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Città d'Acqua news

Monthly newsletter of the International Centre Cities on Water, Year VIII, issues 11/12, November-December 2007

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They're talking about us...

Porto nuovo

year 2 (XIV), n 17-30 September 2007

A review of the bibliographical publication by Cities on Water – “Port Cities and Urban Waterfronts. A bibliographical research study” – was published in issue 17, September 30 2007, of *Porto nuovo* on page 4.

Architettura del paesaggio



n 17, October-December 2007, Paysage

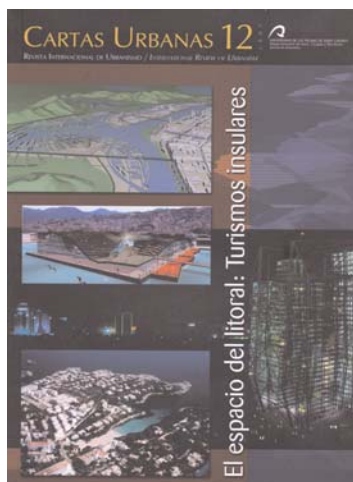
This issue of *Architettura del paesaggio* is dedicated to the theme 'Landscape in the water/Water in the landscape'. The relationship with the water is illustrated in Madrid, Lisbon, Expo 2008, Amsterdam, Valencia, Valle Scrivia, Foligno and other cases. Among the reports is featured a lecture by *Rinio Bruttomesso*, director of the Centre Cities on Water, entitled 'Water in the future city', in addition to an interview entitled 'The fluidity of the future'. Bruttomesso, based on his experience in organizing important international events, illustrates the relationship between the water and cities as the strategic engine of urban regeneration not only on the esthetic, but on the structural level as well. Water as an extraordinary added value, an chance for renewal and an opportunity to take advantage of in the evolution towards the XXIst century.

Cartas Urbanas 12, 2007

El espacio del litoral: Turismo insulares

Revista Internacional de Urbanismo, Universidad de Las Palmas de Gran Canaria, DACT

The magazine 'Cartas Urbanas' gathers several of the reports presented at the 2^o Congreso Internacional del Espacio Litoral:



Turismos Insulares, held in June 2005 at Las Palmas de Gran Canaria (13 and 14) and in Santa Cruz de Tenerife (15 and 16). The objective of the conference was the analysis of the phenomenon of island tourism, which plays a primary role on the national and international level given the physical, economic, social and regional dimension. The articles include the essay by Rinio Bruttomesso on pages 78 and 79, entitled “Tourism and redevelopment of urban waterfronts. A prospect for the integration of two 'globalized' phenomena”. A general

introduction to the problem is followed by an analysis of the following case studies: the Muelle Baron in Valparaiso (Chile), the Docas di Alcantara, in Lisbon (Portugal), the new centers for cultural activities around the old arsenal in Turku (Finland), the beach tourist resorts in Pamu (Estonia), and in Italy, the Piazza del Mediterraneo in Genoa.

New members

Regione del Veneto

During the conference “Port cities and urban waterfronts: dialogue for a sustainable development. New experiences in Italy, Spain and Portugal”, held in Venice on November 23 as part of Urbanpromo, the regional Councilor for Budget Policies, Marialuisa Coppola, announced that the Regione Veneto has chosen to join the Center for Cities on Water as an Ordinary Member, given the commitment of the Center to issues of mutual interest.

(M.-M.)



Event Organization

Urbanpromo 2007: a seminar on “Port cities and urban waterfronts”

Regions that have undergone interesting urban-port conversion processes and urban waterfront transformation projects in recent years were the object of a comparative analysis, during the seminar entitled “Port cities and urban waterfronts: dialogue for a sustainable development. New experiences in Italy, Spain and Portugal”, organized on November 23 by Cities on Water and by RETE - Association for the collaboration between Ports and Cities, for Urbanpromo (Venice, November 21-24 2007), an urban and regional marketing event whose objective is to increase the culture of project feasibility in the area of city planning, economics and the environment, improving the quality of the planning and design processes.

The scale dimension, territorial strategies, tools, funding and the many other factors involved in the sustainable transformation of port cities and urban waterfronts are only some of the issues debated in the two sessions of the seminar, where what emerged was “the complex relationship between city and port, a synthesis of all the contradictions and problems of contemporary planning”, stated *Rinio Bruttomesso*, Director of the Centre Cities on Water and the Coordinator of RETE. To recreate a relationship between spaces, uses and visions, between urban image and economic development, the objective must be the reconstruction of a dialogue that reaches beyond physical and functional organization, economic factors and process managements. The Deputy Minister of Transportation, *Cesare De Piccoli*, opened the conference with



activities of the centre 2/3

a lecture in which he illustrated the change in perspective which has taken place: “Until just a few years ago, ports were the places in the city where you left from, where you looked out from, for a view of the sea from the city, from the water to the coast. Today, this perspective has been reversed, the issue has moved to cruise traffic, passengers and leisure boating which, in terms of planning and organization, means looking at the land from the sea.” The cases that were analyzed revealed the confusion and disorganization that characterized the Port of Trieste for fifty years after 1957; they have now been resolved by the Variation to the Master Plan for the Old Port, which was recently approved. The regional area in question involves a surface of approximately 700,000 square meters which has become available thanks to the decentralization of port activities to the eastern edge of the city, and which still conserves traces of its Imperial grandeur and a number of extraordinary architectural works. “Only this year has the city been able to address the problems of the urban-port area” explained *Claudio Boniciolli*, president of the Port Authority of Trieste in his speech - “ a delay that must allow us to grab the opportunities that are opening up for the Adriatic Sea after the enlargement of the European Union and the constitution of a rapidly growing political, economic and cultural area”. The constructive dialogue between the Port Authority and the City Administration opened the road to a more general conversion process, which will involve conspicuous investment by the Government, the Port Authority, and in particular private business. The fundamental idea of the project is that commercial and port activities may coexist beside other primarily urban functions: it will port warehouses and industry along the waterfront, with services for

leisure boating and shipbuilding, universities and research centers, structures for hospitality and public spaces. The Variation to the Master plan joins the Master Plan developed by Systematica Works, headed by *Giulio De Carli*, under the supervision of Foster & Partners, defining possible scenarios for the future use of the area.

The importance of the relationship between city and port also emerges in small and medium urban realities where the dialogue between the many parties involved is indispensable and strategic for the sustainable development of the waterfront. Gijón, a city of 300,000 inhabitants in the north of Spain, has chosen to delocalize industrial and commercial activities into an area outside the city center, reclaiming the port spaces and structures for the city. The creation of public spaces, recreational areas, hospitality structures and new urban beaches has restored the relationship between the city and the sea, without limiting the expansion and the economic growth of the port, one of the largest in the Spanish port system with a surface area that will double in coming years. “Today, following a lengthy and complex conversion and regeneration process involving the urban-port areas, it now becomes possible to achieve the first concrete and positive results of the dialogue between all the parties involved”, stated *Miguel Valina Alvarez*, Chief of Strategic Planning for the Port Authority of Gijón.

The experience of Leixões in the north of Portugal, refers instead to a rather extended territory defined by *João Pedro Matos Fernandes*, Member of the Board of Directors of the Port Authority of Leixões, as “shared”, because it is owned by the Port Authority, but primarily used by the city; it is the object of an important



project involving three different city administrations. The simultaneous involvement of various fields of expertise on the waterfront was resolved by identifying the area as a “special environment”. Common and shared objectives were identified to guarantee regeneration and public access to the port areas, while preserving historic industries, such as shipbuilding and fishing. The project will include the opening of the South Dock, the development of an urban park and a promenade along the sea, the construction of a new maritime terminal, a commercial space and recreational areas.

The Port of La Spezia also grew over an extended area to nearby Lerici and Portovenere, in a context in which for years the great shipyards, the commercial and industrial activities, the military installations and factories were able to coexist, while the development of the logistics industry settled in the Valle del Magra, in the city of Santo Stefano behind the hills. This is a context in which the concept of “metropolitanized city”, as referred to by *Federico Oliva*, president of INU, acquires concrete significance: “a geographically different city that sprawls out over the territory with no defined spatial borders, in which the relationship between city and port must be reinterpreted on an adequate scale, and whose processes of transformation and planning may not be efficiently governed by the traditional model of master plan.” A long and complex process that led to a compromise for the return of a commercial and fully functional section of the port - known as Calata Paita, with a surface of 150,000 square meters - in exchange for the concession of landfills and the extension of the docks in the eastern area. “The transformation of this port city in Liguria began with the firm intention of reclaiming a significant area in the vicinity of the city centre, in order to restore the relationship between La Spezia and its waterfront”, explained *Massi-*



mo Federici, mayor of the city, as he described the political and planning decision matured through a process of negotiation between the City Administration and the Port Authority during a review of the Port Master Plan. The development of a new identity and a new urban image which attempted to create harmony between the different realities on the waterfront and to focus the design proposals on the common theme of the sea, was entrusted to an international design competition tendered in 2006. The winning project, by architects Llavador, Mazzanobile and Schiattarella, produced a fine synthesis and a response to the different needs of interested parties, interpreting the relationship of the city to its waterfront through a unitary vision and with an interesting approach.

A competition is also the solution chosen for the regeneration project of the Port of Los Cristianos, south-east of Tenerife, on a waterfront that features many tourist and hospitality structures and services and several well-attended urban beaches, where the presence of infrastructure, accesses and activities in the port however presented a number of problems for the city. "The Port Authority, faced with the demands of the City Administration and the concrete needs of the population, was open to discussion; the result was an agreement for the creation of new public spaces on the waterfront that would not prejudice the development and the reorganization of the port", explained *Marcos Hernández*, Director of the Port Authority of Santa Cruz di Tenerife. These were the objectives of the competition for ideas for the relocation of the maritime station to reduce the traffic it generates in this context, and for the conservation of traditional fishing activity in the bay, the construction of underground parking lots, the construction of an axial connection between the city and the urban beach, the integration of the tourist port, of the public spaces, of commercial activities and hospitality structures, to recreate the continuity of the promenade along the beach.

The experiences that were illustrated provided clear evidence of how the relationship between the city and the port could not be conceived as a problem of homogeneity, but of diversity, where projects, plans and infrastructure do not necessarily play the same role, in some cases interacting and in others proving to be absolutely independent. "It is a relationship that never works in one direction alone; it is more consistent to refer to a system of disciplinary interrelationships, to a new dimension of scale and to innovative strategies that interpret mutual needs", explained



Manuel Palerm Salazar, Professor at the University of Las Palmas de Gran Canaria and the University IUAV of Venice. Port cities and urban waterfronts, different contexts and experiences, allowed the identification of a common denominator: the need for discussion, for consensus, for agreement among interested parties, recognized as premises and "good practices" to reach shared objectives and concrete results.

The seminar closed with the presentation of the bibliographical research study "Città portuali e waterfront urbani", edited by *Oriana Giovanazzi* and published by Città D'Acqua.

(O. G.)

Partecipation to events

Between land and lagoon.

What is the future of Forte Marghera?

A debate on the theme of the regeneration of the area of Forte Marghera, between Mestre and Venice, a former military infrastructure on the water that will soon become available for civilian use. A hinge between the mainland and the historic city, Forte Marghera will become a resource for many different activities, from sports to education to exhibitions and cultural activities. Promoted by the Gruppo Consiliare Mestre Centro of the Democratic Party, and held in Mestre (Laurentianum) on December 19, participants included Oriana Giovanazzi for the Center for Cities on Water who presented case studies in the regeneration of similar artifacts for educational or training use.

European projects

Grundtvig: rivers in trasformation

The Center for Cities on Water was admitted to the funding of the Grundtvig program for the project entitled "Rivers of Change. Connecting - Learning - Creating" whose research focus will be the river and its potential use as a public space open to all. The objective is to develop a new partnership between cities where the water, the communities, art and culture can meet, within the framework of a European and international intercultural dialogue. The following cities are partners in the project: Warsaw, Poland (federation of Independent Filmmakers and STEP-Association for Education and Progress), Vienna, Austria (Danube Island Festival), Lisbon, Portugal (EGEAC-Management of Facilities and Cultural Animation Enterprise), Dublin, Ireland (Temple Bar Cultural Trust) and Venice, Italy (Cities on Water).

The first meeting will be held in Venice from February 14 to 17 and will include sessions to organize the work on the project, informative meetings on the general issue of water and its cultivation for a better quality of urban life. The meeting will also be the opportunity to inform a wider public about the River//Cities platform which intends to promote rivers as an element of identity and a resource for the city, emphasizing its artistic and cultural potential.

The Grundtvig sectorial program responds to the education and learning needs of persons involved in every form of adult education, as well as the institutes and organizations responsible for assisting this type of instruction.

(M. M.)

Municipalities

Arrecife-Lanzarote, Consell Insular de Menorca, Mahón, Malaga, Olbia, Durrës.

Port Authorities

A Coruña, Alicante, Aviles, Douro e Leixões, La Bahía de Algeciras, Balears, Genoa, Gijón, Las Palmas, Lisbon, Madeira, Olbia e Golfo Aranci, Palermo, Santa Cruz de Tenerife, Santander, Setubal e Sesimbra, Seville, Tarragona, Valencia, Vigo.

Others

AIPPYC-Asociación Internacional de Profesionales de Puertos y Costas, Buenos Aires; AML - Área Metropolitana de Lisboa; Dirección General de Costas-MMA, Spain; Empresa Pública de Puertos de Andalucía; Fundación Valenciaport, Valencia; Malagaport A.I.E.; Port 2000, Barcelona; Ports de la Generalitat, Cataluña; Puertos del Estado, Madrid; Liguria Region; Sociedad de Desarrollo de Santa Cruz de Tenerife; Stazioni Marittime Spa, Genova; Centro Città d'Acqua, Venice.

Collaborating Members

ESPO, Brussels; Alessandro Gebbia, Naples; Ibertport Consulting S.A., Valencia; Junquera Arquitectos S.L., Madrid; Aldo Mazzanobile, Rome; Studio Viola Ingegneri & Architetti Associati, Como; Paola Pierotti, Rome; Juan Manuel Palerm Salazar (Las Palmas); Pedro Romera Garcia, Las Palmas; Porto di Alghero - Consorzio per i Servizi Interni Portuali; TEAM-Tecnologia Europea aplicada al Movimento S, Barcelona.

The Centre Cities on Water, as sponsor, founding partner and headquarters for the Coordination and the Offices of RETE, dedicates a permanent space in its newsletter to the activities of the association, founded in Venice in April 2004.

The association

New partners

In December 2007, the following agencies have joined RETE: Cabildo de Gran Canaria, Spain (Collaborating Member); Colegio Oficial Arquitectos de Cádiz, Spagna, Giuseppe Tore Frulio, Florence (Participating Members).

Seminar RETE - Cities on Water at Urbanpromo 2007

During the meeting of the Board of RETE which will be held in Venice from November 22 through 24, the traditional seminar has been scheduled, entitled "Città Portuali e Waterfront Urbani: Dialogo per uno Sviluppo Sostenibile. Le Esperienze di Italia, Spagna, Portogallo", to be held Friday November 23 at the Istituto



Veneto di Lettere, Scienze ed Arti, at Palazzo Franchetti. The seminar, organized in collaboration with the Center for Cities on Water, intends to address the debate between the different realities that have been at the center of the most interesting cases of waterfront area transformations – complete or in progress – through the identification of a set of "key words" that are strategic and mutually accepted in the development of these areas. The guest speakers, who come from a variety of backgrounds, will be called upon to illustrate their personal experiences - and possible solutions - on a number of issues of primary importance. The seminar will be followed by the presentation of the bibliographic reference book entitled "Città Portuali e Waterfront Urbani", published by Cities on Water and edited by Oriana Giovinazzi.

Publications

Portus 14

The latest issue of the magazine published by RETE, *Portus*



14, dedicate its Dossier to "Communicating the Port-City Relationship through Information, Culture, Marketing". The dossier addresses the various typologies of communication tools used by the ports to inform and communicate about its activities. The case studies include: Venice, Algeciras, London, Palermo, Lisboa, Dunkirk, Seville. It includes also few interesting cases of waterfront regeneration realized or at the planning stage as: the 'plazas del agua' along the waterfront of the Basque coast, the Porto Vecchio area in Trieste, the Danube riverfront in Vienna, the port area of Bar in Montenegro, and the



urban port of Bahía de Pasaja in Spain. Finally, the 'Reportage' section inform on the state of development of the regeneration of the Locarno-Milano-Venezia Channel.

During the meeting of the Board of Directors of RETE in Venice, Portus 14 was presented to the public on November 22, during the inauguration of the former church of Santa Marta in Venice, promoted by the Port Authority and the City of Venice, within the framework of the Urban Italia program. mail@rete2001.org

Quaderno n. 3

Quaderno n.3 entitled "Ciudades portuarias, grandes acontecimientos y sostenibilidad ambiental" has been published by RETE. The Quaderno gathers and presents the results of the two most recent seminars of RETE, the first held in Valencia in November 2006 and dedicated to the theme of "El después de los grandes acontecimientos" and the

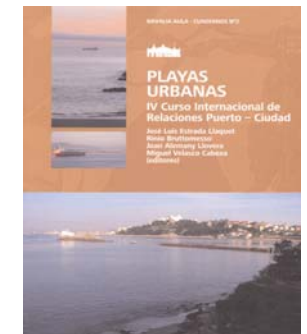


second, held in Leixões in June 2007 on the theme "A sustentabilidade ambiental nos portos."

Playas urbanas

The Autoridad Portuaria de Santander has published a book entitled "Playas Urbanas". Curated by José Luis Estrada Llaquet, Rinio Bruttomesso, Joan Alemany Llovera and Miguel Velasco Cabeza, it gathers most of the reports presented at the IV Curso Internacional de Relaciones Puerto-Ciudad, dedicated to the study of urban beaches, and promoted in Santander by the Autoridad Portuaria de Santander, Puertos del Estado, Ministerio de Medio Ambiente, UIMP-Universidad Mendez Pelayo, UC-Universidad de Cantabria and RETE. The lectures range from city planning to architecture, from ports to engineering, from coastal management to the environment, on a variety of issues that focus on the morphology and evolution of ports and urban nuclei.

(M.M.)



Dublin Docklands

Scheduled for the end of last year (post.ie), only in recent days did the Dublin Docklands Development Authority decide to entrust the design, construction and financial management of the skyscraper that will be built in the Docklands, the former port area of Dublin, and the object of a significant regeneration plan: the winner among the five candidates short-listed last February - as referred by archiseek.com - was Geranger Ltd., a group that includes Ballymore Properties, Foster and Partners and the members of the U2.

The Sunday Business Post underlines that, to dispel any doubts relative to possible conflicts of interest, when the participation of the band in the competition was announced, the Docklands Authority released a statement clarifying that the members of the Irish band would not be involved "in the final decision on the winner of the bid" for the building that will bear their name. In 2003 (dublindocklands.ie), an international competition was held to design the U2 Tower, won by the firm BCDH (Burdon Craig



Dunne Henry) with the idea of a twisted skyscraper, completely clad in transparent, polished or opaque glass panels. After a series of changes to the winning project, which grew from 60 to 100 floors, in October

2006 the DDDA established the terms of the bids, explicitly requesting a design proposal for the tower, as well as for the Britain Quay area - de facto setting aside the results of the competition. Norman Foster's firm developed a slender silhouette that culminates in an "egg-shaped pod" (telegraph.co.uk) which will house a recording studio and be suspended "beneath a battery of vertical wind turbines and a huge solar panel." The building, which will contain luxury apartments as well as a thirty affordable housing units, will stand beside an independent building occupied by a five-star hotel.

Construction will be funded by a 140-million euro investment; it is scheduled to begin next year and end in 2011.

Greater Helsinki Vision 2050 - Consorzio internazionale di idee

Nine proposals were selected by the jury for the competition "Greater Helsinki Vision 2050" which - as we learn from the site greaterhelsinki.fi - awarded three projects the



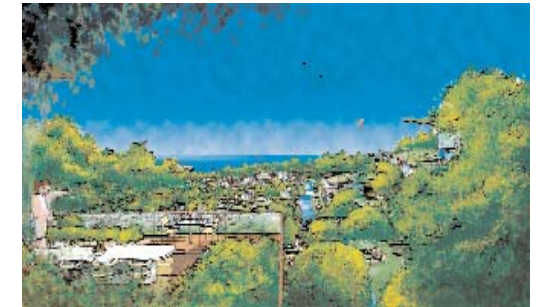
80,000 euro for the second prize, and five others an honorable mention worth 20,000 euro; first place was awarded to the development concept entitled Emerald, selected out of a total of 86 possible "visions" sent from every corner

of the earth, which won an award of 160,000 euro. The international competition, which ended on December 14, was organized by a group of cities and administrative districts of the Helsinki region, which projections say, will increase its population by 700,000 in the next forty years. The intent to identify the directions for the growth of the urban areas, to preserve the environment and the quality of life, determined the criteria for the assessment of the entries. The winning project makes the focal points of future development coincide with the crucial hubs of the transportation networks, designated as the starting axes for the new districts and for the controlled growth of existing ones. At the same time, it theorizes possible mechanisms to provide incentives for more "ecological" lifestyles.

www.greaterhelsinki.fi

Un resort lungo la costa del mar Nero per Foster + Partners

A series of car free hill towns in an unspoiled setting of oak forests, meadows and river gorges, the development will create a year-round community for up to 15,400 residents. The residential clusters are tightly packed and integrated into the contours of the landscape, preserving the majority of the site as virgin terrain. Anchored by a 220-berth marina and with a lakeside spa, activity centre, sports park, restaurants and



shops, Black Sea Gardens will become a key leisure destination.

The five hill towns are characterised by the nature of their immediate surroundings - to create a 'Sky Village', a 'Wilderness Village', a 'Meadow Village', a 'Cape Village' and the 'Sea Village' by the marina.

Coastal traffic has been kept inland, far away from the seafront, to create a calm and pollution-free environment for the community. Residents are encouraged to leave their cars in the underground car park at the entrance of each village, and to take advantage of the electric shuttle buses, electric pool cars and cycles. The compact plan and pedestrian-friendly nature of each village, further promotes alternative means of getting around.

Informed by the vernacular architecture of the region, the hill towns have narrow streets with a tight grouping of residences, which creates environmental benefits such as reduced wind speeds, as well as providing sunny balconies and cool streets. The material palette for the hill towns is taken from local, sustainable sources that will be key in lowering the embodied carbon of the buildings.

The arrangement and terracing of the hill towns also maximises sea views, and the microclimate is further enhanced by the preservation of the existing mature trees and integrated planting. Other sustainable strategies include using bio-

fuels to power the CHP plant on site which will provide power for the five villages all year round.

The landscaping of the two river valleys controls water run-off from the surrounding land by harvesting the water in naturally formed basins.

The first phase of the masterplan will be the Sky Village. Located on the highest point of the site, the village has been designed to exploit the wide views over the sea. Houses are dug into the hillside, creating terraces that offer uninterrupted views at every level.

Client: Byala Beach Tours

Consultants: Projects Ltd.

press@fosterandpartners.com

The Da Vinci Tower by the J.M. Schivo studio

A 398-meter skyscraper for mixed use features a particular universal-matrix shape; this and the engineering of the outer skin allows the bio-climatic system of energy regulation to adjust to different climatic situations. This is the Da Vinci Tower designed by French architect Jean Marc Schivo, of the firm JMSchivo&Asocciati. The project was exhibited at the MIPIM in Hong Kong, November 28-30. The modus vivendi of the Da Vinci Tower sends an innovative message to the city, regarding the application of technology to improve the quality of life and to encourage a lifestyle related to collective spaces, like the 'piazze' which are the central elements of Italy's urban fabric and the focus of its cultural and social life. The indissoluble bond between art and science, the observation of nature and the creativity that distinguish Leonardo's work, who was always way ahead of his contemporaries, is the model that guides the research into the design system of the Da Vinci Tower. It includes a thorough bio-climatic study of the nature of the location and the construction techniques that will allow the building to be managed as an

organism with different parts that interact as if in an independent system, to optimally provide a better quality of life in addition to significant energy-savings with respect to a conventional building with a similar volume.

A unique tower configuration unlike all others, the Da Vinci Tower reinvents the concept of space and how we live in a skyscraper: innovative spaces, gardens, common functions articulate the tower and turn it into a territory with a multiple quality significance. Its particular universal matrix shape, its superior level of safety and the engineering of its outer skin and its structures allow the bioclimatic energy regulation system of the tower to adapt to different weather conditions. In addition, its system of services located in the base plate, its differentiated entrances at different levels make it possible to incorporate residential units, hotels, and executive offices in a single building.



This know-how can be applied to many different locations throughout the world, in the most prestigious urban centers, to become a prestige landmark element that can increase the value of the area thanks to the complexity of its characteristics. The Da Vinci Tower will be mixed-use and include two residential-type segments, differentiated by the characteristics of the spaces near them and a hospitality-type segment located on the upper floors. The hotel, conceived to offer the highest level of service, is distinguished by a meticulous study for the optimization of the interior spaces and the many support activities, such as a wellness center and a convention center.

David Chipperfield's designs for the new gallery for Turner Contemporary at The Theatre Royal, Margate

Since the designs were last shown in June, David Chipperfield Architects has been working closely with Kent County Council and the wider client team, as well as taking on comments that were raised by members of the public. The blueprint for the building has evolved considerably and now comprises six rectangular interlocking forms. Positioned on a plinth and on two floors rather than three, the building retains a strong sculptural presence on the site. The roofline has been changed to reflect more closely other architecture in Margate and enables northern light to be brought into all the gallery spaces at the first floor level. In addition the choice of white opaque glass as the cladding material has been influenced by the nature of the building, site and light. Visitors will experience an element of surprise and drama when moving through the building. There will be some panoramic views out to sea as well as the opportunity to view the town and the bay from the café on the ground floor. A spectacular double height space in the gallery on the ground

floor will serve to showcase new commissions. A large, multi-function space on the ground floor, with an external terrace, will allow a wide range of events and activities to take place as part of the gallery's programme. The first floor will house all the gallery spaces including the young people's gallery and a studio space for use by groups including schools. This floor will also feature a balcony that cantilevers out over the ground floor gallery and allows spectacular views out to sea. Back of house space including offices, storage and workshop have been placed on both floors. These areas will not be accessible to members of the public but are critical for the smooth operation of the gallery.

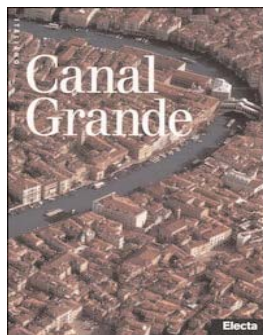
<https://bigfilebox.davidchipperfield.co.uk/>

L'acqua materia per l'immagine del paesaggio costruito

(Water a material for the image of the built landscape)

Mazzotta Alessandro
Alinea, 2007, pp. 144, (euro 28,00)

The theme on which the contents of the book focus concerns the possibility of cultivating water as a system for building the image of the territory, based on water cycle management, following the suggestions provided by the experience of water-sensitive design in the United States. The text is organized into a clear scheme, that allows single issues to be developed within larger macro-categories, supported by the indispensable updated legislative tools. The attention to environmental sustainability understood as an opportunity to guarantee the quality of living spaces, the definition of the field of investigation and its relative references, the American experience of constructing the image of the territory by means of rainwater management, design experimentation, the relationship between technique and image are some of the themes discussed in the book.



Canal Grande

Sullam Anna-Vera, Calimani Davide, Mondadori Electa, 2007, pp. 125, (euro 9,50)

When a visitor to Venice embarks on a vaporetto traveling down this waterway from the train station to Piazza San Marco, he sees before him a unique scenario of palaces lining the Grand Canal. This book illustrates the itinerary from San Simeone Piccolo to the Dogana da Mar, illustrating the 60 most interesting buildings. For each of them it highlights the façade with a particular architectural detail; a brief text summarizes the history and underlines the artistic value of each one. The true added value is in the aerial photographs, which display the sinuous path of the canal as photographed from a helicopter.

Terra sull'acqua. Atlante storico universale dei ponti

(Land on the water. A historical universal atlas of bridges)
Di Leonardo Fernandez Troyano, Dario Flaccovio Editore s.r.l., 2006, pp. 804, (euro 93,00)

A fascinating journey through the history and the world of bridges, which does not neglect scientific rigor while providing the reader with the typical atmosphere experienced by a traveler, and a mass of information that would otherwise be impossible to find. You will learn to understand Roman bridges, the splendid yet almost unknown historical Chinese bridges, enjoy the history of inhabited bridges, mobile bridges, ending with the evolution of the cable-stayed and suspended bridges of our day, with the project for the bridge over the Strait of Messina and the one over the Strait of Gibraltar, with its 3500-meter bays.

(O.G.)

Venice

November 21-24
Urban and regional marketing event IV edition
Urbanpromo 2007
The program for this event includes four days of conferences, encounters, discussions, case presentations; exhibition of projects and investment opportunities. The issues that will be addressed include strategic planning, regional marketing, public/private partnership projects, transportation and mobility. URBIT, Urbanistica Italiana Srl, tel. +39 051 648 68 86 - fax +39 06 68 21 47 73 info@urbit.it - www.urbanpromo.it

Tilburg

November 22-23, 2007
International seminar
Urban Spaces in Tilburg, The Netherlands
The Dutch city is going through a transition phase, transforming under-utilized or abandoned areas in structures built for culture. The use and role of public urban spaces is a theme of primary importance, both from an environmental and social point of view, because of the way it can influence and determine the potential for urban life. annemie.van.eulem@tilburg.nl Stadskantoor 1, Nieuwe Raadszaal

Ljubljana

February 14/ 15, 2008
International conference
Vivere i paesaggi terrazzati. Prospettive e strategie per aree montane a rischio di abbandono
Promoted by the Planning Institute of the Republic of Slovenia, together with the Urban Planning Department of Università Iuav di Venezia tel +39(041)2571364 fax +39(041)2571393 bianchi@iuav.it collective du@iuav.it www.iuav.it

Houston, Texas

February 14/15, 2008
Mare Forum USA conference
Maritime Transportation of Energy
This conference builds on a previous Mare Forum energy transportation conferences held in Houston in November 2003 and New York in November 2006. International and United States energy costs continue to push record high levels, the volume of energy cargoes continues to grow and marine transportation of crude oil, petroleum products, LNG/LPG, coal and other energy products is ever more essential to worldwide availability of energy for domestic and industrial use. This Forum will examine the financial, regulatory and economic issues that may potentially influence the way in which the energy and mariti-

me industries will attempt to meet demand worldwide with a focus on the United States. The dynamic financial, political and economic climates give rise to a number of questions. info@mareforum.com www.mareforum.com/

Venice

March 8/16, 2008
Expo
Festival of the Sea
This year edition of the Festival of Sea is spread in three different sites of the city: at the Marittima area, at the Arsenal and at the Molino Stucky Hilton conference centre. www.festivaldelmare.com

Amsterdam

April 15-17, 2008
Expo
Passenger Terminal 2008
The RAI in Amsterdam will be the venue for this important event concerning passenger traffic management and service around the world. www.passengerterminal-expo.com

Stockholm

June 23/27, 2008
International Conference
AIVP 11' International Cities and Ports Conference
The AIVP conference will develop innovative plans on the topic of port and port cities sustainability. www.aivp.com

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