterranean area”- Pilot project



The Strategic Plan correlated to the abilities of the local governments to enforce the vitality of the partner systems and of the webs of agreement to look for common strategic goals, generates conditions which attracts investments useful for a sustainable territorial development.

The Sicilian Regional Government has not, currently, arranged a strategic planning which should interrelate its main maritime poles. This condition creates a huge critical point for the reaching of results that affect significantly the sustainable development of the Sicilian cities of sea in a regional territorial network. Therefore, we hope that the transnational synergies and agreements that each strategic plan of this cities promotes are destined to be included in a plan of wide territorial level, which should be able to promote the idea of national and European cooperation in the view of a recentralization of the Mediterranean area.

2. Context analysis

The entire planning activity used a monitoring and evaluation system for the economic and urban effects of this operation which would have given a critic vision of the current context and of the expected results.

The usage of some indicators of quality and sustainability (*Aalborg Commitments*) [21] made the monitoring easier, prefiguring the goals of the urban planning for the social, sanitary, economic and cultural welfare. The Indicators have been created in order to help the local authorities who signed the commitments of the Aalborg document and are useful instruments for the requalification of the abandoned areas, to prevent the urban sprawl, to grant an adequate conservation of the building heritage and to enforce the values for a sustainable urban planning.

The integrated analysis of the territorial context which is the subject of this planning has been defined with the help of 65 indicators of context indicators divided into themes: population, environment, mobility, culture and economy, which should be able to give information regarding the current and tendential picture of all the urban components and to evaluate their development calculating a time range between 3 and 5 years, moreover, the comparison between obtained values and those recorded in 11 Italian provinces returned a useful benchmark for framing the city in a national context [22].

The framework has emerged from the analysis, presents Palermo whit dynamic activities compared to the southern context but negligible to overpass the gaps of growth and development with the rest of the country: some critical issues arise, especially related to the low quality of public transport services, to any condition of degradation and neglect of public spaces and buildings and to waste separation (out of 25 metropolitan areas examined Palermo is the 10 th place for the production of municipal waste: 676 kg/inhabitant/year and 23 th place for the collection which amounted to 11.7%), which in recent years have negatively impacted by the conflicts linked to service management [23].

Don't miss positive notes and between all the availability of public parks (32% of municipal area), four times higher than the national average, the environmental system, in fact, is characterized by a lot of wildlife (Real Estate Favorita: 270 ha, Marine Protected Area of Capo Gallo: 2,173 ha nature reserve of Monte Pellegrino: 1,050 ha, of Orleans City Park: 25 ha) which are sites of particular interest in view of a sustainable eco-tourism, defined by ecological corridors and recovery trails of marine and coastal systems [24].

Figure 3. A view of the ancient port of Palermo “La Cala” and of the old city waterfront.



The coastal strip is the dominant feature of the Palermo's landscape extending along a substantial portion of the north-west of Sicily, however, is subject to erosion in many traits, strong human pressure and water pollution mainly due to sewage and manufacturing activities as well as to the presence of the port. The urban coastline stretching from the ancient Arenella's fishing village from that S. Erasmo for a length of 5 km and interfaces with the well-rooted tissues on the old town and with the historical villages, alternating occasions of absolute detachment and attempts to mend the urban fabrics [25].

Demographic indicators show a regular decrease of the resident population in favor of neighboring districts, almost 30,000 units in ten years, mitigated by a substantial increase of foreign inhabitants, mainly from countries outside the European Union. This phenomenon combined with high unemployment rates (31% of the youth population) and with the presence of a low-structuring market of work has increased the urban and social decay and the perception of an inadequate level of security hampers the development of a cultural entrepreneurship sized on the potential of the territory [26].

In relation to mobility, urbanization of the city of Palermo is configured as a network of large crossing arteries which connect the port area with the axis of fast urban-motorway connecting and where the transit of heavy vehicles colliding with the local traffic, congesting the urban environment.

The general scheme of the road facilities develop according to the Strategic Plan for the Sustainable Mobility, which calculates the reorganization of the flows, the specialization of the assignments and a new logistic for transportation with a strong prevalence of the intermodality of proximity, allowing to reduce in a substantial way the burden of the traffic of vehicles which is currently affecting the other urban functions. In particular, the port land use proposes the graft, within the port area, of an underground road between the port and the orbital road (road which connects the city with the highway), the carrying out of this new road would completely remove the traffic consequent to the city crossing. The Alternative Mobility is one of the topics of the Strategic Plan for the Sustainable Mobility, developed through the detection of environmental islands and the realization of new cycle lanes, facilities as the car sharing as well as the project of mobility management, that is a sensitization activity aimed at the removal of the pollution caused by the traffic of vehicles [27].

The analysis yielded a critical view of the reference framework as a useful basis of comparison regarding the significance of strategic planning respect to the peculiarities of the area and to the potential impacts. The evaluation scheme of the single cardinal executive projects is made of indicators of realization, result and impact, which have been worth to estimate the “performance” of the Strategic Plan towards the social and territorial capitals, as well as towards the environmental, economic and management sustainability.

The variables give a quantitative estimate which support the governments in decisions about the priority and the validity of the interventions; in particular, the indicators of realization measure the paid out sources, the number of the financed project end their relative duration, the indicator of results

express the immediate returns of the program of spending, the indicators of impact concern the effects induced on the community and on the environment in the average-long term.

3. Strategy: the community impact evaluation

The activity of study develops according to European policies of "Connecting Europe Facility" [28] advantaging transport networks interconnected in a unified market circuit, studying models of urban regeneration in the Palermo gateway, a city with deep-rooted historical and cultural profiles that is proposed bridge between Europe and the Mediterranean countries.

The contemporary city, developed on the basis of the functional aspects, appears, often, rich of "Non-Lieux" [29], in which local communities are without local roots; this loss, on one hand creates forms of social identity not subject to constraint of contiguity or "urban spheres" [30], on the other hand determines manifestations of isolation and insecurity. Considered the complexity of a polycentric structure, the analysis on one of the port-city interface areas could be chosen as experiment and to circumscribe it to the size of the neighborhood.

The selected area is the south area of the trapezoidal Pier (76,130 m²) and represents the threshold that defines the cruise port area from the entrance to the old town, so it is a filter place between two outwardly distant reality but historically linked.

The selection criteria of the area are related to:

- logistics location of cruise landing service;
- interface role between the city center and the waterfront;
- found visual characteristics of identity (urban morphology, waterfront);
- conspicuous presence of a historical distinct partially disposed;
- transversal characteristics that influence a larger population than the one of the district (archaeological park of Castello a Mare)

Figure 4. (a) The port-city interface area selected. (b) Old city and "Molo Trapezoidale" plan.



The goal is to identify within the built up tissue a communication code, that is able to establish the use and morphological links that can serve as grafts between the two urban complex places,

“...to evaluate means to interpret, predict and compare the impacts of different actions in relation to the specific objectives. The richness of the coastal/port areas values allows multiple interpretations by different stakeholders and users. So prediction and comparison become very complex...The first step to improve the competitiveness requires a participatory process, iterative and interactive, to build a shared strategic vision and different intermediate paths” [31].

In order to get an immediate feedback on the spatial and functional perspective of the localized area, the study use "soft tools" such as voluntary partnerships, highlighting the innovative contributions of in process the programming and investigating on the social best choice about the possible urban configurations.

The participatory approach operates according to a bottom-up strategy, supporting the active involvement of potential local actors of the future system, through a listening and animation process that leads to a first *"alignment of visions"* [32] to a true participatory design of intervention strategies.

“...a proper planning should identify the real needs of the beneficiaries and this can't be possible without an analysis of the local situation as it is perceived by different groups of stakeholders” [33].

The Community Impact Evaluation (CIE) [34] is a multi-group evaluation strategy that streamlines the possible effects of a planning on different social groups, estimating an economic reply.

The CIE, conceive by the British expert Nathaniel Lichfield in the 60s and revised in 1996, reinterprets the cost-benefit analysis noting that an hypothesis of intervention can have different economic and cultural advantages, depending on the social categories involved in an active or passive way in its implementation.

The budget detected will be the composition of the responses of the individual groups and the accuracy of the result will be proportional to the degree of satisfaction assigned to indicators of different kind, through which the objectives of the intervention hypotheses will be explained.

Lichfield, in his research, identifies, among social groups, promoters and users, but in this study, the aims of the governance are clearly evident within the planning scheme, then the map of stakeholders will be limited to users. As users are considered persons who actually or potentially are related to the chosen area of research and are distributed in classes of operators, meaning as those who exert professional activities there (entrepreneurs, traders, artisans, cooperatives etc..), of users (residents and not residents in the district) and of tourists.

The process is carried out through the following steps:

- analysis of the current context and identification of the evaluation area;
- description of the quantitative and qualitative transformations induced by the different plan alternatives, according to an appropriate choice of parameters;
- identification of social groups which are affected by the impacts of the plan;
- identification of sector's objectives which involve each social group and check if the plan will encourage them;
- construction of the evaluation matrix:
 - 1) matrix of intersection between the project alternatives and the variables that describe them;
 - 2) matrix of intersection between the social groups and the sectorial aims, that interest to each social group;
 - 3) matrix of intersection between the planning variables and sectorial aims, that are going to be of interest;

- 4) final matrix of intersection between the intensities of preferences expressed by each social group and each planning alternative.

Table 1. Matrix of intersection between the planning variables and sectorial aims.

Goals	Transformation			
	Ecomuseum	Residential area	Port activities	Commercial area
Profitability	3		2	3
Image of the district	1	1		2
Usability	3			3
Safety improvement	3	2		2
Traffic decrease		1		
Urban services improvement	2		1	3
Creative image	1			1
Learning	1			
Participation	1			
Cultural amenities	3			1
Real estate market improvement	2	1		1
Green area improvement				
Growth of job	2		2	3

The matrices are built up basing on responses to semi-structured interviews with open-questions questionnaires, that are related to the referring cultural context and that evaluate the area about the relationship between the visual and historical qualities and local aspirations. The variables that describe the planning alternatives correspond to the descriptive elements of the social and physical environmental transformations, which may result directly or indirectly from the intervention [34].

The qualitative aspects of the area can be evaluated through various indicators that can describe some innovative features of the planning or can promote the valorization and the conservation of existing resources. The sectorial aims are the elements upon which is organized the preference of every social group and the level of achievement of the aims is evaluated through the use of appropriate performance indicators. The outlined expectations of the community are useful to define intervention strategies, which will be evaluated using benchmarking processes in order to verify their compatibility with the system of constraints for the transformation of the preexisting. The method developed requires, at this stage, the survey of detailed data for checking the compliance of the buildings to the requirements of the activities, depending on the number of users.

With the aid of the third matrix it is possible to evaluate the impact, that any physical and social modification causes on the pursuit of collective goals and the positive or negative character of each transformation can be expressed through qualitative indicators that measure the single intervention actions with a scale of scores. The evaluation at this stage, therefore, refers to the architectural planning choices and to the relationship between old and new, between tradition and innovation and is crucial on the positivity for social and economic implications. Determined the extent of the impacts, can be reconstructed a synthesis matrix in which each social group is associated with its goals and each planning alternative are associated with its transformation areas.

The final preference is the result of the application of a combinatorial multicriteria rule [35], that reconstructs what has been built in the previous tables.

The retrospective route through ex post evaluation of some case studies, which are comparable to the reference area for qualitative or quantitative characters, identifies the aspects that have marked them in order to be able to use, at the preliminary stage, the significant redevelopment approaches. To Assess the good practice means "*learn by comparison*" [36] the success factors of the experience in question as a feedback of scientific support to the decision development.

4. Results and planning hypothesis

The urban audit, concerning the areas of planning generate an environment analytic picture, whose reliability depends on the availability of data and on their update and evaluates adequacy of the macro-actions concerning the user [37].

The developed analysis shows the preferences of different social sectors and connects them to the changes necessary to their implement, identifying the resulting values as more shared goals.

This databank gives a general vision of the territory oriented to complex needs of the community, by this way, the governance gain the role of catalyst in the development of the local system cooperating with all the administration levels, the citizens and stakeholders, drawing out an integrated approach toward the harmonization of the environmental, social and economic goals [37].

The first phase of analysis produces a cognitive framework of the transformations occurred in the last decade in the institutional community field and explores the role and the way that the urban plan assumes, as an operative tool in the management of the entire process of the international city projection. The local economy, as many of the major urban settlements of the south, is based on a variety of cultural and institutional capacities, which however don't individually realize a critical size, such as to qualify a defined pattern of development. It is therefore believed that the more suited planned strategy set on a polycentric and specialized pattern of growth unified by cultural networks, can recover a higher level of social cohesion and in particular, of economic and territorial cohesion if it is supported by a regional operational programming.

In reference to the regional economic planning, the tourist flow, plays an influential role, which is also growing exponentially: from 2004 to 2010. In fact, it is estimated an increase in the cruise industry by 400% and a doubling of passenger traffic [38].

However, these flows are registered as transient, because the accommodation offer does not succeed in maximizing the territorial potentiality, devaluing the attractiveness of cultural values that the ancient city of Palermo preserves. This problem can also be seen through the development of the second matrix, in which the most required sectorial aims are the profitability by improving the city image for the local people and the increase of local services (receptivity and cultural services) for transit passengers. The collective desires, emerged from the evaluation process, idealize, therefore, an accessible city in all its parts and imagine the port area as a dynamic place through which transit passengers and goods, but also as an opportunity for the development of local economies.

In order to develop new opportunities for development, the survey conducted in the area allows to identify on a cartographic base the location of interventions, that are aimed at solving of the tourist

accommodation problem, developing an analysis of the current conditions of the concerned sites by architectural and landscape surveys and by structural diagnosis with the purpose to assess their quality.

The identified area is the south-west zone of Trapezoidal Pier, which is not among the pertains of the Port Authority and for this reason is envisaged by the plan of the port only in part through the recovery hypothesis of the residential area as a result of the cargo storage areas redevelopment in the close north sector. The Trapezoidal Pier is a place of graft between the port and the city and where the urban fabric, divided into two main areas, penetrates until the water. In the entire eastern portion (31,590 square meters) are distributed the remains of Castello a Mare, where, for its natural cavea configuration, from the recovery in 2009 are held cultural events [39].

The western sector is for a greater extension urbanized in its southern part (59,300 square meters), where some tenements and warehouses built in 1922 stand out; among them it can be noticed a part of the social housing complex, that were built around 1925 by the Independent Social Housing Institute on the basis of the Ernesto Basile project and that were damaged by bombing during the Second World War. These buildings were meant for the workers of the nearby power station at coal, that is an industrial archeology architecture built in the late nineteenth century and also damaged in 1943 and of which remain visible, today, the old factory and the office building of ENEL [40].

The site is characterized, also, by the presence of two elegant residential buildings, with a classic front of the first nineteenth century and a court plan whit garden. Until the nineteenth century, the entire pier overlooked on a stretch of beach until the transformation works of the port facilities and until the progressive interment of the Cala's waterfront, which deprived this part of the coast of the direct relationship with the sea. Today, this site is the result of historical and architectural evolution that has seen a succession of several construction phases and much of the urban fabric is in a state of neglect and advanced material and structural decay, ascribable to the many phenomena of collapse as a result of the bombardment.

Figure 5. (a), (b) The power station at coal. (c) Residential buildings.

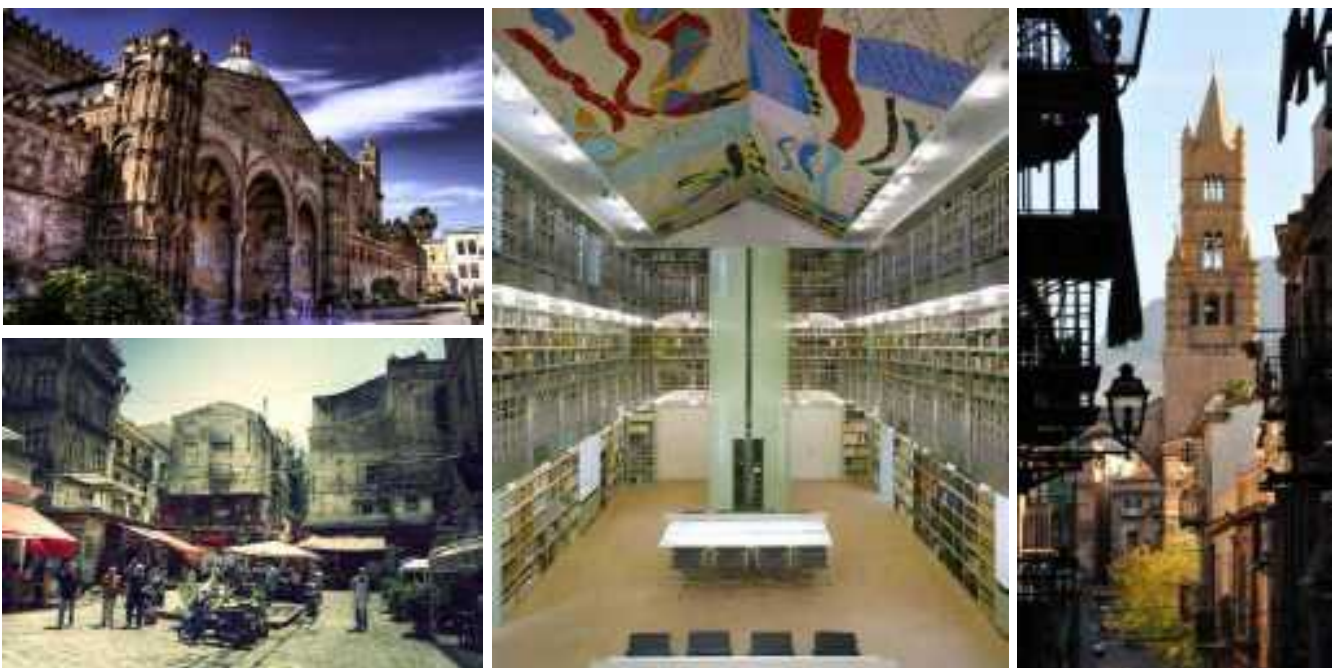


Compatibly with future prevision of the PRP, which reserves to this quay the role of cruise terminal, it is proposed the redevelopment of the existing urban fabric according to the results of the tested evaluation. Highlighted the different project hypothesis, its transformations and the various involved sectors, the aim is to create an attractor for citizens and tourists.

The recovery of these buildings becomes, then, an occasion of cultural encounter between the city and who is coming from the sea, as well as a glue between purely functional cruise activities or transit passengers and cultural and traditional identities of the city. In particular, it can be supposed the reuse of the power station as an input port to the urban ecomuseum [41] that could involve the entire area of the old town and all the ground floors of the residential building such as accommodation and commercial services. The eco-museum explains the historical development of the city and of its community, exposing objects of everyday life, historical records of tradition, architecture and landscapes, with the promotion of teaching and research activities through the direct involvement of the population and of the local institutions.

It is proposed, therefore, a tool that allows the reappropriation of their cultural heritage by the community and that celebrates the common identities, the sense of their roots and the valorization of different communities. In this perspective, the port area will invite the visitors to have an itinerary that can emphasize the urban signs of the memory, regenerating forgotten places with new local economies.

Figure 6. (a), (b), (c), (d) Palermo as an open-air museum



5. Planning reference

Trieste (Surface area: 84.49 km², population: 205,519 inhabitants; passengers flow: 90.532, freight 47,718,331 tons.; priority projects: NETWORK TEN-T n. 6)

"*In the Old Port, you feel in the city and you immediately feel a great desire to walk*", these words express the intention of Paolo Portoghesi, in wanting to create an "*economic and cultural container*" that can boost the the European future of city of Trieste [42].

This commitment is expressed with the recovery of Warehouse 26, the first urban regeneration operations started in 2004 and aimed at the restoration of the Old Port as the face of the historic center of Trieste and international network of industrial and financial partners. The Old Port of Trieste, for advanced building techniques and the general layout of the buildings planned at the service of maritime freight has the features of Germans Lagerhäuser, creating a cultural model in the architectural port- industrial landscape of the European nineteenth century.

The current planning, research the memory and identity of the city as a reference for the community by transforming the port from industrial area to stage of life. The warehouse 26 building of industrial archeology of 30,000 square meters, has been recovered with the idea of a meeting place and creativity, optimizing all 5 levels available to contemporary art, conventions and trade fairs, in conformity with the large open space of the building [43]. The use of techniques and materials related to building tradition, exposes the unique character of the building, with exposed brick walls, hardwood floors, iron girders, beams and columns in cast iron with Corinthian capitals [42].

The second and recent recovery operation within the Old Port, is the hydrodynamics Central: a nineteenth-century artifact that still retains the construction patents, consisting of 2,000 square meters with destination of use mainly for storage, hosting machines, control units and equipment for the production of hydropower.

The intervention includes more than the adaptation of the artifact with current regulations in terms of technical plant and safety, the recovery of all artistic and architectural parties, freeing them from all the superfluous, devoid of historical value, which are stratified over time. The refunctionalization as a museum keeps the original position of the machines in the entry spaces; spatial composition of the central remains unchanged providing the service rooms longitudinally to the main building and classrooms and offices in the body side [44].

To preserve an historic building, also means preserving and enhancing its structural aspect, an integral part of its value; in this intervention, that is tangible in the choice of materials and consolidation devices: the outer walls are made of sandstone, interiors masonry veneer walls of solid brick and the roof is marked by a wooden truss with metal ties [44].

Figure 7. (a) Trieste: the warehouse 26. (b) Genova: the former cotton warehouses.



Genova (Surface area: 243.56 km², population: 606 978 inhabitants; passenger flow: 3,037,979 freight: 56,455,527 tons.; priority projects: NETWORK TEN-T n.24-21).

Historic port city, based on its strategic plan on the theme of the port-city interaction, providing attractive services to sensitize the society towards culture and environment.

Within a process of co-planning between different planning instruments, which processes a logistics strategy of expansion in the Mediterranean, the transformation of the port area is the beginning of the redevelopment of the historic center [13].

The former cotton warehouses, lead along the old pier for 360 m, they represent the heart of the urban redevelopment of the port of Genova and the reference to the collective memory of the city. The recovery, designed by Renzo Piano, expresses the concept of structure-coating: the main structure and the exterior masonry have been maintained, welcoming inside a building with plaster membrane that structurally and visually separates itself from the original [44].

In order to preserve the valence of the place, were prepared approximately fifteen schedules of typological walls, by which it was clear the structural autonomy between the functional components and those plants that are placed inside a services external plug connected to main building with boardwalks. The refunctionalization affect on the evolution of the city and the recovery becomes an occasion for collective participation by offering a wide variety of care services such as restaurants, cinemas, libraries, shopping malls and a convention center. The recovery of the area used as a conference center, aims at adapting the artifact at the maximum technological efficiency, minimizing the impact through a particular ceiling with two white sails that direct the parabolic lighting beam to the orientation change [46].

Amsterdam (Surface area: 219.44 km²; population: 783 364 inhabitants; passengers flow: 3,060,984; freight: 53,800,800 tons.; priority projects: NETWORK TEN-T n.2).

The industrial archeology buildings that stretch along the eastern basin of the waterfront of Amsterdam were built around 1650 to cope with the expansion of maritime trade and in particular for the role of storage and storage of goods. This area was abandoned in the twentieth century and for thirty years he poured in an advanced state of decay until the recovery, performed in the 80s, which proposed the functional conversion of warehouses, experiencing a settlement pattern of economic residence [47]. The ancient deposits host today 390 apartments and 15,000 square meters of retail space, restaurants, shops and offices, bringing the community the old industrial port.

The regeneration, centered on the search of quality and identity of the place, follows the objectives of environmental comfort arousing the social and the economic interest in the international field [13].

6. Conclusion and Recommendations

The Palermo port area, dynamic center of growth and metamorphosis of the urban historic fabric, since World War II has progressively been detached from the city, limiting it to a functional structure, hence borns the need to provide interventions that generate scenarios of continuous interchange with the city. In the view of the restitution of the sea and of the cultural identities to the city, the tourism development policies of the territory include an environmentally friendly tourism focused on the existent natural sources [13] offering quality services which should be included within recreation activities which would produce culture and make the existent relations between the city and its port stronger. The reuse as reception destination of cultural and tourist services of industrial brownfield sites within the quay can emphasize the port-city relationship, creating opportunities for exchange and giving to the citizens the usability of the waterfront.

However, a need for the conservation of these artifacts is strong, which is carried out to ensure the architectural integrity of the building, formal and material, through interventions that are reversible as far as possible, aiming to preserve the role of the original structural elements and that use compatible materials with the original ones [45].

The environment is ever more an expression of a nature modified and conditioned by human activity and the historical and cultural identity of the existing heritage requires more identification, that can be carried out through promotional activities such as the integrated conservation.

The need for sparing use of resources and also, the identification of new targets for environmental compatibility, as a necessary condition for a process of sustainable development, have revealed new sensitivity for technologies and architectures, which are careful to health of the user and to the existing resources saving.

Preserving the memory of cultural identity is realizable through the existing heritage valorization such as a local resource with new socially identifiable and logically compatible functions.

“The new functions must be able not only to protect the identity of the good, but also to ensure a significant growth in economic and social values...” [35].

The plant and functional adaptation of the systems compatible with the general historical and morphological features of existing heritage aims to facilitate the fruition and to give a new efficiency to a building otherwise destined to be abandoned.

Both due to the gradual loss of practicability and comfort and to the inadequacy of the factory caused by decay advance, the performance and normative gap with the new architecture may, in part, be filled with interventions directed to the technological building improvement in order to make it accessible and usable again.

The adjustment to the qualitative standards of the planning is very important because of the enormous heritage that the Italian territory possesses, however, this sensitivity should be accepted not merely for the monumental fabric but for all existing buildings which, although recently created, are an integral part in our built, cultural and economic heritage; mostly, demolish a building which doesn't reflect the sustainable rules and rebuild it again with the same volume, is more expensive than recover it qualitatively.

Conflict of Interest

The authors declare no conflict of interest.

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Figure 1.(a), (b) <http://www.portpalermo.it>

Figure 2. <http://www.pianostrategico.comune.palermo.it/>

Figure 3. <http://www.settemuse.it>

Figure 4.(a), (b) <http://www.portpalermo.it>

Figure 5. (a), (b), (c) ph. Elvira Nicolini

Figure 6 (a) cathedral of Palermo; <http://applina.altervista.org>

Figure 6 (b) ancient market between the port to the old town ; <http://www.flickr.com>

Figure 6 (c) an example of reuse amuse of a historic building in the Palermo’s old center: Branciforte Palace, Arch. Gae Aulenti’s project; <http://www.ilgiornaledellarte.com>

Figure 6 (d) a perspective of an alley in the old town; <http://rete.comuni-italiani.it>

Figure 7 (a) <http://atominofvg.wordpress.com>

Figure 7 (b) <http://www.photoree.com>