



**WaVE**  
Interreg Europe



European Union  
European Regional  
Development Fund

# Regional Status Quo

Municipality of Ravenna (IT)

## Regional Status Quo

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## **1. Site conditions**

### **1.1 The Ancient Port of Classe**

#### **1.1.1 Location of the area and main geographic features, especially in relation to water**

The ancient port of Classe is an archaeological site belonging to Classe's archaeological area. It is located 4 km south-east from the town centre. It covers an area of about 140,00.00 square metres, but it represents a small portion of the original port area. It is located a couple of meters from the Fiumi Uniti River flowing into the Adriatic Sea and 9 km from the shore.

#### **1.1.2 Spatial and functional relations**

The whole archaeological area includes different sites which are not adjacent but not far from one-another. The other sites are not interesting for the project.

#### **1.1.3 History of the site regarding origin/use/changes/ownership**

The Ancient Port of Classe belongs to a wider archaeological area representing the origin of Ravenna, dating back to the period in which our town was the Capital of the Western Roman Empire. Classe was an important strategic military port for almost five hundred years. When it was not being used as a military port, it was an important commercial port for the imperial capital of Ravenna during the Roman Empire. Classe comes from the Latin word "classis", meaning fleet. Its foundation dates back to the 2nd century AD, when Emperor Augustus decided to build his naval base on stilts in the existing marshlands. Augustus designed the port for military purposes only. For the next three hundred years, Classe would be one of Rome's most important naval bases, the home of the eastern Mediterranean fleet. During the late 6th century, the barbarian group known as the Lombards invaded Ravenna and plundered Classe in 579. After this event, Classe was never again an important port militarily or commercially. In the mid-9th century, Classe was raided and sacked by Muslims. Also, sometime in the Middle Ages, the Po River completely destroyed the port. Because of this, archeologists are forced to use other evidence to reconstruct how the port may have looked. The ground under Ravenna and Classe has been sinking for centuries. In fact, it sinks about 16–23 cm (6–9 in) every century. This makes excavating extremely difficult. When archeologists dig, they find artifacts at various levels. Today the area belongs to the Italian State but ownership will be soon transferred to the Municipality.

#### **1.1.4 What kind of heritage we are talking about (Infrastructural? Buildings? Landscapes? Non-tangible)**

The archaeological port site is an open-air museum exhibiting a series of ruins belonging to warehouses built on the banks of a canal and lined along a road paved with Euganean trachyte.

#### **1.1.5 Situation of ownership of the land and the buildings. Proportion of publicly-owned versus privately-owned land and buildings. Possible conflicts regarding ownership**

The archaeological site is owned by the Italian State, under the Department for Culture and Tourism, that acts through the Regional Board for cultural and environmental heritage, but there are good chances that ownership will be transferred to Ravenna's Municipality in the future. The Municipality cares for the management and valorization/promotion of the site, through a private foundation called RavennAntica, on the basis of a Convention signed in 2010 by the State's Department. No private owners are involved.

#### **1.1.6 Present function and use of land and buildings**

At present it is an open-air museum, open to tourists from March to November. They organize guided tours, school labs and music events.

#### **1.1.7 Management condition of the site/buildings/infrastructures/landscapes. Person (individual or entity) who manages these assets**

The whole archeo-park is managed by RavennAntica foundation under a Convention signed by the State's Dept and the Foundation.

#### **1.1.8 Maintenance condition of the site**

The first discovery came to light in 1960s and after that digging activities were carried out all along the XX century. The site was first opened to the public in 2015. The visit area covers a surface of 10,000 square meters. Everything has been conceived in order to minimize the physical and visual impact on the archaeological elements. It is completely barrier-free.

#### **1.1.9 Planning designation of the site**

The area is safeguarded through the above-mentioned Valorization agreement.

#### **1.1.10 Restrictions on short term changes (e.g. managers or users of (part of) the buildings with long-term lease contracts)**

A valorization agreement was signed in 2017 by the involved government department, the regional department and the municipality which extends the convention between Ravenna and RavennAntica foundation for 10 years' time.

### **1.2 Darsena di Città (City Docks)**

#### **1.2.1 Size and location of the area**

The City Docks cover an area of about 136 ha: it is the nearest part of the Port of Ravenna to the City Centre constituting thus an interface between the city centre and the seacoast. As a matter of fact, the "Darsena" is former area of industrial settlements, totally dismissed in the 80s. Today it is an abandoned industrial area as large as the city center, with 32 private owners, side to side with a densely populated residential area (20.284 people, 16% non-nationals, 23% over 65 y.o., low incomes).

#### **1.2.2 Main geographic features, especially in relation to water**

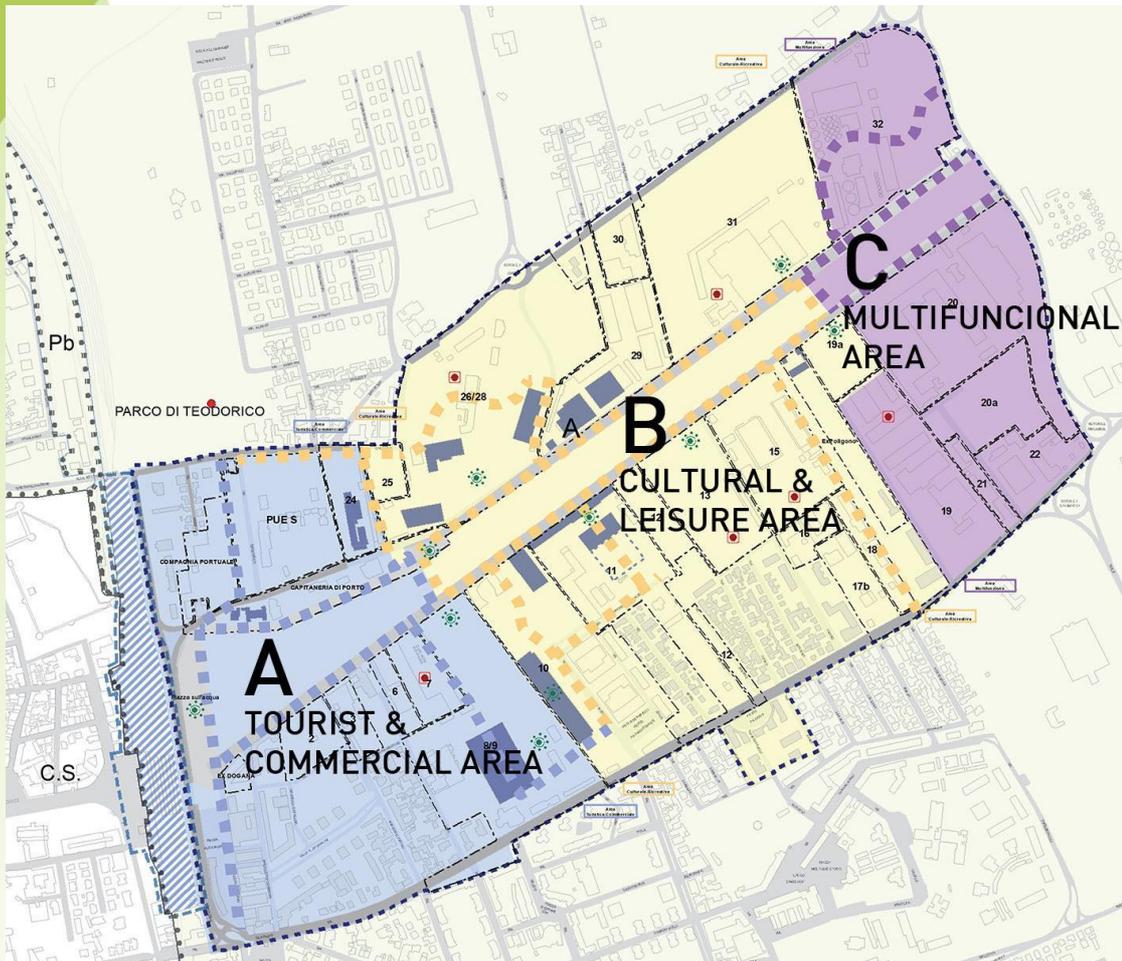
The area, overlooking the Candiano Canal (built in 1738) with a path to quays of about 3.1 km, is adjacent to the historic centre and the railway station, therefore with central and strategic location in the city. This canal represents the waterfront of the city today, as the seaside is far 10 km from the city centre. This is the reason why this area has a great development potential as a regenerator engine in the city: it could be a bridge both between historical centre and the seaside and also between the past and the future of the city, reconnecting culture and nature.

#### **1.2.3 Planning designation of the site**

As a result of the "Darsena che vorrei" participatory urban process, in 2015 a specific operative plan has been developed for the area, called POC Darsena (see step 4). At a local level, some buildings are listed as heritage but the area as a whole is not listed in any heritage designation.

#### **1.2.4 Spatial and functional relations. Present function and use of land and buildings. Management condition of the site/buildings/infrastructures/landscapes. Person (individual or entity) who manages these assets.**

Today the area alongside the city docks has several empty buildings and spaces, which constituted formerly an industrial area. Just a few ones have been reactivated in order to host cultural (polyvalent cultural centre, art gallery), recreative (bars, pubs, restaurants) and entertainment (playgrounds and skate/parkour parks) activities. To redevelop and manage the entire area an urban instrument called "POC Darsena" has been approved in 2015. It declines reuses of the former industrial buildings based on innovative concepts, in particular in terms of culture, tourism, sustainability and on the basis of a participatory path. The main functional parts are: the station underpass, to connect the city centre to the docks area; the requalification of the quays as central places and aggregation of the cultural, recreational, entrepreneurial and social activities of the new Darsena and an ideal extension of the historic city towards the sea; the redevelopment of the canal as a strategic element of connotation of the new cultural and creative district of the city. In the area, a green and public spaces system (equal to about 48% of the Darsena) will be realized through the construction of two large urban parks. A macro-division into three functional zones (see image below) will shape this district: the first band towards the city will be characterized as a walk and a meeting place for day and evening, with commercial activities, tourism, public exercises. The central strip, already characterized by the most suggestive industrial archaeology, together with the front quays and the water mirror, will be the occasion for the creation of a unique cultural pole for innovation. The third band, close to the area of transition to urban space, characterizes its vocation for services and new technologies to complement and support the nearby tertiary and productive sectors.



**1.2.5 History of the site regarding origin/use/changes/ownership. Maintenance condition of the site**

The Candiano canal dates from 1642, when it was built to facilitate connection by water between the city and the mouth of the river Candiano. Port and warehouses were efficient and modern in XVIII century and in 1870 (Italian Unification) it was declared to be of national importance. From the XX<sup>th</sup> century maritime traffic increased more and more thanks also to the huge industrial development of that period. All the area was occupied by factory buildings until the end of 60's when all the traffic was moved towards the seaside where large oil tanker ships could dock. From that time city docks began to be empty and progressively not used anymore. Only in 10's of this century the "Darsena che vorrei" participatory urban process started the redevelopment of the area as a whole.

**1.2.6 What kind of heritage we are talking about (Infrastructural? Buildings? Landscapes? Non-tangible)**

The whole area is constituted of many buildings of industrial archeology dating from the XVIII<sup>th</sup> century till the 50's of the XX<sup>th</sup> century. We can find warehouses and factories, the former port authority, finance guard and the customhouse buildings dating before the second world war, a sulfur refinery (reconverted in cultural space during the 90's, known today as the Almagià Cultural Centre). Of course all the area as a whole - going from the railway to the sea - represents a rich and very interesting landscape of industrial archeology, where buildings and empty spaces are just one of the component of the port heritage, as the other part in a non-tangible one, made of all the stories, traffics and fluxes of materials and people that crossed the area during the centuries.

**1.2.7 Situation of ownership of the land and the buildings. Proportion of publicly-owned versus privately-owned land and buildings. Possible conflicts regarding ownership.**

Most of the areas are private owned; only few buildings such as the customhouse and the ancient sulfur refinery are public owned. Because of this ownership situation it is hard to implement the regeneration strategy described in the POC Darsena document. So far, the re-activation of the public owned buildings has acted as a driving wheel for few private investments (i.e. realisation of Pop up Darsena near to the Almagià cultural centre).

### **1.2.8 Restrictions on short term changes (e.g. managers or users of (part of) the buildings with long-term lease contracts)**

In general, there are no restrictions on short term changes. There is a specific problem for the redevelopment of the Customhouse: as far as the urban police, which today is located in that building, is not re-located elsewhere it will not be possible to use that place for other functions coherent with the POC Darsena guidelines.

## **1.3 Maritime Park**

### **1.3.1 Size and location of the area**

Ravenna's maritime park is an urban redevelopment project covering an overall coastal area of 35 km from Casalborgorsetti in the North to Lido di Savio in the South. It runs along the coast belonging to Ravenna's Municipality. The first redevelopment site covers a coastal area of 5 km. Work has not commenced yet.

### **1.3.2 Main geographic features, especially in relation to water. Spatial and functional relations**

The Maritime park develops between the beach dunes and the pinewoods running along the coast. Water is pretty close (based on the width of the beach which varies from place to place) and is also part of the heritage.

### **1.3.3 History of the site regarding origin/use/changes/ownership**

The pinewoods were first mentioned in the sources in the 5th century. Apparently, the first pines were planted in this area for economic reasons. At the time of Augustus, it was necessary to create a reserve of firewood for the Roman fleet, stationed in the ports of Ravenna. In the 18th century, when the forest was acquired by the abbey of San Vitale, San Giovanni, Sant'Apollinare in Classe and Santa Maria in Porto. At the time, the pinewoods reached their maximum extent (about 6.000/7.000 hectares), thus granting an appropriate support to the various religious communities. This situation remained almost unchanged until the end of the 18th century, when the pinewoods suffered the first losses as a consequence of Napoleon's suppression of religious orders. After the privatization of the possessions of the abbey, most of the pinewoods were turned into cultivated fields, that divided what had been until then an uninterrupted stretch of forest. Harsh winters, wars and new enlargements of agricultural lands led to a further reduction of its surface, today measuring 2.000 hectares. Much of the territory of the pinewoods is now classified as a site of community importance and a special protection area.

### **1.3.4 What kind of heritage we are talking about (Infrastructural? Buildings? Landscapes? Non-tangible)**

The maritime park belongs to the Landscape category but also includes intangible heritage. Whenever the sun shines (also in off-seasons) Ravenna's inhabitants go to the seaside for a walk or to get some tan.

### **1.3.5 Situation of ownership of the land and the buildings. Proportion of publicly-owned versus privately-owned land and buildings. Possible conflicts regarding ownership**

The wider Maritime Park area involves several ownerships: State ownerships (subclassified in maritime and forestry) and Municipal ownerships. Between the sea which is a common good, and the pinewoods there are also buildings (beach resorts) managed by private people through a State's concession.

### **1.3.6 Present function and use of land and buildings**

The Maritime park area is protected (specifically the pinewood and the beach dunes) but the paths running between the two are used as passageways for citizens and tourists to reach the beach and the beach facilities.

### **1.3.7 Management condition of the site/buildings/infrastructures/landscapes. Person (individual or entity) who manages these assets**

The site survey carried out by the municipal technical department highlighted some criticalities:

- advanced degradation of the areas giving access to the beach resorts and lack of uniformity;
- bumps and puddles along the access roads and in the parking lots, mostly due to impermeable soil;
- dune-pinewood system interrupted by the passageways/access roads;
- presence of dunes damaged by the overexploitation during the summer season.

### **1.3.8 Planning designation of the site**

The maritime park falls both within the Po Delta protected area and within the State Natural Reserve.

**1.3.9 Restrictions on short term changes (e.g. managers or users of (part of) the buildings with long-term lease contracts)**

The users of the beach resorts, located within the areas of the maritime park, do not own the premises; they use them under a concession agreement with the State that expires in 2033. No short-term changes should occur.

## **2. Exploring the water-linked heritage values**

### **2.1 Significance of the site for the identity of the city and region**

#### **2.1.1 The Ancient Port of Classe**

The ancient port is perceived as distant from the citylife, but everybody knows that it represents the roots of Ravenna's history (which is closely linked to the history of the Po river and the Adriatic Sea).



*Remains of the ancient commercial port of Classe*

During the first LSG meeting, the participants clearly understood how strongly connected the three WaVE sites are when the digital reconstruction of the ancient port and of the village of Classe was shown by Mr Fabrizio Corbara from RavennAntica (one of the core stakeholder): the image (see below) gave back a landscape which was very similar to the one that the Municipality would like to recreate thanks to the Maritime Park project! This close dialogue between centuries appeared as the closure of a circle...



*Digital reconstruction of the ancient port of Classe and its village*

### **2.1.2 Darsena di Città (City Docks)**

Thanks to the actions that have been carried out in the Darsena during the last 5/10 years (realization of a participatory process devoted to the development of the Darsena, creation of new Festivals and events which take place in the Darsena, experimentations on temporary uses, establishment of a public co-working space, opening of attractive bars and pubs, presence of creative & culture enterprises, achievement of funds by means of Regional, National and EU calls), nowadays the district is perceived as the Creative District of the city, an Open Lab where innovation can be boosted, creativity can be supported and a close link between past (heritage), present (opportunities) and future (perspectives) can be told and followed. In this place heritage is meant to find a new life!

### **2.1.3 Maritime Park**

Ravenna's coastline is a well-known tourist destination, mostly appreciated by domestic tourism. Today beaches, beach clubs and clubs are the main attractions. The Maritime Park project wants to radically change this mainstream use of the coastline, by re-creating the ecosystem composed by coastline/dunes, flora/pine forest and water (the inland basins, called "pialassa", belonging to the complex geological history of the Delta of the Po River). For this reason, the significance of the site is destined to change in a quite short space of time: a sustainable and responsible tourism will be promoted and Water, as a natural heritage, will be protected and valorized!



*Photo editing to show how the Park will re-create a strong connection among sea, pine forests and “pialassa”*

## **2.2 Specific heritage value characteristics**

Based on the shared assumption that the three sites represent clear and complementary heritage values (Classe=ancient past/cultural roots; Darsena=recent past/industrial archaeology; Maritime Park=geological history/environmental heritage), during the first LSG meeting, the participants were asked whether they would apply an “ecosystemic” or a “specific” (individual) value to the heritage which each site represents. With the exception of a few people, who still prefer to emphasise the specificity of the heritage value, most of the stakeholders (thanks also to the effective presentations of the three sites which were illustrated by lecturers) chose the ecosystemic value. Despite a quite homogeneous supportive context, the local economic sector is worried by the valorization of the environmental heritage of the coastline, since it will imply a radical change of tourist targets.

## **2.3 Specific relationship between heritage and water in the site. Water as a factor of potential damage or enrichment**

Generally speaking, the relationship between heritage and water doesn’t play a relevant role in the three sites, so far. On the other hand, the sites development strategies demonstrate the willingness of the Administration to leverage on water/heritage connection to regenerate and valorize the sites. In order to understand the stakeholders’ position on this issue, during the first LSG meeting the participants were also asked to specify which kind of relationship the valorization process should create between heritage and water. For the Darsena and the Maritime Park sites there were no doubts: almost the totality of stakeholders chose an “inclusive” approach, meaning that water should play a relevant role in the valorisation process. On the contrary, water is seen as a problem for the archaeological site of Classe, since it could ruin the historical remains.

## **2.4 Awareness level of heritage values as a vector for development and transformation of the site**

Thanks to an interactive game realized during the first LSG meeting, we had the confirmation that opinions about heritage approaches are diversified. Some people still prefer a conservative approach, the main goal being the protection and preservation of the artifacts. But some changes can be registered, in fact some others chose to lean towards an approach which boosts the dialogue between artifacts and contemporary era, considering heritage as a real vector for development and transformation of the sites (with a specific attention to the role that industrial heritage could play in the development of the Darsena).

## **2.5 Awareness towards innovative heritage approaches speaking to the imagination of people through art**

Even if there were diversified opinions about the heritage approaches to be promoted, almost all the stakeholders (with one exception) agreed on the necessity and opportunity to find new and attractive languages to talk about heritage. We can say that everybody agrees on using artistic languages to discuss on how to valorize the heritage, but having in mind very different objectives (linked to the heritage approach that each would like to pursue).

## 2.6 Specific approach to water-linked heritage in planning and policies

So far, a specific approach to water-linked heritage hasn't been pursued in any of the sites. One of the results of the first LSG has been exactly the recognition of Water as a strategic link between the sites in order to create an integrated (both diachronic and synchronic) storytelling to valorize the specific heritage values (Ravenna water-linked value chain). Thanks to this acknowledgement and the consequent connection created by one of our stakeholder, PAYSAGE – Promotion and Development for Landscape Architecture has invited the Municipality of Ravenna to present WaVE project in the framework of the International Symposium and Award “CITY ‘SCAPE: CITY\_BRAND & TOURISM LANDSCAPE”, which will take place on 26th and 27th June 2020 in the Honor Hall of the Triennale Palace in Milan. All things considered, it is easy to suppose that this new attention to Water as cultural value will facilitate, in the near future, the adoption of a specific approach to water-linked heritage.

## 3. Exploring the policy context

### 3.1 Existing planning laws, regulations and policies related to a potential redevelopment of the site, at national, regional and local level (e.g. those related to water resources management, flood risk mitigation, climate change adaptation, environmental protection, among others). Main restrictions and incentives for redevelopment in the regulations, laws or policies.

Among the huge amount of existing planning laws, regulations and policies related to the potential redevelopment of our sites, the following documents have been selected as the most representative to describe the Italian and local framework of reference:

- Management Plan of the Po river Hydrographic District - Water Plan <sup>1</sup>

It is the operational tool foreseen by 2000/60/CE Directive, which commits European Union member states to achieve good qualitative and quantitative status of all water bodies. The Water Plan aims to achieve such objectives through an integrated approach including administrative and environmental aspects within each hydrographical district. The Italian territory is divided into 8 hydrographical districts, including the Po valley one. The Management Plan contains the required measures to:

- prevent any further decay, safeguard and enhance the status of water and ground ecosystems and of connected wet areas;
- ensure sustainable water exploitation;
- strengthen and enhance waters' quality;
- ensure gradual reduction of ground waters pollution
- help mitigate flooding and/or drought effects

The commitment is to achieve 'good status' for all ground and surface waters within 2015, 2021 and 2027 at the latest.

- Emilia-Romagna Water Protection Plan <sup>2</sup>

In compliance with the EU Water Framework Directive 2000/60 EC this Regional Decree is the Region's tool used to achieve the environmental quality objectives for internal and coastal waters and to guarantee sustainable water supplies in the long term. Therefore, it affects at least two of the three selected sites, specifically the Maritime Park and the Darsena docks.

- Emilia-Romagna Regional Territorial Plan (PTR) <sup>3</sup>

The PTR was approved in 2010, in the framework of the former Regional Town-Planning Law n. 20/2000. It is the programming instrument aimed at defining the goals to assure development and social cohesion, to improve competitiveness and to valorize the regional resources (social and environmental). The strategies described in the document must be adopted by local plans. With reference to the WaVE sites two aspects need to be considered:

- it is recognized that the territories of Ravenna and Ferrara offer a unique integration between coastline, Po river Delta and art cities. Furthermore, it is underlined the relevance of the pinewood forests within this environmental system. Diversification of the tourism offer, culture and innovation, connection with the inner

<sup>1</sup> [Piano acque](#) see also [Dlgs 152/2006 - Norme in materia ambientale](#)

<sup>2</sup> [Strategic contents of policies in the Water Protection Plan of Emilia-Romagna Region](#)

<sup>3</sup> [Il testo del Piano territoriale regionale](#)

territory and environmental valorization, connection with the primary mobility, transport and communication networks are the main factors to be developed in future. Even if the Maritime Park is not directly mentioned it is evident the coherence between the Regional Plan and the local project.

→ the Port of Ravenna is recognized as one of the most important nodes of the logistic system, but no specific goal linked to this territorial role is relevant for the regeneration of the Darsena, which is meant to become an urban area, not a part of the industrial port area.

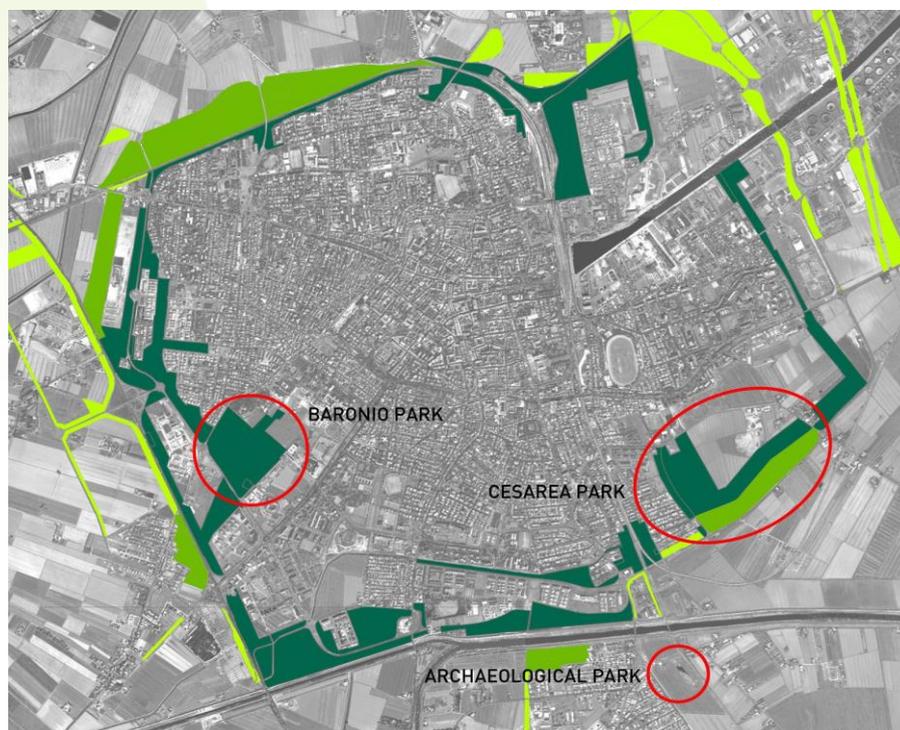
The Ancient Port of Classe is not mentioned at all.

- Local Structural Plan (PSC) <sup>4</sup>

The PSC was approved by the Municipality of Ravenna in 2007. It is the town's general urban planning tool covering all the municipal territory. It is required in order to define the strategic outline and development and safeguard the physical and environmental integrity of the territory and its cultural identity. The PSC is therefore the strategic framework for the local development, whereas the operative tool is the POC (Local Operative Plan), which identifies and regulates the transformation of specific urban areas. POC must be in compliance with PSC and lasts five years. Please find below the main strategic choices related to the WaVE sites:

→ Ancient Port of Classe: the main goal is to requalify the existing settlements within the area of the Archaeological Park to which the Port belongs with the purpose to cancel or at least limit the negative visual impact. In addition, the establishment of new small services or activities supporting the Archaeological Park management can be fostered through the restoration of existing buildings. Furthermore, the acquisition by public bodies of new areas will be favoured in order to promote the needed excavations: this action can be realized also thanks to the equalization mechanism (see below).

→ Darsena di Città (City Docks): for the redevelopment of the Darsena a specific POC has been approved in 2015 (see step 4). The implementation of this Plan is closely linked to the Green Belt project by the means of an equalization mechanism: specifically, the building rights located in areas pertaining to the Baronio Park, to the Cesarea Park and to the excavations in the Archaeological Park of Classe have been transferred to the Darsena. In the image below it is possible to see the areas composing the Green Belt (dark green); the areas of integration (light green) and the so-called "filter" zones (yellow).



*Green Belt areas (dark green): the areas involved in the Darsena equalization mechanism are highlighted*

<sup>4</sup> see [Ravenna Urban Planning](#)

In the image below, a part of the “Urban projects” technical drawing is shown: areas with red dotted boundaries represent the “urban project”; blue areas are “functional poles”; brown areas consist of “urban requalification programmes” (the Darsena belongs to this category); light blue areas identify “urban restructuring projects” (Archaeological Park falls into this category) and striped brown areas describe the projects under “negotiated planning” (Baronio and Cesarea Parks concern this category).



Part of the “Urban projects” technical drawing (Ravenna PSC)

→ **Maritime Park**: when the PSC was elaborated, the Maritime Park project didn’t exist yet. Anyway, it is possible to find a close coherence between the strategic directions of the project (see step 4) and the most relevant goals of the PSC related to the environmental-landscape system that we report below:

- ◆ to realize and maintain the ecological network: integration of naturalistic elements/sites through the reconstruction of ecological corridors;
- ◆ to preserve, safeguard and valorize the most relevant naturalistic resources;
- ◆ to ensure the landscape quality, as a key asset for the local development;
- ◆ to guarantee the protection of the surface water bodies;
- ◆ to use surface water (not river water) in order to hinder subsidence;
- ◆ to foster the defence of the coastal strip and its dune system.

The PSC will expire when the new municipal Plan, which is under definition, will be approved by the Municipality. The new Plan is developed under the framework of a new regional town-planning law (Regional Law n.304/2017<sup>5</sup>) and the new name of the planning instrument will be PUG (General Urban Plan). The Plan is expected to be approved by May 2021, when the local elections will be held. For the WaVE sites no-major strategic changes are expected. It has to be mentioned that the new regional law has introduced an incentive to support redevelopment projects: all the Provincial County Seats can apply to specific tenders (whose frequency has not been determined) in order to obtain funds for projects implementation. Thanks to this opportunity, the Municipality of Ravenna has received a grant to redevelop a former military barracks building: one of the objectives of this project is to facilitate the connection between the city center and the Darsena (see step 4).

<sup>5</sup> [Legge regionale 24/2017](#)

### 3.2 Existing planning laws, regulations and policies related to heritage aspects, at national, regional and local level. Main restrictions and incentives for redevelopment in the regulations, laws or policies

The legal framework pertaining to heritage issues is very complex and extended. For this reason, a mindful selection has been done in order to provide the most important information needed to start understanding the Italian context.

- Legislative Decree n. 42/2004 “Code of the Cultural and Landscape Heritage”<sup>6</sup>

The Decree establishes the fundamental principles concerning the enhancement of the cultural heritage. All the Regions shall exercise their legislative powers in compliance with its principles. Its first assumption is that State, Regions, Metropolitan Areas, Provinces and Municipalities shall ensure and sustain the conservation of the cultural heritage and foster its public enjoyment and enhancement; while private owners, possessors or holders of properties classified as cultural heritage must ensure its conservation.

According to the Code, “**Cultural heritage**” consists of cultural property and landscape assets (the term landscape is defined as an integral part of the territory whose characteristics are derived from nature, the history of humanity or from their reciprocal inter-relationships).

**Cultural Property** consists of immovable and movable things which present artistic, historical, archaeological, ethno-anthropological, archival and bibliographical interest, and of any other thing identified by law or in accordance with the law as bearing evidence to the values of civilization. A specific procedure has to be followed in order to assess the real Cultural Interest. If the Interest is confirmed, the “thing” will be under protection.

**Landscape Assets** include the following:

1. the immovable properties and areas of Notable Public Interest, that is:
  - a) immovable things of outstanding natural beauty or geological singularity;
  - b) the villas, gardens and parks not protected as Cultural Property, which stand out for their uncommon beauty;
  - c) complexes of immovable things which constitute a characteristic aspect having aesthetic and traditional value;
  - d) beautiful views considered to be of picturesque quality as well as vantage points and belvederes which are accessible to the public and from which the spectacle of those beauties may be enjoyed.

The Code identifies another ad hoc procedure which has to be followed to declare an asset of Notable Public Interest.

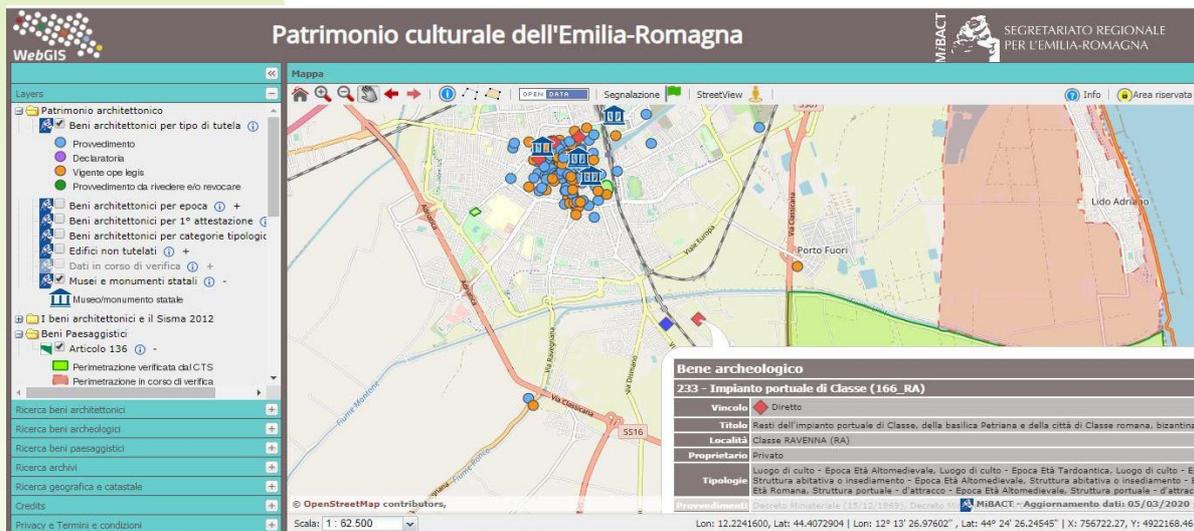
2. The areas protected by the Code (Art. 142) by virtue of their landscape interest, that is:
  - a) coastal territories including a swath of land to a depth of 300 metres from the waterline, and also land elevated over the sea;
  - b) territories conterminous with lakes, including a swath of land to a depth of 300 metres from the waterline and also land elevated over the lakes;
  - c) the rivers, streams and water courses indicated in the lists provided for in the consolidated law on provisions for waters and electric power plants, approved with royal decree no. 1775 of 11 December 1933, and the relative banks or base foundations of embankments for a swath of 150 metres each;
  - d) mountains for the part exceeding 1,600 metres above sea level as regards the Alpine chain and 1,200 metres above sea level as regards the Apennines and the islands;
  - e) glaciers and glacial cirques;
  - f) parks and national or regional reserves as well as the external protection areas of the parks;
  - g) territories covered with forests or woods, even if marked and damaged by fire, and areas subject to reforestation constraints, as defined by decree no. 227/2001;
  - h) areas assigned to agricultural universities and zones designated for civic uses;
  - i) marshlands included in the list provided for by decree no. 448/1976;
  - j) volcanoes;
  - k) zones of archaeological interest identified at the time this Code comes into force.

3. The immovable properties and areas in any case subjected to protection by landscape plans (see below “Emilia-Romagna Landscape Regional Plan”).

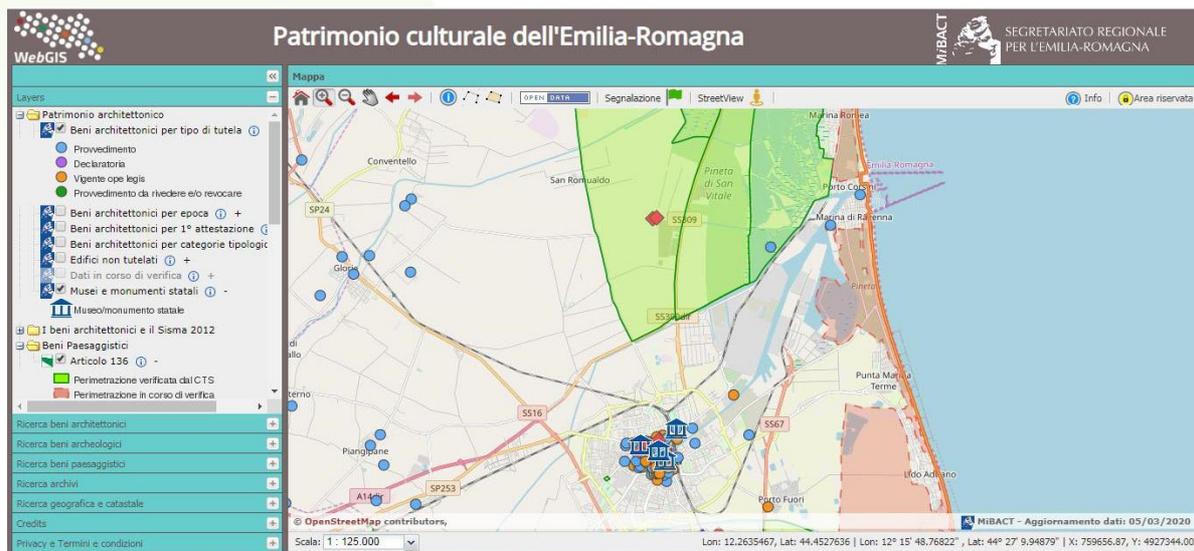
<sup>6</sup> [Dlgs 42/2004 - Codice dei beni culturali e del paesaggio](#)

The above definitions are very wide and give the possibility to protect almost all the existing building stock and landscape assets: everybody can activate a procedure to assess the cultural interest of a Cultural Property or

Landscape Asset. Nowadays, the huge number of protected “things” makes it difficult to plan an effective strategy to valorize heritage. With regards to the WaVE project, all the three sites present buildings and/or areas which are protected in compliance with the Code’s prescriptions. The reasons for protection are very diversified and often there is an overlap between different declarations of Cultural Interest (it is not rare that a cultural property is located within the boundary of a landscape asset, presenting different and sometimes contradictory motivation of cultural interest). It is possible to visualize all the Cultural Heritage elements of the Emilia-Romagna Region in the [interactive map of the Regional Secretariat of the Ministry of Culture](#). The buildings and areas located in the three WaVE sites and recognized as Cultural Heritage are visible in the following screenshots:



Regional WebGIS screenshot: Ancient Port of Classe (red rhombus), protected by a specific Ministerial Decree



Regional WebGIS screenshot: Cultural Heritage located along the Candiano Canal (blue and orange circles)



*Regional WebGIS screenshot: Landscape Asset (pink area with dotted boundary) which includes the first phase area of the Maritime Park*

In the end, in order to give an overall framework of what “tutela” (protection) and “valorizzazione”(enhancement) mean for the Italian government, some very short definitions have been reported. Protection consists in the exercise of the functions and in the regulation of the activities aimed at identifying the properties constituting the cultural heritage and at ensuring the protection and conservation of the aforesaid heritage for purposes of public enjoyment. Forbidden actions: Cultural properties may not be destroyed, damaged or adapted to uses not compatible with their historic or artistic character or of such kind as to prejudice their conservation.

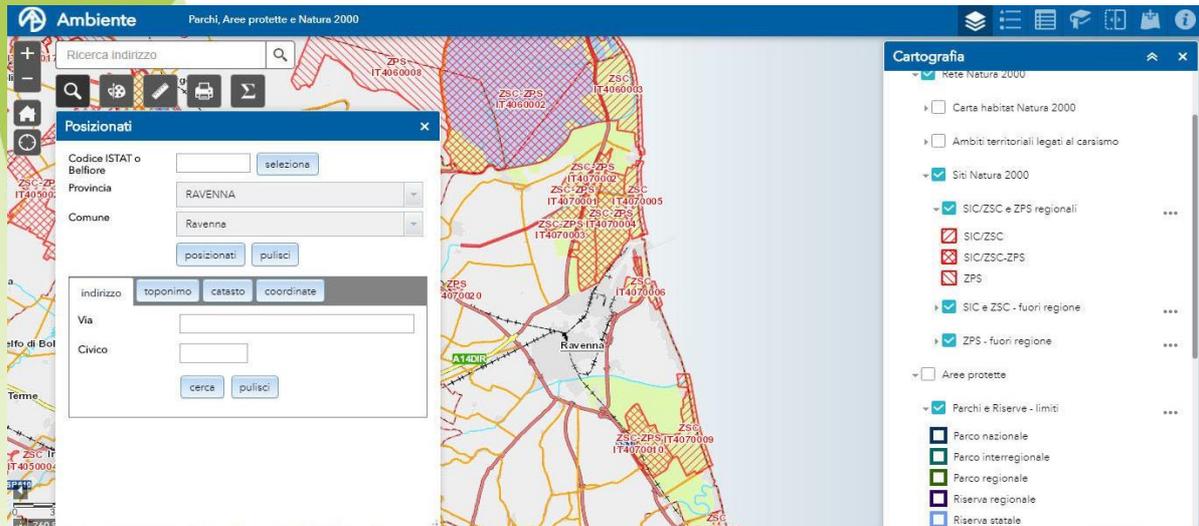
Enhancement consists in the exercise of the functions and in the regulation of the activities aimed at promoting knowledge of the cultural heritage and at ensuring the best conditions for the utilization and public enjoyment of the same heritage. Enhancement also includes the promotion and the support of conservation work on the cultural heritage.

*As evident from the aforementioned explanations, the conservation of the heritage is the first purpose of the Code. Sometimes this approach hinders transformative and innovative actions. Furthermore, the Decree gives no incentives, and this is one of the main problems we are facing in Italy, to promote the heritage redevelopment: there are no supportive instruments to help valorization processes as a counterpart of a restriction (the majority of common people consider the declaration of interest of a property as a restriction).*

- Nature 2000 network <sup>7</sup>

The Emilia-Romagna Region deals with the overall management of the territorial system of protected areas and Natura 2000 network sites, by adopting recommendations and laws for their establishment, their planning and management, on behalf of the Italian Ministry for Environment and of the European Commission and by coordinating the work of the management bodies. It is possible to visualize the Natura 2000 sites in the Regional WebGIS. The Natura 2000 sites concerned by the whole Maritime Park project will be 11 (see image below); while the first phase of the project implementation (works will start in September 2020) will fall within the boundary of the SIC/ZPS IT4070006 “Pialassa dei Piomboni, Pineta di Punta Marina” (Piomboni inner basin, Punta Marina pine forests).

<sup>7</sup> [RETE NATURA 2000 in English](#)



Regional WebGIS screenshot: visualization of the Natura 2000 sites presents in the coastal strip of Ravenna

The main goals of the protection are the following:

- to boost the maintenance or the restoration of the habitat and the species of environmental interest, by means of specific management measures;
- to foster the correct management of the habitats, ensuring, at the same time, the proper enjoyment of the environmental heritage by citizens.

The designers of the Maritime Park project have taken into account the preservation needs in defining their proposal, therefore there is a total coherence between protection requirements and redevelopment plan.

- Emilia-Romagna Landscape Regional Plan <sup>8</sup>

In compliance with the Code, the Emilia-Romagna Region has to ensure that the landscape is suitably protected and enhanced. To this purpose, the Region has subjected the territory to suitable zoning laws, by approving the Emilia-Romagna Landscape Regional Plan (which is a thematic Plan belonging to the aforementioned Regional Territorial Plan). The landscape plan defines the systems, the zones and the elements which shape the regional territory. Furthermore, the Plan defines the main transformations which are compatible with landscape values, initiatives for the reclamation and upgrading of immovable properties and of areas subjected to protection, as well as measures for the enhancement of the landscape, in relation to prospects for sustainable development as well. One of the aims of this Plan is to identify all the Emilia-Romagna landscape assets and define the protection and enhancement rules for each of them. The Emilia-Romagna Region is currently engaged, together with the Ministry of Culture, in the Plan adaptation to the last version of the aforementioned Code. From 1993 until 2007, the Region used to allocate annual incentives by means of specific tenders aimed at financing redevelopment landscape projects at local level (usually Municipalities and Provinces applied). This financial instrument gave relevant results in the territories, by creating a new awareness of the importance of the landscape and its valorization (water was the core of a number of these actions and the single project of regional relevance regarded the valorization of the Po river).

### 3.3 Specific place for water-linked heritage in policies

In the above-mentioned documents, there isn't any specific place for water-linked heritage, if we exclude the mention of environmental water-system heritage (rivers, wetlands, sea).

### 3.4 Availability of public funding for preparation and implementation of heritage-related redevelopment projects

Ancient Port of Classe: see step 4

<sup>8</sup> [Piano territoriale paesaggistico regionale](#)

Darsena di Città (City Docks)

- 1) **Urban regeneration and safety National Call** (see below step 4 to know the projects that should be realized thanks to this funding): **15.5M** euros, 11.8 funded by the Italian Government (the rest is a private co-financing).
- 2) **DARE - Digital Environment for collaborative Alliances to Regenerate urban Ecosystems in middle-sized cities** (UIA project): 6.2M euro. DARE will demonstrate the effectiveness of an innovative digital-based and citizen-centred governance approach, aimed at facilitating, supporting & fastening the implementation of the Darsena urban regeneration process (and heritage valorization). The DARE approach proposes:
  - a) the creation of a 3-layers digital environment, composed by DMP (data layer), CMS (editorial layer) and ViR-Virtual Realm (presentation layer), intended as the enabling technology needed to activate urban actors;
  - b) the innovation of the public administration role, called to act as process enabler. This change asks for the creation of a new level of management, that is the Process Organizers Team, which will connect strategy (policy), opportunities (economical world) & needs (citizens);
  - c) the widespread of digital culture among citizens to accompany them in becoming digital aware city changers.
- 3) **TEMPUS - Temporary uses as Start-up actions to enhance port (in) tangible heritage** (INTERREG Italy-Croatia project, where CertiMaC is partner and Ravenna is stakeholder and beneficiary). In the TEMPUS framework, a specific redevelopment project (in form of “pilot activity”) is ongoing into the Darsena area. Total amount of work is about 350K euro (managed by ITC CNR, a National public research centre, LP of TEMPUS). If of interest, the description of the pilot area and intervention is reported below:

*The area chosen for the pilot, situated on the left-side of the channel at 1.5 km from the railway station, is strongly connected to the port identity and heritage of Ravenna, and forms an important connection among the Darsena, the new port of Ravenna, the city center and the rural territory.*

*The area is property of the Agrarian Consortium of Ravenna and is now abandoned. Considering the barycentric positioning of the area, it can be considered a strategic place in which locate a Temporary Use (TU) pilot for both Citizens and Industrial stakeholders operating into Ravenna port area. The pilot comprises a small settlement made out of boxes (e.g. containers) and public spaces for hosting the temporary activities. In order to build the pilot, several works are ongoing:*

- *Landscaping: works are needed to clean the area since the current situation is characterized by an abandoned area with waste materials and refuses together with weeds and brushwood.*
- *Boxes for the activities and common spaces: the area will host the temporary infrastructures that consist in containers that will be arranged in order to host common spaces and rooms for cultural and creative enterprises.*
- *Underground works and grid connection: along the whole area, underground works are needed to allow the arrangement of the electrical system, the sanitary installation and gasworks.*
- *Plants and settings: the last phase of the works will include all those activities needed to adorn the area to make it more attractive to citizens.*

*The target of this TU is described as follows and it's strictly connected to water into the local context of Darsena (Candiano canal). It will host temporary entrepreneurial activities, start-up and exhibitions, all connected with the port identity. These Temporary activities will trigger the regeneration of the left-side Darsena by activating the area at a social as well as economic level. They will bring the attention of the citizens to the neglected heritage, setting up new entrepreneurial networks and cultural polarities. Results of Temporary activities should be capitalized on attracting bigger investments in view of more definitive interventions of heritage valorization, which is impossible at the current conditions.*

*The temporary reuse of abandoned or unattractive areas will offer the opportunity to act on free areas through a refunctionalization of existing spaces. Aggregative elements, with a strong connection to port heritage, will foster the creation of new entrepreneurial activities and will be aimed to regenerate the district. Through this process, the area will be considered a reference point by the community, able to connect the city, the Darsena channel and the countryside. Temporary uses will include cultural and leisure activities that will be integrated in a context animated by commercial services, incubators and spaces for associations. The functional heterogeneity of the area will become a fundamental element for reviving the Darsena, creating a new attraction for the city and for the citizens who in this way can continue to live the Darsena as the place of everyday life.*

*The design of the Temporary Uses will be based on four fundamental principles: sustainability, innovation, sociability and reversibility of the intervention. It will also offer the opportunity to implement new planning and design methods, through the reuse of elements belonging to the production and port context.*

Maritime Park

For the implementation of the first section regeneration there is an availability of around **6M euros** of public funding - 95,65% funded by the Emilia Romagna Region, whereas 4,35% is co-financed by the Municipality.

**3.5 Use of value capture or other funding instrument for redevelopment**

The policies don't mention any financial innovative instruments to fund redevelopment projects. The lack of incentives and financial instruments is one of the major problems there we are facing.

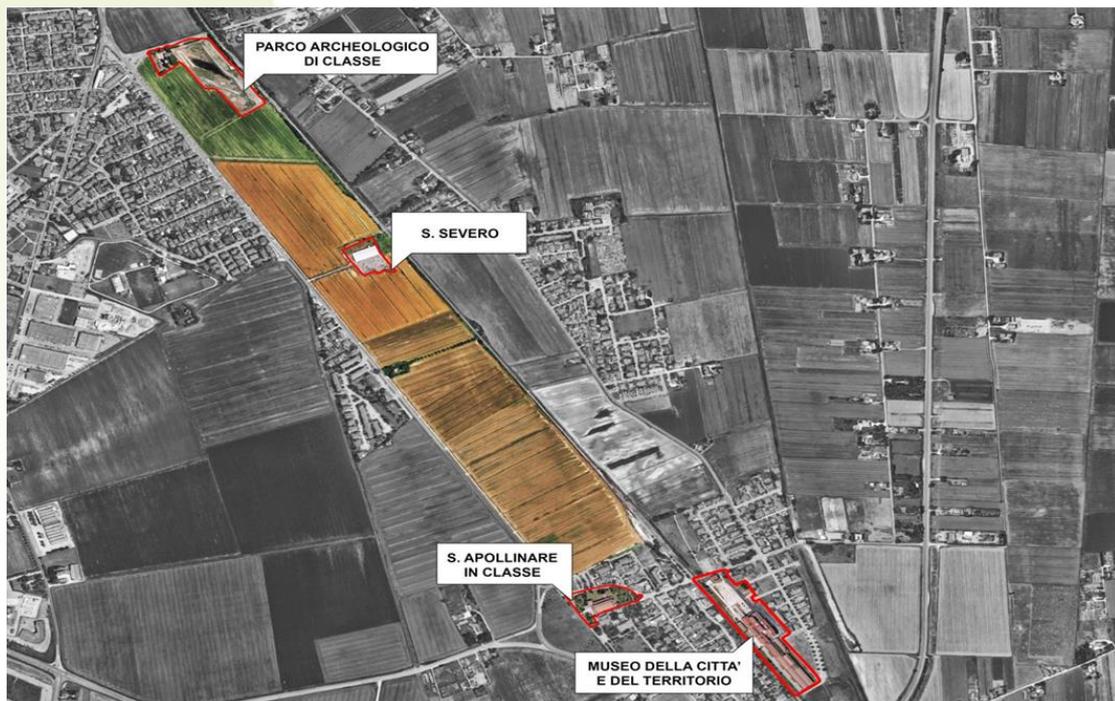
**4. Identifying existing strategies and projects for the transformation of the site**

**4.1 The Ancient Port of Classe**

*Documental source: Valorization Agreement <sup>9</sup> and interview with Fabrizio Corbara (RavennAntica)*

**4.1.1 Current general proposals and status of the site**

New solutions are being analysed for the arrangement of the Port in order to improve its usability. Besides within the archaeological area of Classe new excavations are being planned in the San Severo (see image below) site which is located midway between the port and the Basilica. The aim is to unearth new evidence of the life in Classe.



There are two different valid approaches to the site:

1. one approach linked to the ownership of the area: the Municipality within its urban planning (PSC) identified the area as strategical for the valorization of the territory for non-commercial functions (see step 3)
2. one institutional-scientific approach that considers this area within the general valorization objectives of the governmental department and of the municipality

<sup>9</sup> [ACCORDO DI VALORIZZAZIONE](#)

#### **4.1.2 Main reasons for redevelopment. Current approach to heritage in the area by the local government and heritage related agencies (including interest groups)**

The recovery intervention is not only meant as an archaeological activity but implies also a territorial requalification, therefore the process is of high interest both for the local administration and for the Department of National Heritage and Cultural Activities, because it is part of a bigger system that it contributed to valorize. The main reason for redevelopment is to recover the historical memory and awaken the cultural awareness of the inhabitants. To this extent, the National Government Department for Culture and Tourism, the Emilia Romagna Region, the Province and the Municipality of Ravenna signed in 2017 a "Valorization Agreement", in order to enhance and strengthen public policies for the conservation, valorization and exploitation of Ravenna's area, as it represents a "unique example" of cultural heritage in Italy dating back to the V and VI centuries. The Agreement covers several monuments including the Archaeological Park of Classe and hence the Ancient Port of Classe. The area is currently run by a private foundation (RavennAntica) based on a Concession Agreement between the Government Dept and the Foundation. After over a decade of uninterrupted excavations the open-air museum was inaugurated in 2015 and has been since visited by thousands of tourists.

#### **4.1.3 Public funding needed for the public space redevelopment of the site**

The overall cost for excavations and arrangements so far has been of around 2.5M euro.

#### **4.1.4 Commercial or non-commercial functions of the strategy**

The ratio is equally distributed as any investment in a cultural process creates positive outcomes in terms of tourism offers.

#### **4.1.5 Planning horizon (the timescale for implementing and achieving the goals) of the strategy. Stage of the work on the strategy at present**

The whole archaeological site is expected to be completed in a 5 to 7 years' time. At present 70% of the strategy has already been implemented. The remaining 30% involves: completion of the excavations in San Severo site and connection of all the stations of the archaeological park.

#### **4.1.6 Most urgent part of the project from an environmental and economic point of view**

The most urgent part from an environmental point of view is the connection between the different stations.

#### **4.1.7 Most significant part of the project from a social and cultural perspective**

The most significant part from a social and cultural perspective is the involvement of the citizens, who are very collaborative in the area.

#### **4.1.8 Most feasible part of the project to initiative transformation, gain momentum and galvanise the interest of stakeholders**

See above the most urgent from an environmental point of view.

### **4.2 Darsena di Città (City Docks)**

*Documental source: POC (Municipal Operative Plan) Darsena <sup>10</sup>*

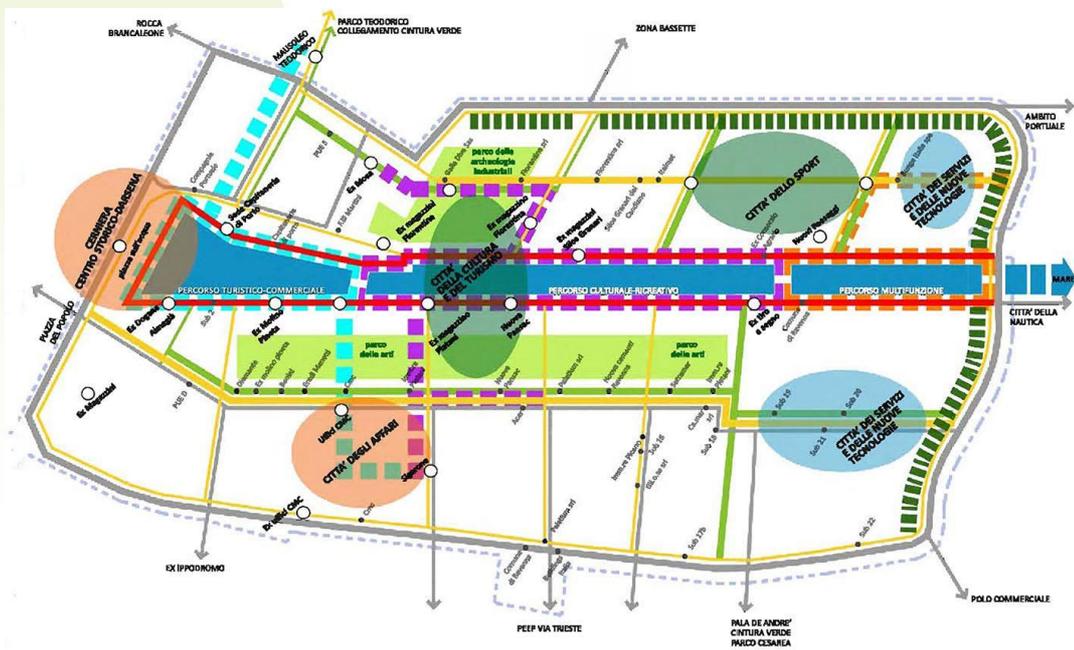
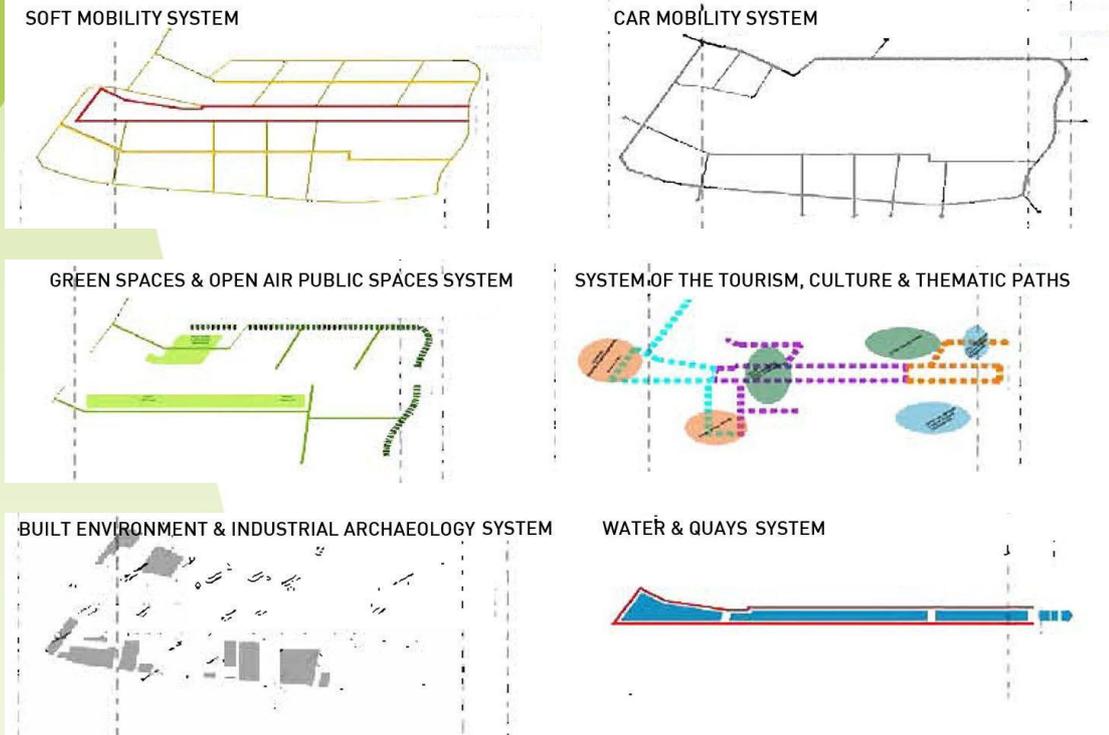
#### **4.2.1 Current general proposals and status of the site**

As written in step 1 and visualized in the images below, the POC Darsena organises the area into 6 systems:

- mobility
- green spaces and open-air public spaces
- tourism, culture and thematic paths
- built environment
- industrial archaeology
- water, quays, railway station
- temporary (re)-uses (below a specific paragraph is dedicated to this issue).

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<sup>10</sup> [Darsena - POC](#)



Overall image integrating all the 6 systems

The plan has the aim to realise an advanced district able to improve the quality of life of the inhabitants of the city and its territory by means of:

- the green and public spaces system (equal to about 48% of the Darsena) through the construction of two large urban parks, one on the right ('park of the arts') and one on the left ('park of the industrial archeology');
- the characterization of spaces for cultural, sporting, recreational and tourist uses, both through the reuse of the Candiano Canal, prior requalification of the water, as the first identifying element of the places, using the water for shows, culture, sport, entertainment, etc. and by means of a macro-division into three functional sections of the district (see description in step 1);

- sustainability and attention to environmental aspects, thanks to the fight against atmospheric pollution and improvement of the urban microclimate (externalization of traffic, wide pedestrian island) and zone 30 for the whole district, increase of the tree biomass with woods in the two planned parks, incentive of alternative ecological means, etc., until the promotion, through incentives, of actions of 'excellence' oriented towards sustainability environmental protection, energy saving and energy production from renewable sources.

Despite this strategic and coordinated approach, it is not so simple to realize all the above-mentioned projects in the area, because there are 32 private owners who should realise projects. The current state is the following (see image below to identify the mentioned buildings):

- the public owned ex Customs building hosts Municipal Police offices and the CoLABoRa coworking and incubator space;
- two port warehouses have been restored for residential and tertiary functions;
- the whole system of the former refinery of sulphur has been restored: the public owned main warehouse has become the Almagià cultural centre (a polyfunctional place used by several artistic companies and local associations); the others buildings house offices, studios, a pub, a club, warehouses.
- the Platani warehouse has been restored by a private: today it houses "Arsenale - Bizantina brewpub" (see "Urban regeneration and safety National Call");
- the former shooting range has been partially restored and it hosts temporary events during the spring and summer time;
- the ex Harbour office has been transferred in the Porto Corsini village (near the sea), the building has been restored and it is used as temporary residence for Harbour employees. The adjacent building housing the port presidio of the Italian police for financial crimes has been;
- new residential blocks have been built in the last years;
- the Darsena Pop-Up (the first experiment of temporary use) opened in 2016.

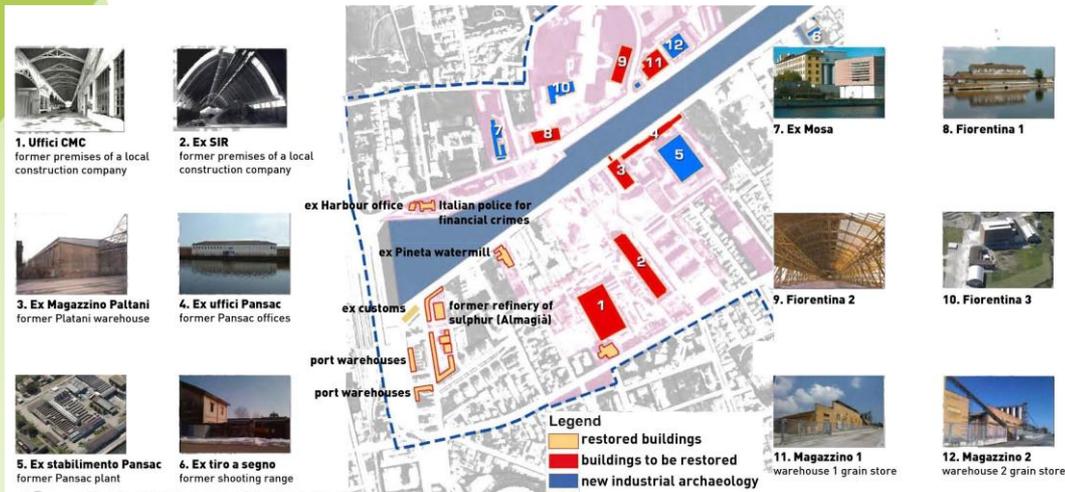
In 2018 the Municipality, by participating to the "Urban regeneration and safety National" call obtained an important funding, aimed at realizing the following projects:

- extension of the railway station underpass, which connects the Darsena with the city center (under construction);
- strengthening of the multi modal transport node (to be realized);
- realization of a jetty to facilitate the relationship with the water (under construction);
- realization of the sewage system (public procurement will be published soon);
- walkway along the Candiano canal (under construction);
- Pop Up Darsena - stage 2 (to be realized);
- requalification of the Platani warehouse (concluded);
- realization of the Orangerie project (urban farming in a public owned area; to be realized)

The POC Darsena's date of expiry is 11th March 2020. Until the approval of PUG (see step 3), there will be a legislative vacuum that will have to be managed by the Municipality somehow.

#### **4.2.2 Current approach to the addressed heritage by local government and relevant institutions**

As illustrated in the image below, in the area there are 18 buildings identified by the POC as industrial archeological heritage.



*Identification of the industrial archaeological heritage*

For each building the POC Darsena provides a description and identifies specific recommendations for the restoration. The majority of the heritage buildings belong to a green system composed of two main parks: the Park of the Archaeologies and the Park of the Arts (see image below).



#### 4.2.3 Main reasons for redevelopment

The “Darsena” is a former area of industrial settlements, totally dismissed in the 80s.

Today it is an abandoned industrial area as large as the city center, with 32 private owners, located next to a densely populated residential area (see step 1). Its dimension and its closeness and accessibility to the city center represent the main reasons for redevelopment.

#### 4.2.4 Redevelopment strategy type of approach

The POC Darsena has given clear directions to be followed, without designing a strict master plan (previous experiences demonstrated the scarce efficiency of this approach: good designs, but no implementation). These directions are intended as a strategic integrated programme to be pursued by each single action. So far, the approach could be defined “pointillistic”.

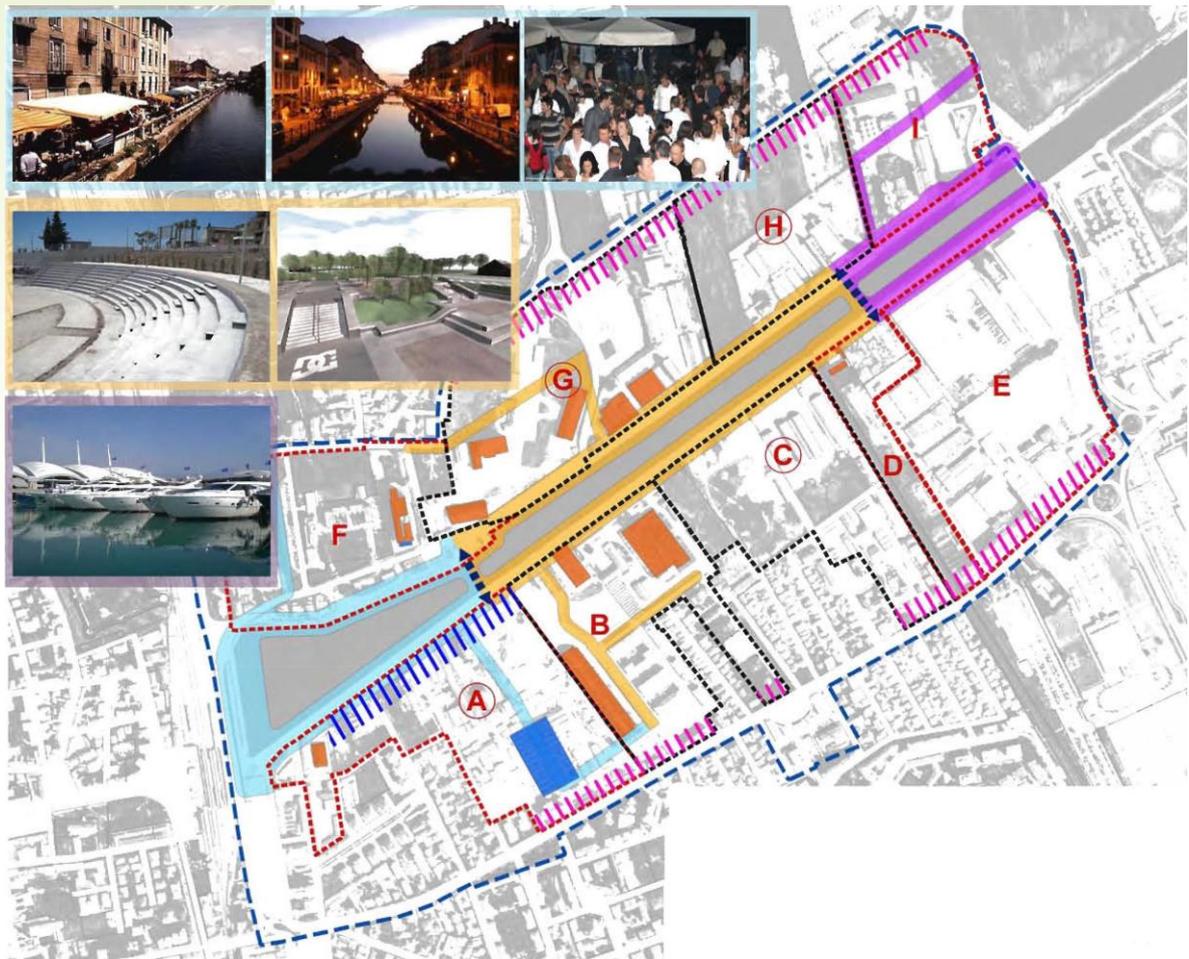
To move towards a real step-by-step approach an innovative governance model will be tested thanks to the DARE project (see step 3).

#### 4.2.5 Commercial or non-commercial functions of the strategy

As you can see in the image below, the POC Darsena foresees different zones:

- zones A and F: “City of tourism and business”
- zones B and G: “City of culture and tourism”
- zone C: “Park of Arts”
- zones D and H: “City of sports”
- zones E and I: “City of services and new technologies”

Commercial functions are transversal and can be located in every zone.



#### **4.2.6 Public funding needed for the public space redevelopment of the site**

At the moment this information is not available.

#### **4.2.7 Planning horizon (the timescale for implementing and achieving the goals) of the strategy. Stage of the work on the strategy at present**

Even if the POC Darsena lasts 5 years, the planning horizon covers a time period of about twenty years (2015-2035), but there isn't a timescale for implementing and achieving the goals. Given the complexity of the situation (private ownership of the areas, lack of significant incentives and financial instruments at national and regional level, political uncertainty, prudence of local entrepreneurs and absence of investors), it is difficult to set a reliable timescale.

#### **4.2.8 Most urgent part of the project from an environmental and economic point of view**

As it was a former industrial area, from the environmental point of view it is urgent to provide a decontamination of all the area and for the same reason it seems reasonable to give a new productive impulse from an economic point of view by promoting the establishment of cultural and creative enterprises in the area.

#### **4.2.9 Most significant part of the project from a social and cultural perspective**

All the POC scheme is significant from a social and cultural perspective, because as we can read on the Policy Document on Urban Quality:

"The redevelopment of the quays now abandoned and degraded, together with the restoration of the Candiano Canal, will contribute to the definition of the new aesthetic-functional structure as the central place of life and socialization of the neighborhood; through the concentration of activities, aggregation initiatives and places of social life, preferring pedestrian / bicycle mobility".

#### **4.2.10 Most feasible part of the project to initiative transformation, gain momentum and galvanise the interest of stakeholders**

The POC introduces an innovative tool that favors temporary (re)uses of buildings and open spaces for a duration of maximum 5 years. As it can be seen in the image below, temporary uses are applicable to the majority of the areas (violet ones) and of the archaeological heritage buildings (red ones), so they might contribute to galvanise the interest of stakeholders who can - theoretically - transform and enjoy the area.

This is the reason why we have for instance an INTERREG Italy-Croatia project, called TEMPUS (see step 3), which will make it possible the realization of a new temporary use in the area belonging to the Agrarian Consortium.



### 4.3 Maritime Park

*Documental source: the technical relation (included annexes) of the project that won the tender published by the Municipality with the aim to design and realize the first excerpt of the Maritime Park.*

#### 4.3.1 Current general proposals and status of the site. Main reasons for redevelopment

The redevelopment of the site has been decided by the Municipality in its Single Programming Document 2017-2019 as part of its Urban Regeneration strategic planning. The operational goal is to regenerate the areas behind the beach facilities of all the municipal seaside resorts and to create foot and cycle paths in order to safeguard the natural environment. The general objectives and expected goals of the project are:

- REVEAL the water landscape of the wetlands and also have the opportunity to live the pinewood and the beach dunes by connecting the sea and the beach with the natural environment lying on the back
- SEW UP the environmental equilibrium between beach, dunes and pinewoods interrupted over the centuries by human exploitations.
- BOOST the potentials of the area by identifying each regenerated element with information panels
- PROMOTE a quality tourism network all year-round, thus contributing to deseasoning

#### 4.3.2 Redevelopment strategy type of approach

In 2017 the Municipality launched an International Design Contest to achieve this goal and the winning masterplan was entitled Parco Marittimo, which will be realized in three stages of implementation.

#### 4.3.3 Commercial or non-commercial functions of the strategy

The above sketched regeneration has both commercial and non-commercial functions. The non-commercial one is the most evident, but the requalification of the area will positively affect the owners of the commercial activities touched by the project (i.e. 65 beach facilities). Beach facilities play a sociological role as gathering centres and qualified assets of the local tourist offer. The environmental regeneration process to be activated will reclassify also the image of such buildings. The planned walkways and cycle paths will offer the opportunity to live the beach also in off-seasons and also to people who are not interested in the standard beach activities.

#### 4.3.4 Planning horizon (the timescale for implementing and achieving the goals) of the strategy. Most feasible part of the project to initiative transformation, gain momentum and galvanise the interest of stakeholders

The area covered by the plan is 35 km long and has been divided into three sections, based on the specific features of the individual beach resorts. The executive plan for the first section, which has been approved and regeneration works are expected to start in September 2020. The first section covers a 9km coastal area located North-East of the town centre. The expected completion time for the whole Parco Marittimo is within 2023, but given that the regeneration works can only be performed during the offseason months and in accordance with Nature's own regeneration times the completion date is not absolutely certain.

#### 4.3.5 Most urgent part of the project from an environmental and economic point of view

To sew up the environmental equilibrium between beach, dunes and pinewoods (environmental dimension) and to promote a quality tourism network all year-round, thus contributing to deseasoning (economic dimension).

#### 4.3.6 Most significant part of the project from a social and cultural perspective

To boost the potentials of the area by identifying each regenerated element with information panels (awareness raising for social dimension and knowledge dissemination for cultural dimension).

## 5. Cost-benefit considerations

### 5.1 The Ancient Port of Classe

#### 5.1.1 Expected beneficiaries of proposed redevelopment strategy

Beneficiaries of all redevelopment actions taken on this site are not only citizens but also visitors and tourists. The ancient port, as well as the recently inaugurated Classis Museum, located within Classe's archaeological area, and TAMO Museum, located in the town centre, are part of the same narration. The history and technique of Ravenna's mosaics is the common thread. The basilica of Sant'Appollinare in Classe houses some of the most important byzantine mosaics in Italy.

**5.1.2 Short- and long-term economic (financial and commercial) benefits expected from the redevelopment**

The main expected short and long term economic benefit is the increase of the visitors to the area and the resulting increase of entry tickets sold.

**5.1.3 Expected non-material benefits (e.g. social, public, identity-based, cultural heritage values...)**

The non-material benefit expected for the town will be the improved capability to narrate its origins, hence an identity-based element connected to the former role as the Capital of the Western Roman Empire.

**5.1.4 Expected economic, environmental and cultural/social impact on the surroundings**

Any successful narration might be useful for other cultural towns in the region.

**5.1.5 Possible positive effects on water management**

Not relevant for this site.

**5.1.6 Positions and interests of the stakeholders on the strategy (bringing in and discussing/deepening with the stakeholders the insights from the stakeholder identification)**

Stakeholders have proven to be interested in the ability to narrate the connection between the past (the port as it was) and the future (the Maritime Park as it will be) by means of a circular narration of history sharing the common thread of the environmental requalification of the coastal area. Such a narration will facilitate connecting, also physically (management of tourist flows) the coast and the inland where Classe's archaeological park and the ancient port are located today. All involved stakeholders, whether representatives of the scientific sector (Bologna University is a member of the LSG) or of public administrations (Ravenna's Municipality and Emilia Romagna Region) or members of the local entrepreneurship, agree on the need to diversify tourist targets and strengthen the tourism attractiveness of Ravenna.

**5.1.7 Political position on needed public investment**

As detailed in Step 3 the Municipality within its urban planning (PSC) identified the area as strategical for the valorization of the territory for non-commercial functions.

**5.2 Darsena di Città (City Docks)**

**5.2.1 Expected beneficiaries of proposed redevelopment strategy**

1. The private owners of buildings located in the area will be involved in order to have them taking an active part in the transformation of the area itself.
2. Citizens will benefit from a more diversified offer of social services and leisure and entertainment spaces compared to what is currently available. The new services will be mostly focused on the physical wellbeing (sports) and on an improved environmental quality of the area (urban orchards and increased green infrastructure)
3. The town will benefit from an enhanced water-linked protoindustrial heritage (see the POC classification above)
4. The entrepreneurial system will take advantage from services mainly supporting the creation and development of CCI (Cultural and Creative Industries).
5. The Town's administrations and the inhabitants of the area will benefit from the transformation from an abandoned industrial area to a new urban polarity.
6. Visitors will enjoy an additional high value cultural and entertainment hub, thus benefiting from a comprehensive tourist offer including more than the coast and the city of art.

**5.2.2 Short- and long-term economic (financial and commercial) benefits expected from the redevelopment**

It is not currently possible to make an accurate estimate or to draw a traditional business plan due to the numerous variables involved furtherly affected by the Covid-19 pandemia.

**5.2.3 Expected non-material benefits (e.g. social, public, identity-based, cultural heritage values...)**

As mentioned above the area will benefit from an improved environmental quality and will become an important hub located next to the most multicultural district of the town. Such a transformation will contribute toward building a more inclusive society.

**5.2.4 Expected economic, environmental and cultural/social impact on the surroundings**

From an economic point of view the redevelopment of the Darsena and the resulting enhancement of the port area will enable this district of Ravenna to become one of the main regional manufacturing and tourist attractions. From an environmental point of view the area will benefit from the introduction of a more extensive

green infrastructure. Besides the administration is committed to improve the quality of the water in the future and to find a solution to offer its citizens the opportunity to bathe in an urban context. From a social and cultural point of view the area will take advantage of its multicultural features.

#### **5.2.5 Possible positive effects on water management**

Not relevant.

#### **5.2.6 Positions and interests of the stakeholders on the strategy (bringing in and discussing/deepening with the stakeholders the insights from the stakeholder identification)**

All members of the LSG (whether representing the scientific, entrepreneurial or institutional sectors) are interested and committed to the urban regeneration of the Darsena.

#### **5.2.7 Political position on needed public investment**

Given that the process has been implementing the Municipality's operational plan the political consensus and support is granted.

### **5.3 Maritime Park**

#### **5.3.1 Expected beneficiaries of proposed redevelopment strategy**

The project implies a radical change in the idea of tourism compared to what has been conceived so far along all our coasts. It will be no longer associated with entertainment: sustainability and responsibility will instead become the cornerstones of the new tourism starting from the ecosystem regeneration.

Such a radical transformation has aroused different reactions based on the benefits that the different stakeholders will enjoy:

1. tourists and visitors will have the opportunity to spend their holidays in a healthier environment offering adequate services for a medium-long stay. They will manage to know the territory thanks to a soft mobility network connecting different environmental and/or historical/cultural interest places in town.
2. citizens will benefit from an environmentally requalified coast and a drop in pollution emissions but will also be offered an intermodal transport system connecting the town and the coast.
3. the municipal administration will give take a strong stand on a change consistent with the UN 2030 goals.
4. entrepreneurs will have the opportunity to develop new offers and innovate and widen their range of services

#### **5.3.2 Short- and long-term economic (financial and commercial) benefits expected from the redevelopment**

It is not currently possible to make an accurate estimate or to draw a traditional business plan due to the numerous variables involved furtherly affected by the Covid-19 pandemia.

#### **5.3.3 Expected non-material benefits (e.g. social, public, identity-based, cultural heritage values...)**

The main non-material benefit will be environmental and the air quality will be the easiest measurable parameter.

#### **5.3.4 Expected economic, environmental and cultural/social impact on the surroundings**

The new logic of the tourist offer might be copied by or influence the choices of other coastal towns in the regions.

#### **5.3.5 Possible positive effects on water management**

The project is meant to focus on the whole environmental ecosystem, specifically the one of the dunes (which are critical in order to prevent the coastal erosion) even though it is not expected to deal with water management.

#### **5.3.6 Positions and interests of the stakeholders on the strategy (bringing in and discussing/deepening with the stakeholders the insights from the stakeholder identification)**

Stakeholders have proven to be interested in the ability to narrate the connection between the past (the port as it was) and the future (the Maritime Park as it will be) by means of a circular narration of history sharing the common thread of the environmental requalification of the coastal area.

#### **5.3.7 Political position on needed public investment**

The Administration has strongly supported and promoted the project therefore the political consensus is thorough. The Emilia Romagna Region has been supporting by funding most of the project.

## 6. Assessing the policy instruments

### 6.1 Addressed policy instrument description

The ROP ERDF Emilia-Romagna Region (2014-2020) has the main objective to boost innovation, improve regional systems of R&D and to contribute to achieving the EU 2020 targets for smart, sustainable and inclusive growth in the region. The OP is divided into 7 thematic priorities.

The Priorities addressed within the project is Priority Axis 5: development of tourism sector, protection and enhancement of the cultural, artistic and natural heritage. Priority axis 5 is aimed at the systemic enhancement and promotion of Emilia-Romagna's environmental, cultural and artistic assets to improve the competitiveness of its destinations and to attract new flows of tourists.

The intended strategic areas for action include the Coastal District, the Apennines, the Po Delta, the cities of art scheme and the areas affected by the earthquake.

100% of Priority Axis 5 funds have already been allocated, therefore no influence is expected from the project in terms of PIs immediately «transferrable», but contents could be oriented/strengthen through “last calls” foreseen and the next Programme “discussion” and tuning.

### 6.2 Identified redevelopment strategies vs the addressed policy instruments

The redevelopment strategies of the three sites are completely in line with the policy instrument and will play an active part in achieving the regional goals.

### 6.3 Contradictions or synergies between the proposed strategies and existing policies or regulations identified in step 3

There are no evident contradictions between the strategies and the policies/regulations identified in step 3, but every implementation step has to be negotiated among the different levels of governance (National, Regional and Local), which pursue different goals: usually at national level the Ministry is more interested in protecting the heritage; while at local level the Municipality would like to boost the valorization and use of the cultural heritage in order to develop the territory. Moreover, at the local level the public and the private needs often differ, creating a situation which becomes more and more complicated. Finally, the lack of incentives and financial instruments contributes to make the implementation of the redevelopment strategies difficult.

### 6.4 Synergies with other policies (e.g. related to water resources management, flood risk mitigation, climate change adaptation, or environmental protection). Measures for redevelopment of water-based heritage taken into consideration by the policy

Within the ERDF managed by Emilia-Romagna, there are several policies that could be mentioned in synergies with the above-mentioned policy instrument. They were initially conceived for other purposes and they are not directly related to water-linked heritage, but they could be exploited and adopted to foster the uptake of local redevelopment projects for the valorization of local water-linked heritage. Please, find below a short description of the main policies connected with our policy instrument:

**Priority Axis 1** aiming at strengthening the regional network for research and technology transfer to businesses. The measures supported by this axis are aimed at increasing businesses' capacity to introduce new solutions and products, including through collaborations with research partners, promoting innovation pathways in strategic areas of the regional production system, strengthening the research of the High-Tech Network, facilitating the use of innovation laboratories and centres through international openness and participation in European programmes such as Horizon 2020 and COSME, as well as supporting high-tech start-ups.

**Priority Axis 4**, whose “regulatory measures” are mainly related to climate change adaptation and mitigation in the field of energy efficiency and sustainability of buildings and infrastructures. Unfortunately, there are some barriers to be overcome.

These regulations are basically applicable into the following redevelopment sites:

- Darsena area due to the huge number of abandoned infrastructures overlooking the canal and strictly related to the industrial-cultural water-linked history of the City.
- Parco Marittimo with specific reference to the beach establishments characterizing the infrastructural framework of the coastline.

The main restrictions of these regulations are related to the energy-driven policies supporting the increase of energy efficiency in the whole public/private existing building/infrastructural stock (Cfr. EPBD recast - directive 2010/31/UE amended by Directive (EU) 2018/844). Indeed, from the heritage point of view, the necessity to achieve higher and even higher energy efficiency performances could be a barrier to the implementation of "compatible" and "durable" (in terms of materials, installation and respect of the heritage itself) solutions with the heritage infrastructure.

At the same time, these policies are funded on "supporting measurements and incentives" necessary to foster the take-off of the refurbishment and redevelopment processes.

At Italian level, redevelopment works are supported by the following cumulable incentives (energy efficiency driven):

- ERDF Structural funds managed by regions: for instance, in Emilia-Romagna region, during the last 7 years, we had several opportunities to activate renovations (see ROP ERDF 2014-2020, Axis 4, Actions 4.1.1 and 4.1.2);

- "Conto Termico 2.0" (see Ministerial Decree 16 February 2016): both for private and public side supporting energy intervention towards decarbonization of existing building stock.

**Priority Axis 6**, whose main concern is the realization of "Laboratori Aperti" (Open Labs) dedicated to inclusion and digitalization processes involving cultural and tourist sites in need of requalification. Ravenna has been appointed as Urban Authority (intermediate body) by the policy instrument and has its own Open Lab project approved and ongoing. It's a dynamic project through which we are planning actions to be implemented also in our water-linked heritage sites. We expect to influence the policy instrument through such actions.

#### **6.5 Adaptation of existing practices and/or adoption of new practices required by the policy instrument**

The policy instrument in question requires the adaptation of good existing practices in order to be applicable also to heritage for what concerns energy efficiency interventions despite the above-mentioned restrictions. Moreover, the adoption of new practices ought to be considered for what concerns, for instance, the Temporary Uses (TU). They need a coordinated and organic policy able to regulate and stimulate the TU as a smart instrument to activate, regenerate and refurbish abandoned or poorly maintained water-linked heritage and, in general, districts and neighborhoods.

## 7. Assessing the policy instruments

### 7.1 Inputs

Strengths (S)			
no*	conditions which are considered to be strengths	priority	category
S1	Darsena - strategical connection between sea, industrial port and city	high	mixed
S2	Darsena - presence of three functional zones as a starting point for a cultural point for innovation (Ravenna creative district)	high	mixed
S3	All sites - Ecosystemic value of the three redevelopment sites: Classe=ancient past/cultural roots; Darsena=recent past/industrial archaeology; Maritime Park=geological history/environmental heritage	high	mixed
S4	All sites - Willingness of the Local Administration: to leverage on water/heritage connection to regenerate and valorize the sites	high	political
S5	All sites - Local Structural Plan (PSC): integrated urban planning tool taking into consideration the specificity of each redevelopment site. Even if there is not a specific mention, it's possible to identify an overall coherency between the "strategic approach" of the Plan and the needs of the redevelopment sites.	medium	political
S6	All sites - Mingling and synergy between funded projects ongoing on the area devoted to the implementation of heritage-related redevelopment project	medium	mixed
S7	Ancient Port of Classe: "Valorization Agreement" between the National Government Department for Culture and Tourism, the Emilia-Romagna Region, the Province and the Municipality of Ravenna (2017): to enhance and strengthen public policies for the conservation, valorization and exploitation of Ravenna's area, as it represents a "unique example" of cultural heritage in Italy dating back to the V and VI centuries	high	political
S8	Maritime Park - requalification of the area will positively affect the owners of the commercial activities touched by the project (about 200 beach facilities). Beach facilities play a sociological role as gathering centres and qualified assets of the local tourist offer. The environmental regeneration process to be activated will reclassify also the image of such buildings. The planned walkways and cycle paths will offer the opportunity to live the beach also in off-seasons and also to people who are not interested in the standard beach activities.	high	mixed
S9	All sites - The redevelopment strategies of the three sites are completely in line with the policy instrument and will play an active part in achieving the regional goals.	medium	political

Weaknesses (W)			
no*	conditions which are considered to be weaknesses	priority	category
W1	Port of Classe - Distance from the town centre and inadequate connection network (means of public transport) (4 km)	low	environmental
W2	Port of Classe - Complexity of the Area management	low	mixed
W3	All sites - Lack of specific regulations on Water-linked heritage	medium	legal
W4	All sites - Lack of specific approach to water-linked heritage: it hasn't been pursued in any of the sites yet	medium	mixed
W5	Darsena - difficult timescale to foresee due to private ownership of the areas,	high	mixed
W6	Darsena - lack of significant incentives and financial instruments at national and regional level	high	economic
W7	Darsena - mistrust of local entrepreneurs to undertake risk and absence of investors	medium	economic

Opportunities (O)			
no*	conditions which are considered to be opportunities	priority	category
O1	Darsena - Abandoned industrial area with a great development potential as a regenerator engine in the city	high	economic
O2	Maritime Park - interconnection between natural and infrastructural water-linked heritage along the entire area	high	mixed
O3	Ancient Port of Classe - it represents the "loop closure" for Ravenna's History, strictly connected to Po river and Adriatic Sea	high	mixed
O4	Maritime Park redevelopment project - re-creation of an ecosystem towards the valorisation of the natural heritage and the promotion of sustainable tourism	high	economic
O5	Maritime Park redevelopment project - Emilia-Romagna Regional Territorial Plan (PTR): coherence between the regional regulation and the local redevelopment project for the Maritime Park	high	mixed
O6	Darsena - POC scheme is significant from a social and cultural perspective: "The redevelopment of the quays now abandoned and degraded, together with the restoration of the Candiano Canal, will contribute to the definition of the new aesthetic-functional structure as the central place of life and socialization of the neighborhood; through the concentration of activities, aggregation initiatives and places of social life, preferring pedestrian / bicycle mobility"	medium	political
O7	Darsena - POC introduces an innovative tool that favors temporary (re)uses of buildings and open spaces for a duration of maximum 5 years. This instrument can triggers the activation of regeneration processes in a simplified and effective way	high	social
O8	The Local Structural Plan (PSC) provides for the acquisition by public bodies of new areas in order to promote the needed excavations: this action can be realized also thanks to the equalization mechanism	high	mixed

Threats (T)			
no*	conditions which are considered to be threats	priority	category
T1	Darsena - private ownership of the main part of the area limits the regeneration processes and the application of POC	medium	mixed
T2	Maritime Park - damages to the access roads, dune-pinewood interruptions and damages related to the overexploitation of the coast in the summer period	high	environmental
T3	Maritime Park - concerns of the local economic sector about the redevelopment process due to the radical change of tourist targets	high	economic
T4	Ancient Park of classe - water, in the next future, could ruin the archeological area due to the rising water levels and flood risk	medium	mixed
T5	All sites - High complexity and unclear overlapping of (national) laws and (local) regulations: several planning laws not always inclusive and not "easily traceable" to the redevelopment sites chosen	medium	political
T6	All sites - permanence of degraded abandoned areas within the urban area	high	economic
T7	All sites - Negotiations necessary at every "discussion step" between National Government, Regional Government and the Local Ones due to the different "priorities". It results in a complicated and "multi-layer" process	high	political

## 7.2 Outputs

SO: use strenghts to maximise opportunities	
SxO	synergies
S1xall	Due to its barycentric position the Darsena area can become a territorial hub able to support the development of all the opportunities
S2X1;7	The presence of urban polarities addressed to the development of creative innovation activities favours the reactivation of abandoned and neglected areas/buildings by implementing the law provisions on temporary reuses.
S3X2;3;6	The complementarity of the values represented by the three areas (ecosystem) highlights the peculiarities of each opportunity
S4X5;6;8	The political will is essential to turn plans (opportunities) into actions (impacts)
S5X1;3;4	The Local Structural Plan (PSC) formally complements the three sites and provides a core operational tool to exploit the opportunities they represent
S6X1	Given the intrinsic complexity of redeveloping such a wide abandoned urban area, most allocated funds (whether national or European) are intended to support the reactivation of areas/buildings located in the Darsena based on a close interaction with the other sites (Maritime Park and Ancient Port)
S7X3;8	In accordance with the indications of the PSC the Agreement provides for the extension of the excavation works and for a more and more detailed scientific reconstruction of the historical development of the area
S8X4	The Maritime Park project has been conceived in order to enhance the relevant opportunities aiming at developing a more sustainable and responsible fort of tourism
S9X6;2;3	Being consistent with the addressed policy instrument the strategies favour an evolution of the instrument by interrelating the three sites through the water-linked heritage

WO: minimise weaknesses by taking advantage of opportunities	
WxO	synergies
W1X2;3;8	Through the plans and projects aimed at connecting the three sites it will be easier to integrate the Ancient Port within an interconnected network (whether physical or storytelling), with the water-linked heritage acting as binding agent
W2X8	The extension of the equalization mechanism to the archaeological area may prove useful for the valorization and management of the site
W3X1;2;3	The presence of complementary types of water-linked heritage will help highlight the importance of such heritage and will positively affect the policy instrument
W4X1;2;3	The actions carried out on the policy instrument will in turn facilitate to develop a systemic approach for the water-linked heritage valorization
W5X1;6;7	Interesting areas in terms of volumes and architectural charm with a rich and diversified development strategy and an innovative regulation on temporary reuses which might together become the necessary leverage for an step-by-step urban redevelopment plan
W6X2;3;6	Specific regional and European projects, aimed at developing a territorial cultural system in line with the local development strategies, may partly counterbalance the lack of direct fundings and incentives
W7X1;6	A smart storytelling that valorizes and clearly outlines the investment opportunities resulting from the urban redevelopment of the Darsena may contribute to overcome various distrusts

ST: use strengths to minimise threats	
SxT	synergies
S1X2;3	Darsena strategic position may aid in creating intermodal transport hubs and connected supporting services, in deseasoning tourist flows by extending the tourist offer and including beach, the city and its surrounding territory
S2X1;6	Possibility to involve external subjects interested in investing on urban redevelopment processes with a high social impact, thus contributing to a change and/or enhancement of the value system of the Real Estate sector
S3X1;2;3;4;6	The value represented by any of the areas within the ecosystem logics can represent an important element to curb the specific risks faced by each area if standing alone
S4XALL	The political will to carry on a system valorization of the 3 sites buffers the risks
S5X5;7	The consistency of the local plan is a key factor in managing the complexity of the legal provisions and of the negotiations among the different competent governing administrations
S6X1;6	External funds help involve the owners and encourage investments for the recovery of the abandoned areas/building
S7X4	The Valorization Agreement, acknowledging the importance of the site, ensures the safeguarding of the Ancient Port from all points of view
S8X3	The (several and various) actions foreseen by the project may prove good reasons to contain the worries of the economic sector during the regeneration works
S9X7	The consistency of the 3 redevelopment strategies with the policy instrument will help adjust the priorities of the different governing administrations

WT: minimise weaknesses and avoid threats	
WxT	synergies
W1X7	Promoting a system-planning ability aimed at narrowing the distances (whether real or perceived) and avoiding arguments that might require long negotiations
W2X4	Identifying clear protection goals to avoid the decay of the archaeological heritage
W3X7	Developing a negotiation process with a common thread (water-linked heritage) helps conceive a shared action plan that facilitates the implementation of the individual actions
W4X3;4;6	An approach based on water-linked heritage as a common thread connecting the various development strategies can improve the positive impacts, limiting the risks of each individual site
W5;6;7X1;5;6	A coordinated and integrated development plan, resulting from a collaboration and negotiation process among the various administration levels of the territory, may improve people's trust and draw the attention of the private owners and/or of potential investors

## WaVE Project

WaVE is a 3-year research project (August 2019 - July 2022) funded by the European Commission within the INTERREG Europe program. The Project focusses on the **improvement of regional and local policies** to open up their possibilities to support the **development of integrated adaptive reuse of water-linked cultural heritage** sites in human settlements. The partner cities and regions have in common that their territory is rich in heritage that is historically linked to, or formed as, a result of the interaction with water as part of the natural environment. The partners have a task in the field of heritage and water. The European grant offers opportunities to work together at European level on policy strategies that are needed for the restructuring tasks related to heritage and water.

## Partners

### Municipality of Aarhus

Aarhus is the second largest city of Denmark with 350.000 inhabitants. It is situated by the Bay of Aarhus and has a large contingent of universities and students



### Provincial Council of Alicante

Alicante is a coastal province in the Southeast of Spain. Its sand beaches, coves, mountain routes and gorgeous sunny weather attract lots of visitors all year long



### Municipality of Breda

Breda is a sparkling and historical city in the south of the Netherlands with around 183.000 inhabitants



### CertiMaC

CertiMaC promotes innovation in the energy and materials sector by offering laboratory analysis, industrial research and specialist consultancy services



### **Delft University of Technologies**

A leading Dutch university providing solutions to urgent societal challenges through science, design and technology



### **Ister-Granum European Grouping for Territorial Cooperation Ltd**

Ister-Granum EGTC includes 42 Hungarian and 40 Slovak municipalities. Its main goal is to implement joint cross-boarder strategies related to culture and tourism



### **Municipality of Ravenna**

Ravenna is an art and history lover's dream in the North of Italy. Its extensive mosaics are renowned worldwide as well as its sandy beaches and its port



**Comune  
di Ravenna**

[www.interregeurope.eu/wave/](http://www.interregeurope.eu/wave/)

