

Beyond the WALL

Regenerating the Farnesian Wall Thickness of Piacenza



POLITECNICO DI MILANO

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Dedication

To the people of Piacenza,

To all the people who had a role in Piacenza development,

To anyone who would experience a more qualified life in Piacenza in the future,

To the old Farnesian wall,

And to all the lost greenery.

Acknowledgments

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We are deeply thankful for his help in the completion of this project which without his instruction we couldn't overcome this project.

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“Architecture should speak of its time and place, but yearn for timelessness.”

Frank Gehry

Chapter 1

Introduction

Keywords

Piacenza, Old wall, Farnesiana, Heritage conservation, Agriculture Identity, Disperse development, Environment Conservation, Healthy ambient, Euphoric atmosphere, Identity reviving, Antiquity

Abstract

The story of the city is continuous with the past, is alive in the mind of its' citizens but remains completely unknown in the eyes of non-locals due to the loss of proper identity in the last few decades despite the great inherited potential. The great Farnese wall around the city is relatively preserved but is buried under the lack of organizations in city developments.

It is still there, a gem of dazzling history and no one cares. although whenever we think about Piacenza nothing comes to our mind but the area inside the great wall which also shapes the first ring of the city that was once defined as the border; inside we can still feel the identity of the Roman city but as soon as we step out, everything is gone in a blink of an eye.

The thing is what's happening beyond the WALL?

Life was inside the border of the wall for years and has expanded in a short time not considering the city and the citizen's needs but only responding to the massive immigration from the countryside to cities. Indeed after the modernism revolution in the 19th century, the purpose of society has been changed; The cities were expanded without any orders or rules and were not following the people and environmental demands. The grey infrastructure passed through the city and caused a separation between the historic town from its ancient territory, the Po can not be witnessed anymore from the ram-parts.

Nature was the first victim of this evolution. This expansion did not respect the principles in the major structure of the city. It was only a superficial viewpoint in the cities development and the consequences can be observed in the contemporary era.

As a result of such a dispersed development, we would soon witness the environment fading away, many species of animals/ vegetation getting close to the risk of extinction besides that, the appearance of new disease due to the lack of healthy ambient is a matter of concern.

As a result of all the mentioned concerns, The inhabitants would have no choice to choose their desired place to live in and will just survive in a box called home!

All in all, the substantial interaction between the environment and the demands is not occurring. The wall and beyond that as a thickness should work as a connector between the two sectors of the city. The problem we are facing is the boundary between them and the desire to convert it to a bridge instead of a wall.

The aim is to use this great potential of the city to grasp, exploit and represent the sense of the place grounded in the past but also addressing the future.

To conclude, we think the external ring of the city needs to be redefined and regenerated as a future development program for the city; which could be done with the help of the wall. respecting the glory and antiquity the city once had.

Project Statement

Does the city contribute to the new needs of the modern era?

Has it transformed according to these needs?

Piacenza has taken some little steps to make the city vivid again, but are they adequate?

Is bringing to important Italian universities enough to make the creative milieu?

Are the new generation satisfied with their city? Is it attracting creative people?

Is the city presented the way it should in the field of heritage?

The city is carrying a noble history behind it, from the Roman times to Farnesians, From Austrians to the modern epoch.

On one hand, it is trying to adjust to modern life and on the other, it tries to appreciate the nobility it had once upon a time; But the result of this conflict satisfies nor the citizens neither the annalists.

Objectives

1-Converting the Farnesian wall as an obstacle to a connector.

2-Making the city vivid again and make a euphoric atmosphere for the inhabitants.

3-Restituting the cultural heritage of the place consisting of the history and also the agricultural heritage.

4-Acquiring economic growth through tourism

Project Narrative

The problems of the city might be solved by studying better the desires of the inhabitants to have a more rapturous life, to make both tangible and intangible heritage of the place conspicuous.

To accomplish these objectives, the roman and Farnesian identity and also the agricultural culture of the place as the most sparkling segments of the city must be emerged not only to raise the quality of life of the residents but also to make the touristic sector of the city function appropriately to expand the economy of the city as a result.

All this could be achieved by activating the circuit of the city, to transform a barrier into a joint.

In addition to that, the aim is also to explain how such a system may serve as a valuable means of allowing sustainable urban transport along with that respecting and highlighting cultural heritage. To tell the story.

Old Walls in the World

The definition of a wall says as follows "wall structure consists of several overlapped vertical stones and bricks which holds together by lime or cement and other agglomerated.

It may be a constitutive element of buildings such as exterior facades, interior walls, or complex inner walls. It also may act as a supporting element or as a fence boundary. The origin of the wall as an element in the symbolic view represents physical and spiritual protection.

Walls have traditionally been built for defense, privacy, and to protect the people of a certain region from the influence or perceived danger posed by outsiders.

They can both divide and protect us.

Walls of different cultures all served this same primary purpose but were constructed in various ways using diverse materials depending on the culture and the time period.

The most famous ones is the "Great Wall of China" , "Great Wall of Gorgan " in Iran and "Berlin Wall".



Chapter 2 A

Piacenza

“Piacenza “ an origin from the Latin verb placēre, “to please.”In French, and occasionally in English, it is called Plaisance.

The name means a “pleasant abode”, or as James Boswell reported some of the etymologists of his time to have translated it, “comely”. This was a name “of good omen.” As it is located at a major crossroad at the intersection of via Æmilia, via Postumia and via Francigena connecting Northern Europe to southern Europe and also the west to the east and worked as the abode in the ancient time.

This quiet, provincial town, easy to live in and dedicated to the pleasures of good food, is also characterised by small treasures, and memories of a historically rich past, like its Cathedral .Not to mention the wonderful noble mansions, its several churches and the narrow streets of the centre, which, though appearing severe, hide unexpected surprises.

Location and Topography

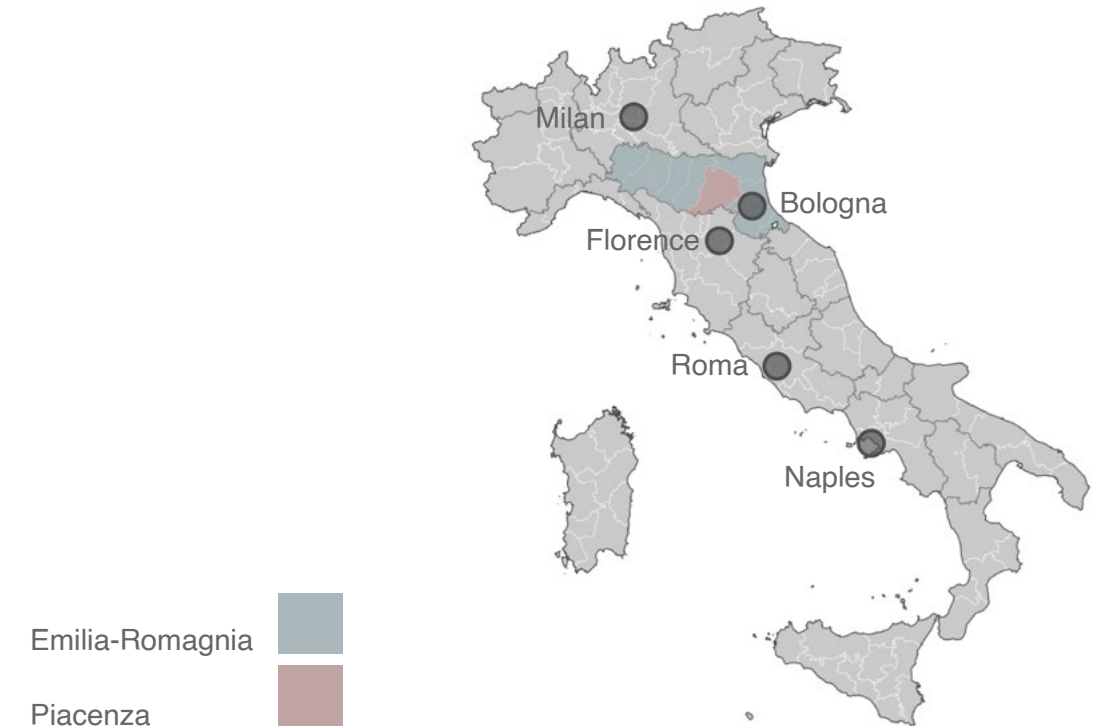
Piacenza is the capital city of the eponymous province in the region of Emilia-Romagna in northern Italy with the antiquity which goes back to pre-roman period.

Its geographical position, at the crossroads between Lombardy , Piedmont , Liguria and Emilia, has always determined has made it an important motorway and railway junction.

It is located in the Po Valley at an altitude of 61m, on the right bank of the Po, the longest river in Italy flowing from the western north to the eastern north, between the mouths of the Trebbia river to the west and the Nure stream to the east which made it a strategic point since roman times special in military destiny.

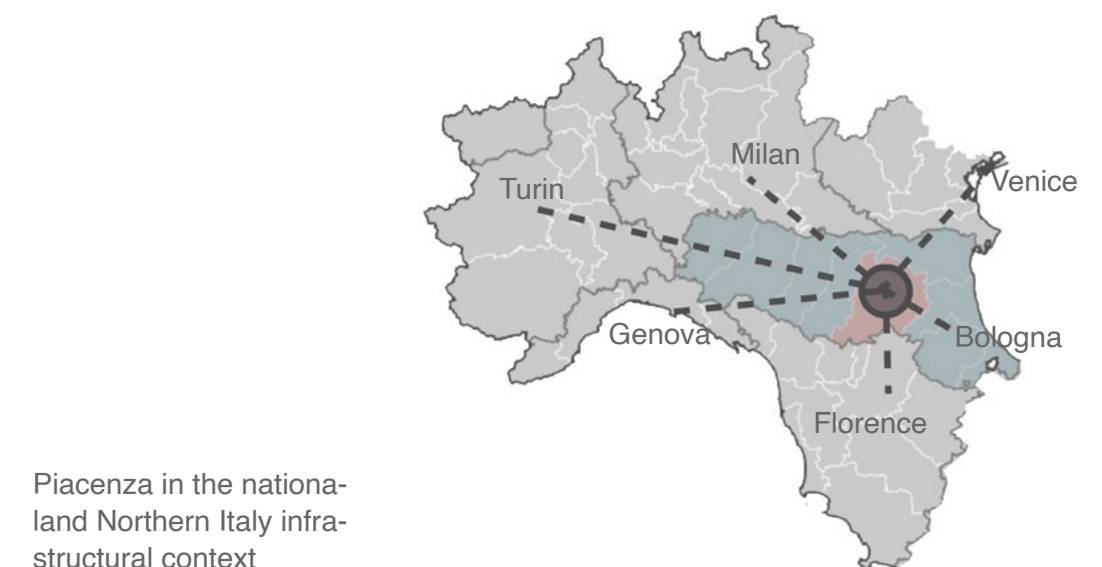
In addition to having a strategic location in the Italian geographical context, as it is located at the center of the Po Valley and it is a crossroad of infrastructures, the city of Piacenza has until a few decades ago also played an important role in the processes of structuring relationships and in the territory configuration. The city is in a relevant position along the main Italian north-south connection route, consolidated since Roman times. Romans had identified in the city of Piacenza the beginning of the Via Emilia and a fundamental cornerstone of East-West communications on the ancient Via Postumia.

Along the East-West axis, Piacenza is also crossed by a naturalistic route of primary importance in the national geography, with respect to which the geography of the anthropic and settlement relations has always been of secondary importance. Therefore, until a few years ago Piacenza lay on the north-south route in a natural context, even if not defined, of a corridor where it was the main settlement, while on the east-west axis it was in a natural environment of great significance but characterized by an evident corridor of relations of secondary importance.



From a geographical point of view, the strategic position of Piacenza and the network of different infrastructural systems serving the city and its territory led to the official recognition of the city by the Ministry of Transport and Infrastructure as a “Hub City Joint”.

In the past, for the same reasons, the city of Piacenza drew the attention also of the Ministry of Défense, which decided to install numerous military barracks and to build a military airport (Piacenza-San Damiano airport), now being dismantled. Even most of the military real estate assets constituted by the barracks have been decommissioned as the need of military defence has ceased to exist.



Piacenza in the national Northern Italy infrastructural context

Climate

The city is placed 61 meters above sea level with a drastically variable average temperatures. Considering humidity, temperatures feel cold for about half of the year and otherwise nice with a fair chance of precipitation about half of the year. Climate in this area is humid subtropical with no dry season, constantly moist. Summers are hot and sultry.

The distance from the sea accentuates the continental characteristics of the Piacenza climate compared to the rest of the region. consequently. The recorded winter lows are also lower than those of the nearby Lombard cities. The proximity of the city to the river Po leads as a consequence that, in all periods of the year, the climate is characterized by high humidity: in winter the phenomenon of fog, generated by thermal inversion, occurs very frequently, while in summer the weather conditions are often characterized by ' heat, generated by the high relative humidity in the part of the atmosphere closest to the ground.

Urban Expansion

The shape of the territory and spaces, both open and built, in the city of Piacenza and its surrounding are the result of long and evident stratification both from the anthropic point of view both natural, coming from countless transformations in which the plans and projects, especially those infrastructural, have assumed a relevant role, which over time have allowed the current urban characterization.

Enclosed within the circle of the Farnese ancient walls, of which some sections are still existing, the historic city of Piacenza is surrounded by the following system of roads:

Via Emilia -Viale Patrioti - Via XXIV Maggio - Via XXI Aprile. On this axis grafted the Via Emilia coming from Milan, determining a relevant node (Milano Gate/Piazzale Milano), that continuing it connects with the other node of urban relevance of the railway station.

Population

Piacenza was the capital city of the duchy until Ottavio Farnese, Duke of Parma moved to Parma, The city underwent some of its most difficult years during the rule of Odoardo Farnese, duke of Parma, when between 6000 and 13000 Piacentini out of the total population of

30000 died from famine and plague. The city and its countryside were also ravaged by bandits and French soldiers. Austrian troops occupied Piacenza until 1860, a plebiscite marked the entrance of the city into the kingdom of Sardinia. The Piacentini enrolled en masse in the Garibaldi's army in the expedition of the thousand. Now, this city rank among the 50 most populous in Italy.

The Municipality of Piacenza has 104.000 inhabitants (update to December 2020) In last years the demographic trend was positive: the resident population went from 95,500 inhabitants in 2002 to 104.000 inhabitants in 2020 with an increase of 9% .



Piacenza,
Emilia-Romagna

History and Culture

Piacenza and Cremona are founded as Roman military colonies in 218 BC which is evident in the urban fabric of the historical part of the city. Since then the city has seen various dominions. Starting with Romans and continuing with French, Austrians and Farnesians.

During the world war II, the city was heavily bombed by the Allies. The important railway and road bridges across the Trebbia and the Po and the railway yards were demolished. The historic center of city itself also suffered collateral damage.

The city center is surrounded by historic walls. In the center of Piacenza there are several exhibition spaces, such as the Palazzo Farnese built by the Duchess of Parma and Piacenza, Margherita d'Austria (daughter of Charles V). It contains numerous collections (Archeology, Carriages, Picture Gallery ...). The Galleria Ricci Oddi preserves an important collection of modern art. Other important exhibitions spaces are the Alberoni College, the Museum of Natural History, Antiquarium Santa Margherita and the Pinacoteca of Gazzola Institute.

In Piacenza there are two important university institutions, Politecnico di Milano and Università Cattolica del Sacro Cuore. In the Politecnico site there is the Order of Architects, Planners, and Landscapists headquarter. Piacenza has other spaces dedicated to artistic and cultural manifestations, the main is the Municipal Theater together with other theatres (Teatro Filodrammatici, Teatro Gioia, Teatro San Matteo) for concert seasons, prose and dance.



Duomo of Piacenza



The French Pass the River Po at Piacenza, by Giuseppe Pietro Bagetti, 1803



Mosaic of the old city Coat of Arms

Mobility of Piacenza

The city of Piacenza is crossed by several traffic flows that use the system of infrastructures with different modes and rhythms. It is served by the following high performance infrastructural networks:

North-South connection route: motorway A1, former SS9 Via Emilia, railway line (conventional and high speed line, connection axis Milano-Bologna-Firenze-Roma-Napoli)

East-West connection route: motorway A2, Torino-Brescia, former SS 10 Via Postumia Inferiore, railway line (connection axis Genova/Torino-Piacenza-Cremona-Mantova)

In the node of Piacenza, these infrastructures form a multimodal corridor that crosses and partially surrounds the Northern side of the city, along the Po river, determining enclaves and "islands" that make the city a functional whole of easily interchangeable parts.

As anticipated at the beginning of the document, from a railway point of view, Piacenza is affected by the passage of the main Italian railway lines and by the presence of local networks that overall link the city to the origin and destination sites of the flows of freight and passengers of international importance.

The node of Piacenza is indeed linked through the station of Bologna, Milano and Alessandria, to the main cities affected from the passage of Trans-European corridors number I, V and of the TEN axes 24.

On an urban level, the city is crossed by the conventional and electrified railway line with double track Milano-Bologna, while remains excluded by the accessibility of the high-speed and capacity line (AVIAC Milano-Bologna) that crosses the territory of Piacenza in the North-East of Le Mose, where is located the logistic park of Piacenza.

From the road system that surrounds the historic city of Piacenza, the roads that allow access to the main centers of the various Piacenza valleys branch out radially.

Being the center of the city of Piacenza of small size, by walk, it is possible to move from the East to the West borders in around thirty minutes, by car around 5 minutes. While for crossing the whole city from East to West it is needed around one hour and forty-five minutes on foot and approximately fifteen minutes by car.

Train station of Piacenza



Po river in Piacenza



Agriculture of Piacenza

Piacenza plays an important role in the field of agriculture in Italy which consists of a great percentage off the economy of the city; the same as most of the provinces in EmiliaRomagna and as a result being one of the main food producers; the province is known for the production of seasoned and salted pork products in addition to the production of cheese and tomatoes.

The hills surrounding Piacenza are known for their vineyards. The wine produced in this area is qualified with a denominazione di origine controllata called “Colli Piacentini”.

Piacenza is a real ‘food valley’and that it produces the biggest amount of D.O.P and D.O.C cured meats, cheeses and wines in Italy. ‘State of the art’ food and wines to taste like ‘coppa’, salami and pancetta; ‘pisaréi e fasö’, ‘anolini’ and ‘tortelli con la coda’, ‘bomba di riso’ (first courses) and ‘piccula ad cavall’ (second course). Everything must obviously be accompanied by wines from Piacenza only, among which the red ‘Gutturnio’ is the best known.

Well Known

The city is well-known as the city of churches today. Undoubtedly, besides the two squares, ‘Piazza Duomo’ and ‘Piazza Cavalli’, the latter being the emblem of the city with the two equestrian statues by Mochi on the background of ‘Palazzo Gotico’, further sites are worth visiting :

The Romanesque ‘Sant’Antonino’ Basilica, one of the pilgrims’ stations along the Via Francigena, with its ‘Porta del Paradiso’ (Heaven’s Gate), ‘ Santa Maria di Campagna’ church which preserves, among others, frescoes by Pordenone, and San Savino Basilica with the 12th century mosaics representing the cycle of the months.

Among the many places to visit in the streets of the city centre, San Sisto church, original home of the Raphaellesque Sistine Madonna, hidden from sight on purpose, rich in frescoes, wrought iron works and 18th century decorations, while the Municipal Theatre, dedicated to Verdi and built by Lotario Tomba, is like a miniature ‘Teatro alla Scala’.



Piacenza's Hills

Another remarkable place to visit is the beautiful ‘Palazzo Farnese’, built by Vignola, where Palazzo Farnese Municipal Museums are located; here it is possible to admire the Etruscan liver, Botticelli’s Tondo, while Alberoni Art Gallery displays the famous ‘Ecce Homo’ by Antonello da Messina.



Po river in Piacenza



Chapter 2 B

Wall and The City

The study of historical texts and maps concerning territorial evolution which involved the city of Piacenza is aimed at identification and, therefore, to the profound understanding of a series of elements characterizing the context, such as the consolidated fabric of the ancient city, the subdivisions of the fields, the complex infrastructural system and, finally, the river.

The walls have conditioned the forma urbis so much to characterize Piacenza more and more over the centuries as an introverted city. W fortified, unable by external attacks to expand outside of that border.

As a physical limit to urban expansion, the walls always have clearly separated the intra moenia territory, the castrum, that is the citadel of foundation, and extra moenia, the centuriatio, or agricultural fields.

The search for the intrinsic laws that led to the formation of cities as we know it today can guide the definition of strategies or future renovation projects, aimed at finding new relationships that the contemporary city can tighten with the immediate surroundings.

Roman Period

From 3500 BC

First settlements of the Bronze Age, then conquered by Celts and Ligurians.

218 BC

Roman Foundation of Placentia. Coinciding with that of Cremona and after that of Rimini, it was founded by the consuls Tiberio Sempronio Longo and Publio Cornelio Scipione as a military stronghold, and therefore equipped with its own army. Thanks to its territorial position, Piacenza assumes a role of primary importance in Roman politics, representing both the road junction and the most significant strategic point with the risk of invasion by the Nordic peoples from across the Alps.

190 BC

Piacenza together with Cremona receives the statute of a Latin colony

187 BC

Foundation of the Via Emilia by Marco Emilio Lepido on an axis pre-existing road axes.

55 BC

The city acquired the rank of municipium during the empire of Augustus, a period of peace and prosperity, which marked the resumption, after years of wars for the conquest of the city, of an intense activity of building arrangement, with the implementation of the road system and the construction of a large defensive structure.

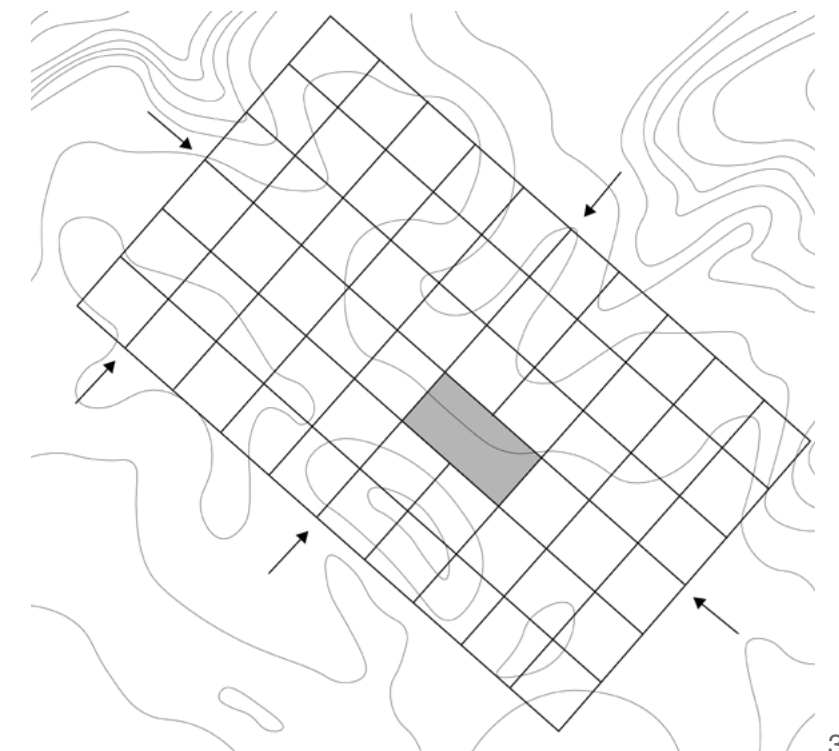
The Castrum

The urban layout is defined by a grid oriented at 45 degrees, identifiable by two axes:

The thistle with a south-west/north-east orientation and the decumanus with a south-east / north-west orientation. The castrum is defined by an orderly road network organized in square blocks with sides of 80 meters. The original layout, consisting of ten blocks arranged on the long side of the castrum itself and six on the short side, at the time of its foundation, had a single public space overlooked by the main buildings, namely the forum, which was located at the point of confluence between the cardo and the decumanus maximus of the walls depends directly on the Via Emilia, while to the west it follows the slope of the land.

Theoretical Reconstruction of the Ancient System

The forum is in a central position and occupies two blocks. The entrance roads to the city are indicated by arrows.



Initial city structure following the order of agricultural plots

The Centuriatio

By centuriatio we mean the organization of the agricultural of the territory by the Romans and characterized by the subdivision of the territory according to a regular grid.

Indeed in order to make the land around the castrum measurable and privatizable, the Romans did imagine divided into agricultural plots of a shape approximating to the square, with the side corresponding to about 700 meters.

As for orientation, the centuriatio adeast of the walls directly depends on the via Emilia, while to the west it follows the slope.of the lands.

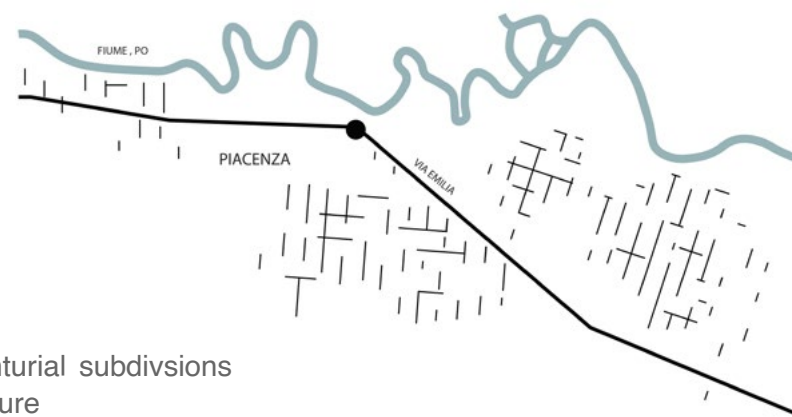
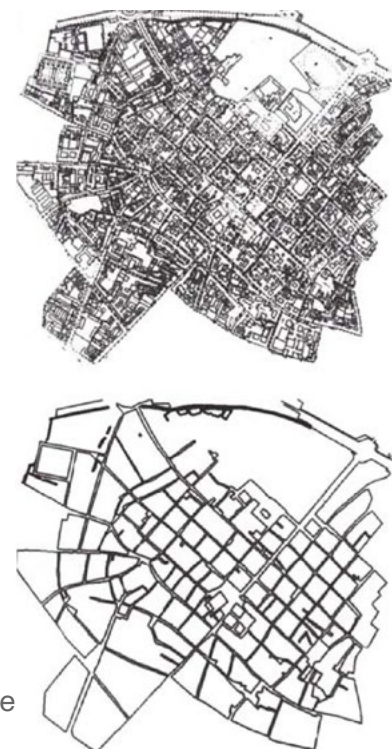


Diagram of the main centuriation subdivisions
Estimation For City Structure



Reconstruction Of Late Antique Piacenza In Which The
Blocks And The Road Network Are Indicated



City Entrances
Castrum (City Forum)

The maps show the substantial correspondence between the reconstructive scheme of the ancient system and the current urban fabric.

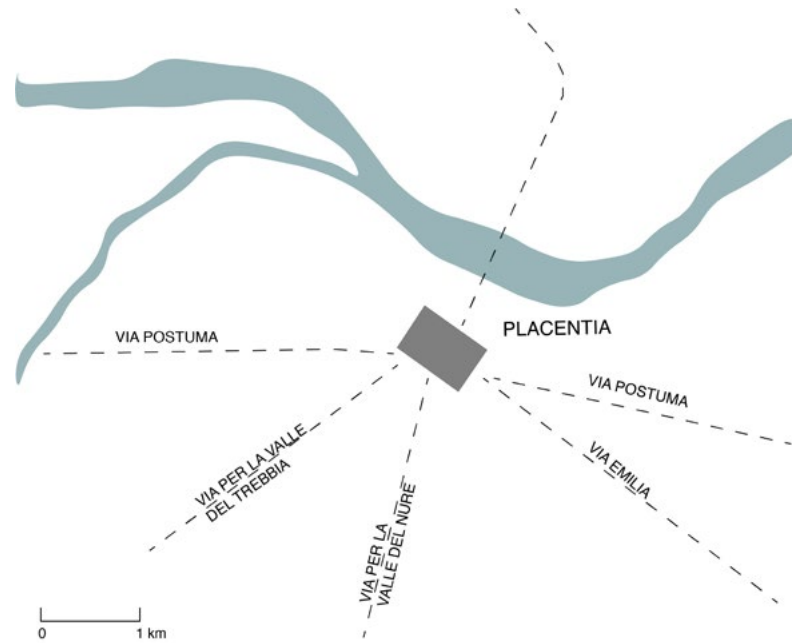


Main Two Axis
(South-West , North-East)
80x80 m blocks

Via Emilia

The Via Emilia is a consular road that starts from Rimini and ,crossing Bologna and Piacenza, arrives in Milan. The main purpose of this road axis was the same as all other consular roads, namely that of connecting the city of Rome with its colonies, in order to more easily implement plans to conquer the territories beyond the Alps.

The close relationship between the urban layout and the consular road, which, in Piacenza, corresponds with the decumanus maximus, it also determines the orientation of the city.



Main Roads Crossing Piacenza



Central and northern Italy with the main consular roads

The Wall

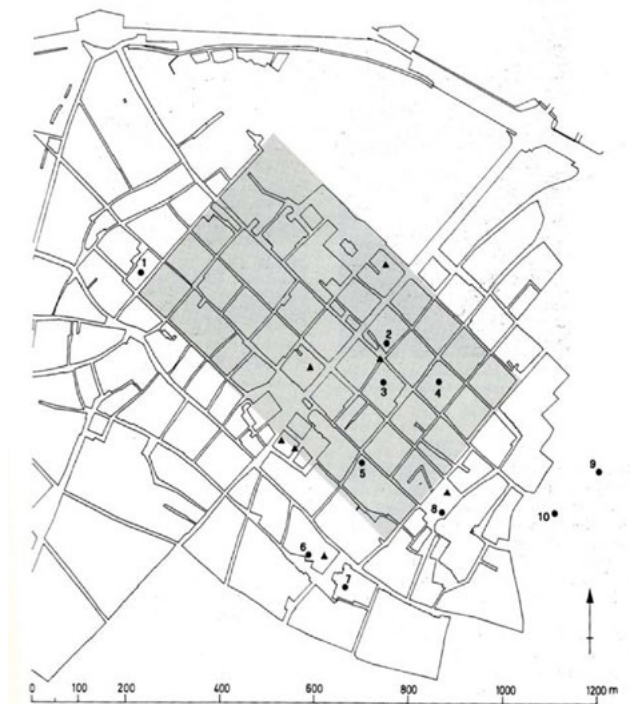
The urban perimeter, consisting of brick walls, was started, on the sidelines of the peripheral road network, in the 2nd century BC. (republican era) and subsequently expanded in the third century BC. (imperial age).

The entrance doors are median with respect to the cardinal points and correspond to the west and east with the decumanus maximus, that is the via Emilia, and to the north, as well as to the south, with the cardo maximus, identifiable with the direct way to Milan, through the Little.

The Churches

In late ancient Piacenza of the 4th-5th century AD the spread of Christianity determines the massive construction of churches which, built close to the walls, near the necropolis and extra-urban artisan plants, cause profound changes in the urban fabric, due to the systematic stripping of the architectural material from the necropolis outside the walls, as well as from other buildings.

Subsequently, in the fifth century, the new places of worship were built in the city center, in an economic and social context characterized by evident impoverishment of buildings and a strong demographic decline.



Layout of the urban layout with the oldest churches, founded between the fourth and eighth centuries AD: 1) Santa Liberata; 2) San Martino in Foro; 3) San Pietro in Foro; 4) New Year's Eve; 5) San Michele; 6) Santa Maria in Cortina; 7) Sant'Antonino; Sant'Apollinare; 9) Sant'Ambrogio; 10) San Savino

Middle Ages and Lordships

800

Dominion of the Franks, following years of conquests by the Goths.

962

Fall of the Roman Empire and affirmation of the Germanic Holy Roman Empire. The feudal era is born, new social classes arise, including an enterprising merchant and artisan class, and rural feudal lords who join the city government.

Around the year 1000

Demographic, civil and economic revival of Piacenza. Its strategic location, being located along the route of the Via Francigena, favors the passage of merchants and pilgrims.

1126

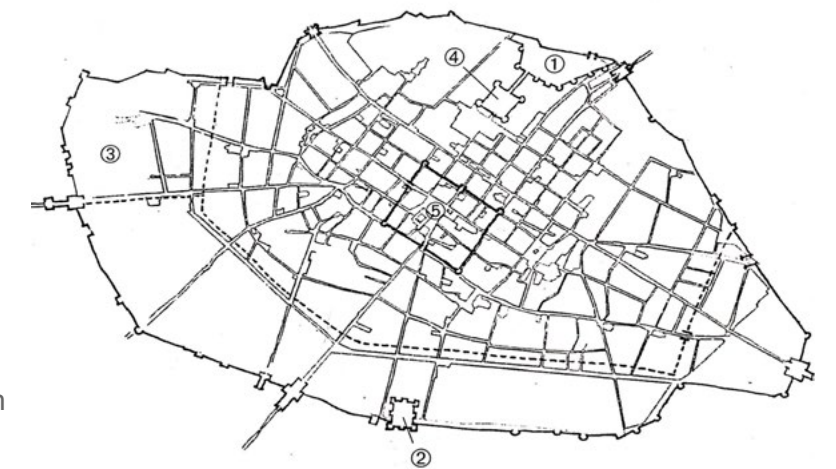
The city becomes a free municipality and takes the field with the Lombard League against Barbarossa. Mercantile activity intensifies, but agriculture and the economy also thrive. The city was enriched with churches, monasteries, and the new central square was built, Piazza Cavalli.

from 1250

Frequent changes of supremacy by the following dominions: Scotti, Pallavicino, Scoto, Visconti and Sforza.

1336-1447

Visconti government. Reform of the legislative statute according to development of the city, applying the concept of urban decor.



Reconstruction Of
Medieval Layout With
The Fortification System

City Expansion

The first expansion of the Roman nucleus of Piacenza took place in medieval times south of the castrum. From the 12th century onwards, the prohibition to hold markets inside the castrum and the prohibition of building close to the walls favor the birth of small satellite villages around the wall, having, above all, a commercial and religious vocation, even if none of them come to constitute a valid alternative to castrum.



Piacenza in 14th Century
Arising A Village Around
The Centrum Due To The
Prohibitions

The New Squares

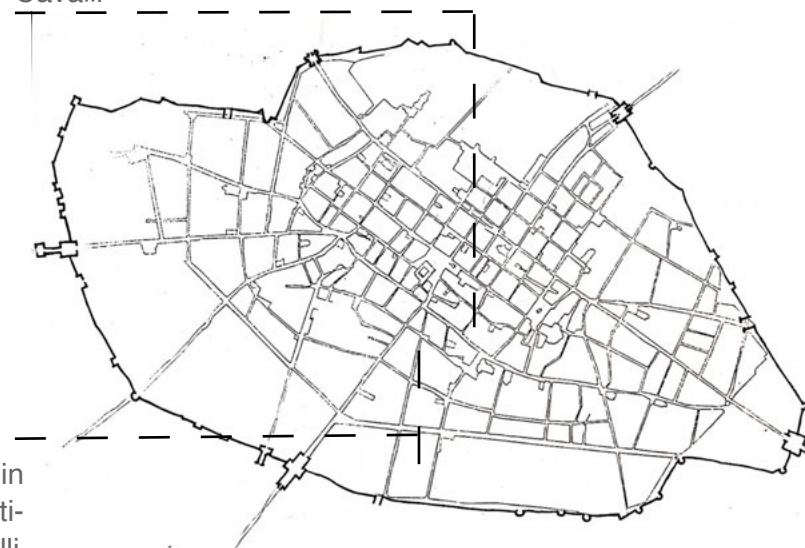
The new political organization, as well as the development of the Mendicant Orders within the city, determines its transformation as a function of new public spaces intended for popular participation in political and religious activities. The orders themselves, after acquiring ever greater power, propose an urban planning theory, thanks to the application of a geometric model based on a sort of cardo-dechuman system. This system places the population, divided into four teams or classes, in as many city areas, characterized by their own meeting place for the various religious, political and administrative functions. The redefinition given by the Mendicant Orders of the urban space allows the identification of the square as an important moment of aggregation.



Basilica San Francesco
Built in 12th Century, As A
Religious Spot In Piazza
Cavalli



Palazzo Gotico Built in
13th Century, As A Political
Spot In Piazza Cavalli



Square horses (Piazza Cavalli)

Piazza Cavalli contains the governmental function, with the Gothic Palace, and the religious one, with the Basilica of San Francesco d'Assisi. Palazzo Gotico was built in 1281 as a new municipal building in the city for the holding of public assemblies, while the basilica of San Francesco d'Assisi was founded in 1122 to soon become a new reference place for the city's religiousness. Both monuments are built in Lombard Gothic style, with a preference for the use of brick on stone and for very robust perimeter walls, as if to recall the figurative nature of medieval fortresses.

The Via Francigena

The Via Francigena, whose date of origin is traced back to the sixth century (Carolingian age), is one of the most significant itineraries of the medieval pilgrimage, connecting Rome with Canterbury for over 1800 kilometers, and forming part of the complex of roads that led to the three main Christian destinations, Santiago de Compostela, Rome and Jerusalem. Being constituted by a bundle of streets, as a succession of local segments, it can be understood in terms of road-territory or area-road, and its name indicates, for this reason, more a direction than a defined road.



Via Francigena Originally
From 6th Century, 1800
Long

The pilgrimage routes, despite lacking their current technological features at the time, also represented the first example of European Corridors, so defined for their function of connecting various strategic points on the continent.

In fact, if today these paths are crossed by fast flows and defined by a highly complex infrastructural system, which causes deep fractures in the territory, they were once characterized by slow flows and constituted portions of urban fabric, with sequences of specific spatial elements.

In the Middle Ages, when there was the maximum influx of pilgrims to the holy places, the streets themselves were in fact dotted with hospices, called hospitals, often fortified and managed by religious orders that offered free temporary accommodation to travelers, as a valid alternative to paid inns .

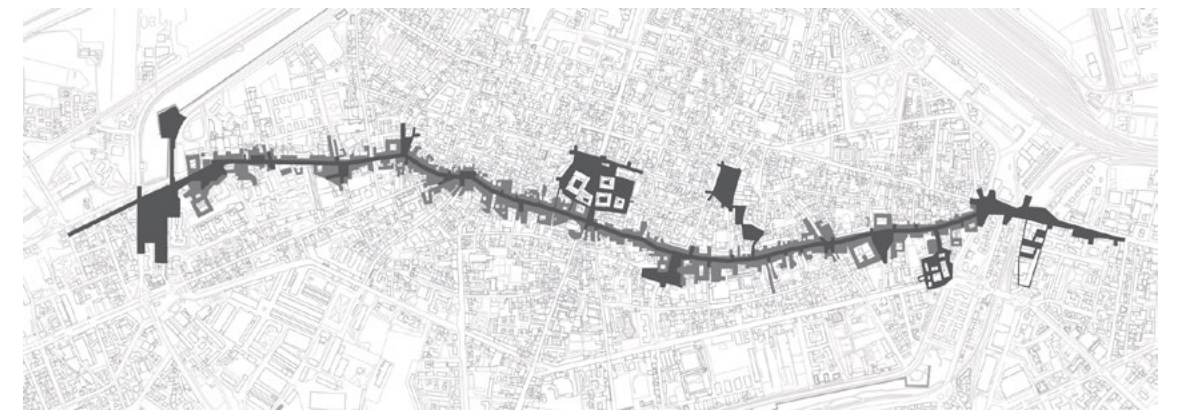
Medieval Pilgrimage Roads Leading To Three Main Christian Destinations:
Roma, Gerusalem, Santiago de Compostela
Shaping The Inns



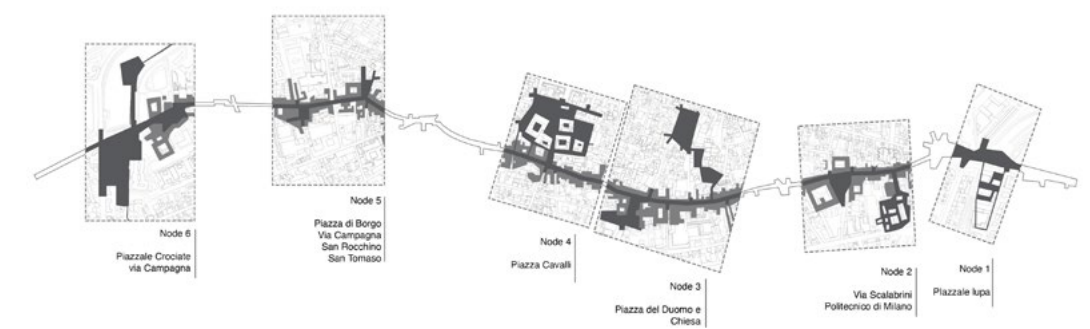
The Via Francigena, which still preserves its original historical function, is today one of the most important itineraries towards the Cathedral of San Pietro in Rome, so much so that in April 1994 it was awarded the recognition of 'European Cultural Itinerary, whose main Italian stages are, in addition to Piacenza - where the Francigena crosses the historic center following the route of the Via Emilia -, Aosta, Pavia, Fidenza and San Gimignano



The Streets



The Fabrics



The Nodes

Schematization of the Via Francigena within the Piacenza city walls, highlighting the main nodes it encounters along its path.

Modern Ages

1521

Passage of Piacenza from the French monarchy to the Papal State under the regency of Pope Leo X.

1545-1731

Domain of the Farnese family. Piacenza becomes the capital of the Duchy of Parma and Piacenza. Founder of the duchy Pope Paul III elects Piacenza as capital, to this end by promoting the construction of Palazzo Farnese as a new political seat. This moment of renovatio urbis must however be understood above all in a defensive key: the building program referred to the strengthening of the pre-existing walls.

1732-1859

Succession of the Bourbons to the Farnese

1802

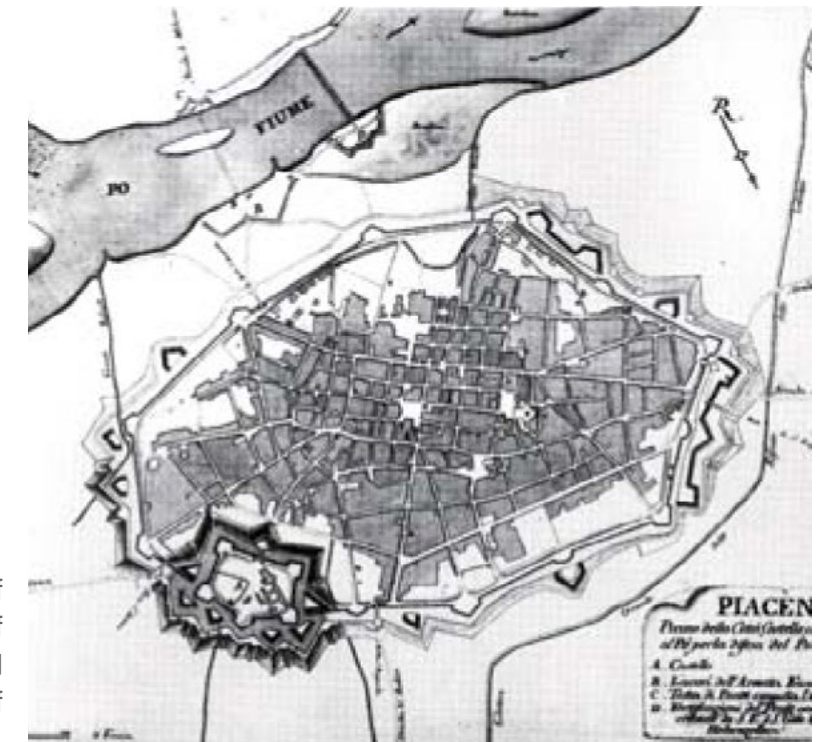
The city was annexed to the French Empire by Napoleon

1817

Assumption by Austria of the protectorate of the Duchy of Parma and Piacenza, at the end of the Napoleonic epic.

1816-1847

Restoration and advent of the enlightened kingdom. The activities of the Duchess are many, such as the reclamation of large marshy areas, the construction of bridges along the Trebbia river and the Nure stream and the expansion of the walls in order to meet the needs of a modern army.



The Development Of The City Consisting Of Expansion Of The Wall To Meet The Needs Of The Modern Army



Passage Of Piacenza From The French Monarchy To The Papal State Promoting Piacenza As A New Political Seat By Construction Of Palazzo Farnese

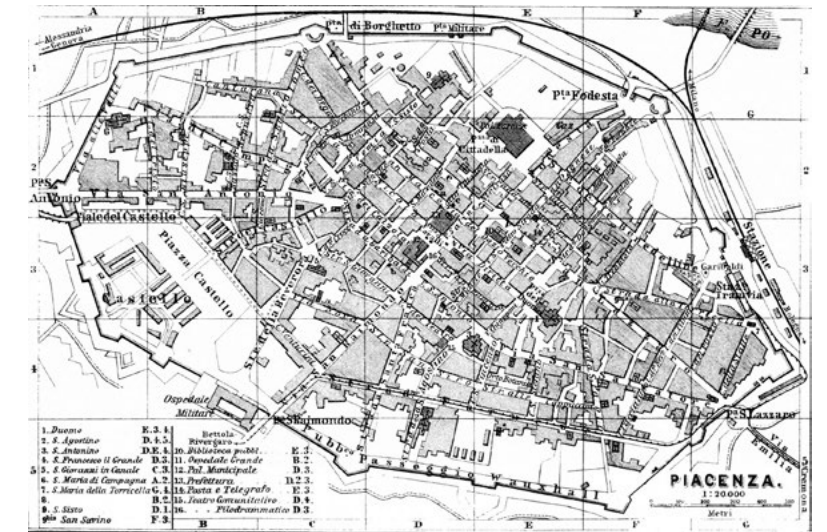
After the Unification of Italy

After the unification of Italy, the Savoy, exaggerating the defensive condition of the city, annexed to the newly formed Italian state, and therefore deprived of its military importance, ordered the construction of an uninterrupted circuit of forts, valleys and embankments connected to each other, and of fact garrisoned by the army, until the end of the First World War, when the fortifications were abandoned.

The city is strongly affected by the lack of development at an urban and industrial level, and the lack of services and connections with the outside world and road support, prerequisites for an orderly urban planning policy.

After the Second World War, the city, which developed exclusively within the walls, colonized the section of the pomerium tangent to the entrance ways to the castrum, to the point of saturating the area of the pomerium itself. Currently the urban periphery appears in the form of a large patch of buildings, structured according to logics that are difficult to recognize.

Piacenza-1893



Note how the Savoyard fortifications have been replaced by the ring road which continues to mark the limit of expansion towards the south.

Aerial photo of the city of Piacenza and the surrounding area (2012)



The Transformation of Piacenza

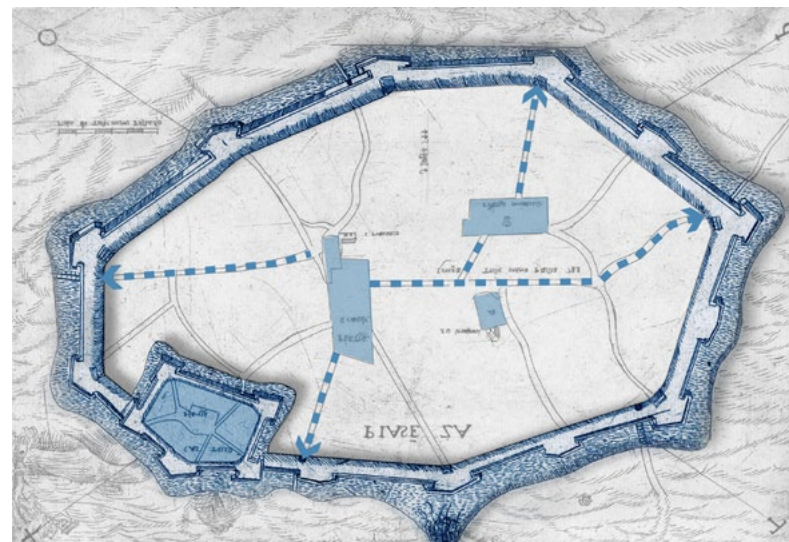
From the Old Town Gates to the New Squares The transformation of the old town gates imbued with symbolism. Piazzale Roma was the first to see fascist demolition work. The church of San Salvatore, a building of late-medieval origins at the entrance to Via Roma containing precious examples of Lombard painting but closed for a century and reduced to a warehouse, was razed to the ground in just one night in June 1923.

the square took on its final architect Berzolla's plan to create a new area of cheap housing in Via delle Stalle and to give the square a physical and symbolic centre, the monument to the Roman She-Wolf. He planned this as a fusion of three moments in the town's history: the statue of the wolf, represented the distant foundation of Placentia; the two pink granite columns, represented the Renaissance; For those arriving from Parma, and thus from Rome, along the Via Emilia, the monument to the She-Wolf stood as a gateway and sentinel to the town.

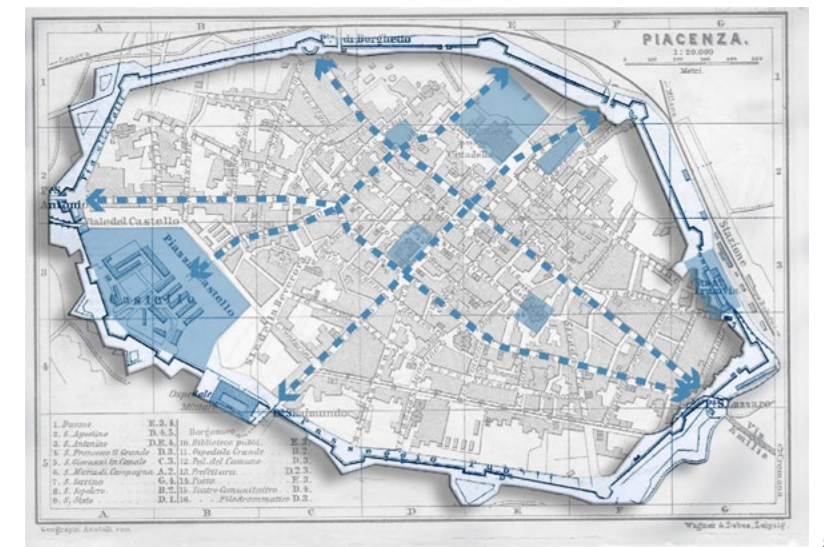
The square's rigorous architectural modernism and images of a history stretching back for thousands of years dominated the rapid rhythms of the modern town. Piazzale Genova also reached its final form at that time. Its importance grew as trade with Genoa through the Trebbia valley intensified, and during the fascist period the road to Genoa Was widened near the edge of town with the opening of the new bridge over the Po. However, any possibility of development for this square was lost when the fascist council handed it over to the army in order to enlarge the arsenal. Piazzale Milano came into existence in 1908 as the entry to the Po road bridge



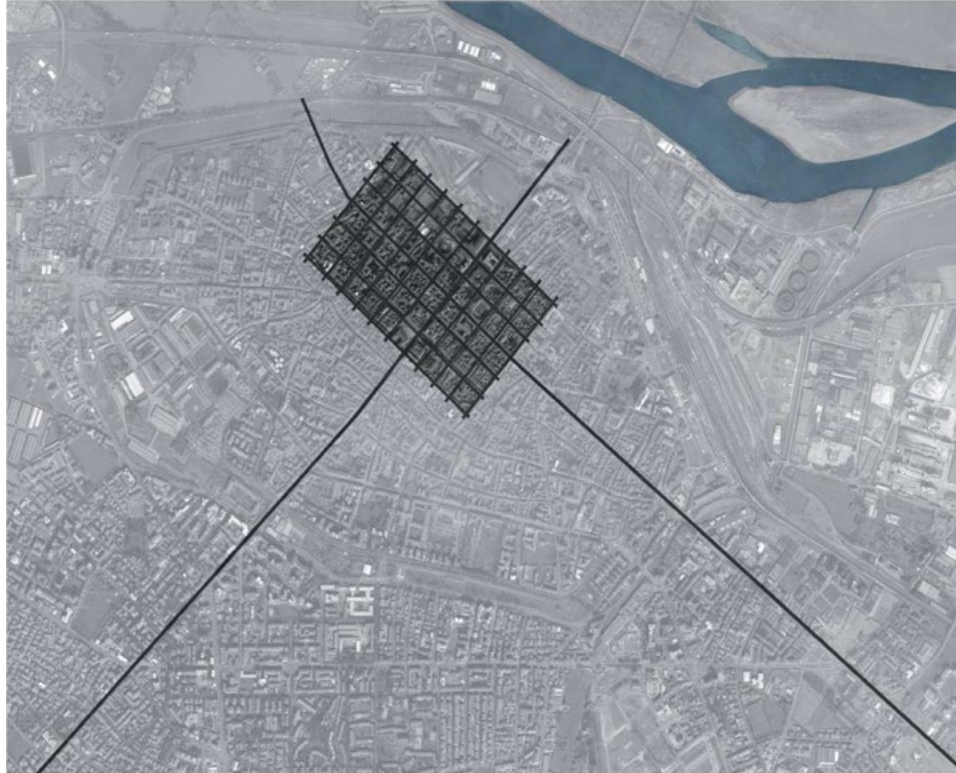
Main axes and land marks, 18th century



Main axes and land marks, 16th century



Main axes and land marks, 19th century

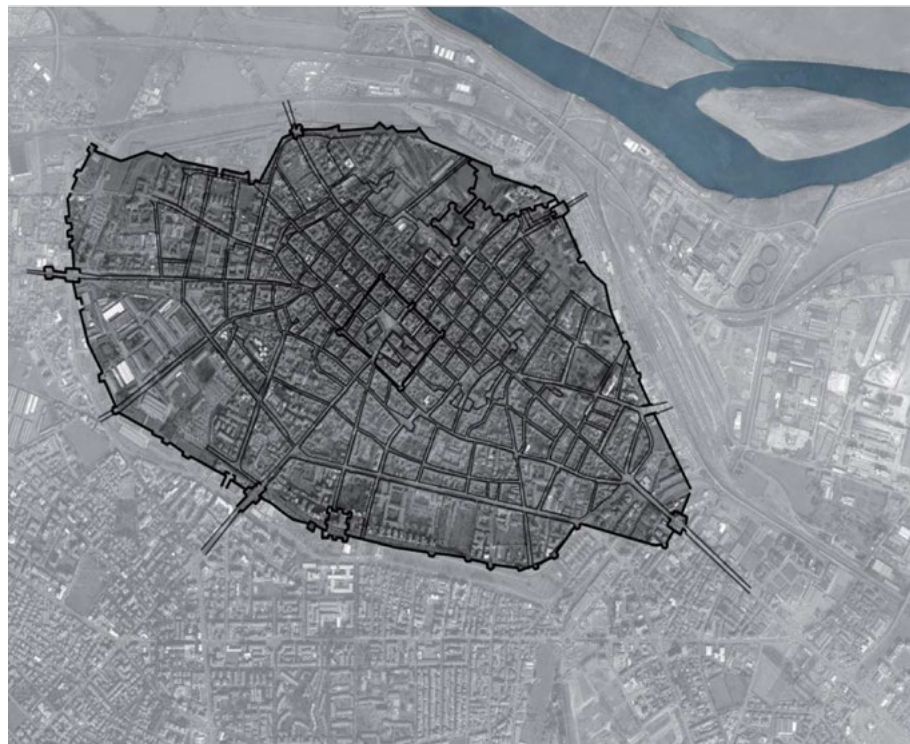


Roman Piacenza



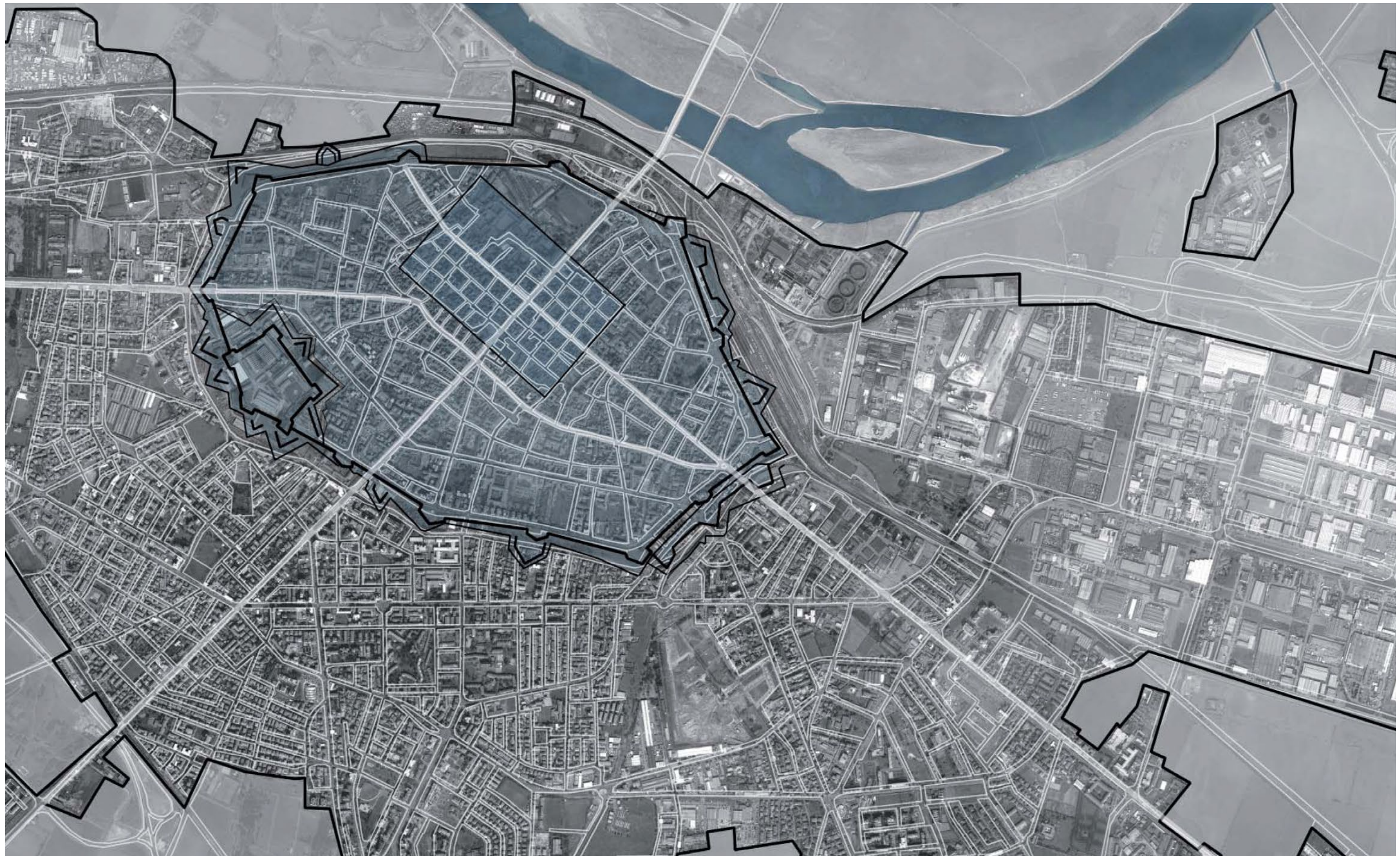
Modern Piacenza

Medieval Piacenza



20th century Piacenza





Synthesis of the previous evolutionary phases. Expansion, territorial of contemporary Piacenza

The Old Wall

218 BC

The city of Piacenza was founded in 218 before Christ and it was the first roman colony in the northern part of Italy. Therefore it is easy to found out roman urban concept, constituted by cardo and documents and by the square pattern of the street intersections.

The structure of the roman city is characterized by a very regular grid subdivision, blocks almost square, symmetrically arranged. This shape of urban design was originally a square corresponding to the north to via Benedettine, to the east with via Dogana, to the west via Cavalletto and via Sopramuro to the south. Later this wall limit was extended until via S. Eufemia and via San Sisto.

900-1000

The city suffered from the Hungarian invasions, and a lot of were settelements were destroyed .this provided a pretext for strengthening the fortifications.

1525

The mediaval walls and their characteristic bastion, today, were required by Medici. Indeed,in the year 1525 the operations of fortification and technological restoration of the walls is done and It has been considered inadequate to defend the city.

1600

The shape of the wall was changed.

1914

After the firsrt world war the fortifications were abandoned.

1935

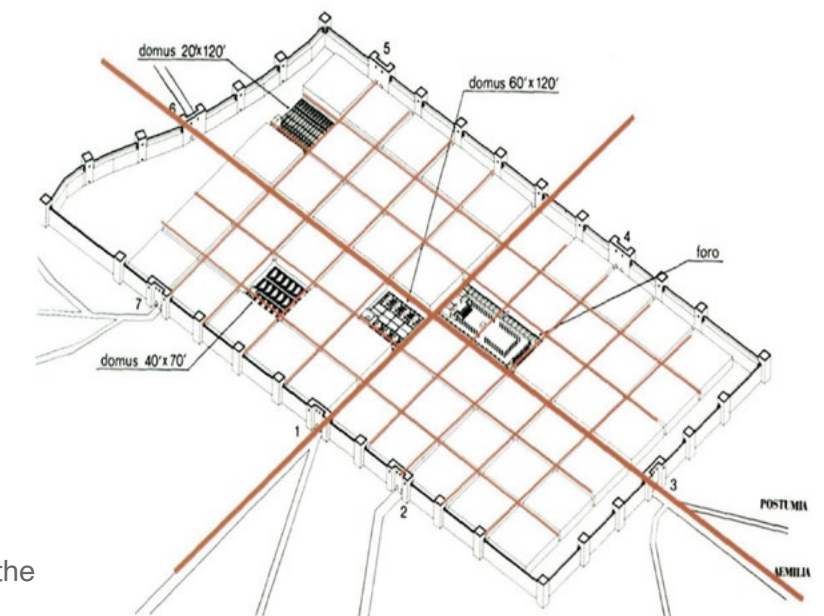
The first PRG(Piano Regolatore Generale)zoning the great military,industrial sections,residential for factory workers.

1955

The new PRG prevision for residential,industrial settelements.the road is seen as an element of organization and deffeinition of space,while the suburbes continued to expand in discontinious way without a precious design.

1998

transformation through the equalization approach.it wants to guarantee the integration between urban planning and ecology in order to build a "sustainable city", so the process of urban transformation meets the needs of the present time without compromising those of future generations, containing the expansion in order to reduce the use of agricultural soil.



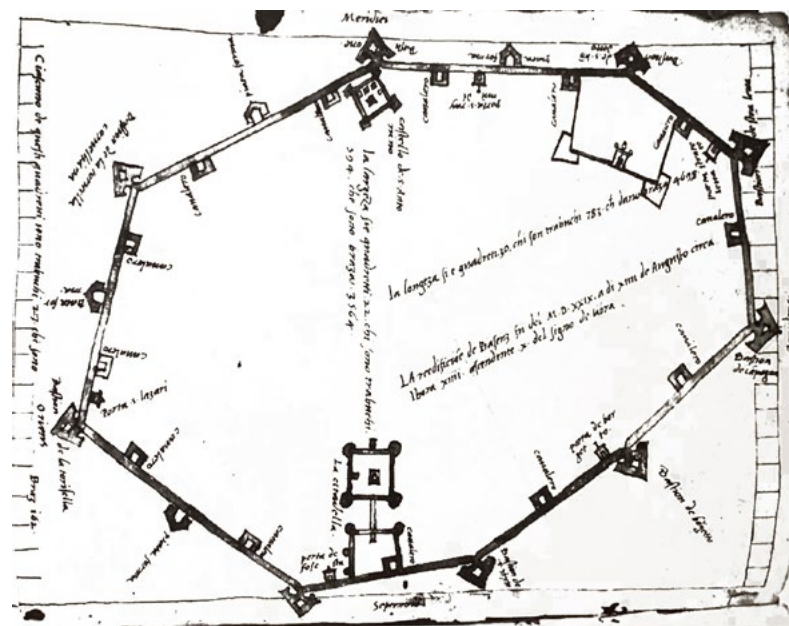
The first wall around the castrum 855-887

The Sixteenth-century Walls

The birth of new technologies and military strategies, in particular mobile fire artillery, determines the need for a rapid update in the defense of the castrum. The innovation brought to the walls is achieved through the replacement of the circular tower with a bastion front, which is the best defense against cannon shots.

The new shape and the mixed application of earth and masonry solves the amortization of bullets. The conclusion of the period marked by a logic of maintenance of the fortifications, leads to a new design phase, which sees Sangallo the Younger realize, in 1531, a reorganization of the perimeter space. With direct reference to the drawings of Sanmicheli and Paciotto, Sangallo designs a front consisting of curtains interrupted by nine bastions, capable of completely replacing the previous walls. The sixteenth century is an innovative period also from the point of view of the representation of cartographic reliefs, which in fact no longer reflect the symbolic representation criteria, but are exclusively linked to the need for metric knowledge of the territory, for military and fiscal purposes.

Constructing 9 Circular Tower mobile fire artillery Reorganization Of The Perimeter Space



South-oriented map with the system of sixteenth-century fortifications.



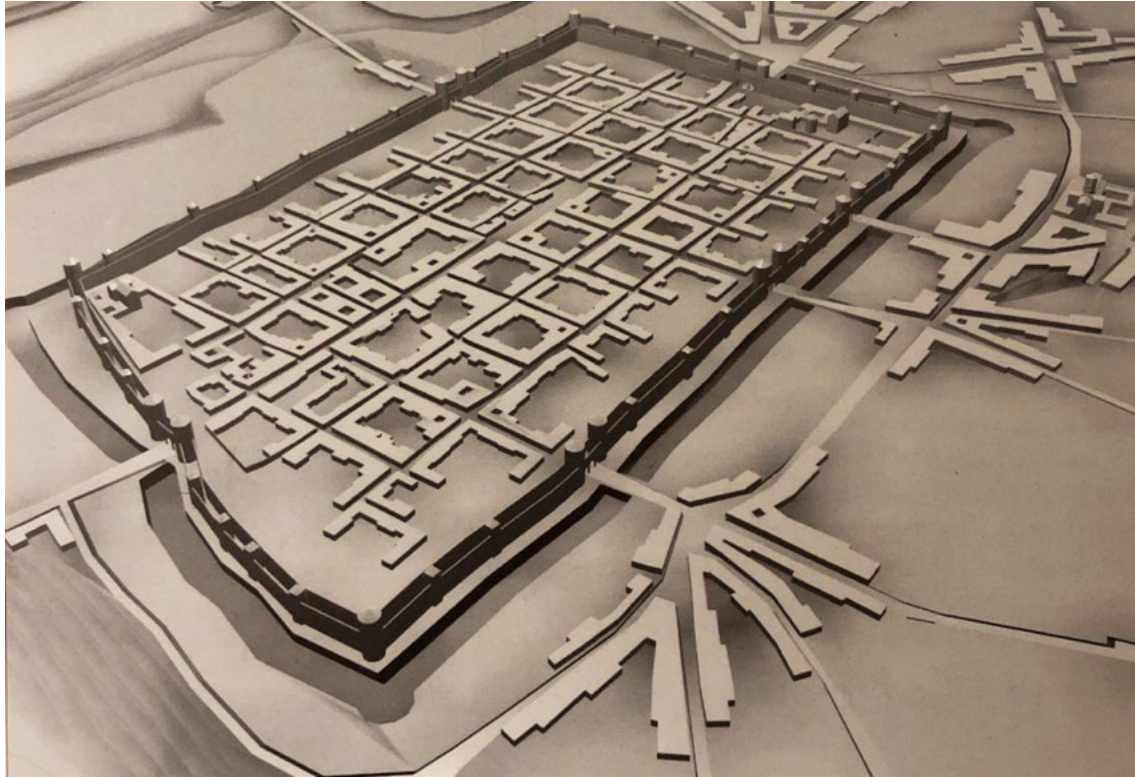
south-oriented map of the Austrian walls, with the defensive system at the river

The Austrian Walls

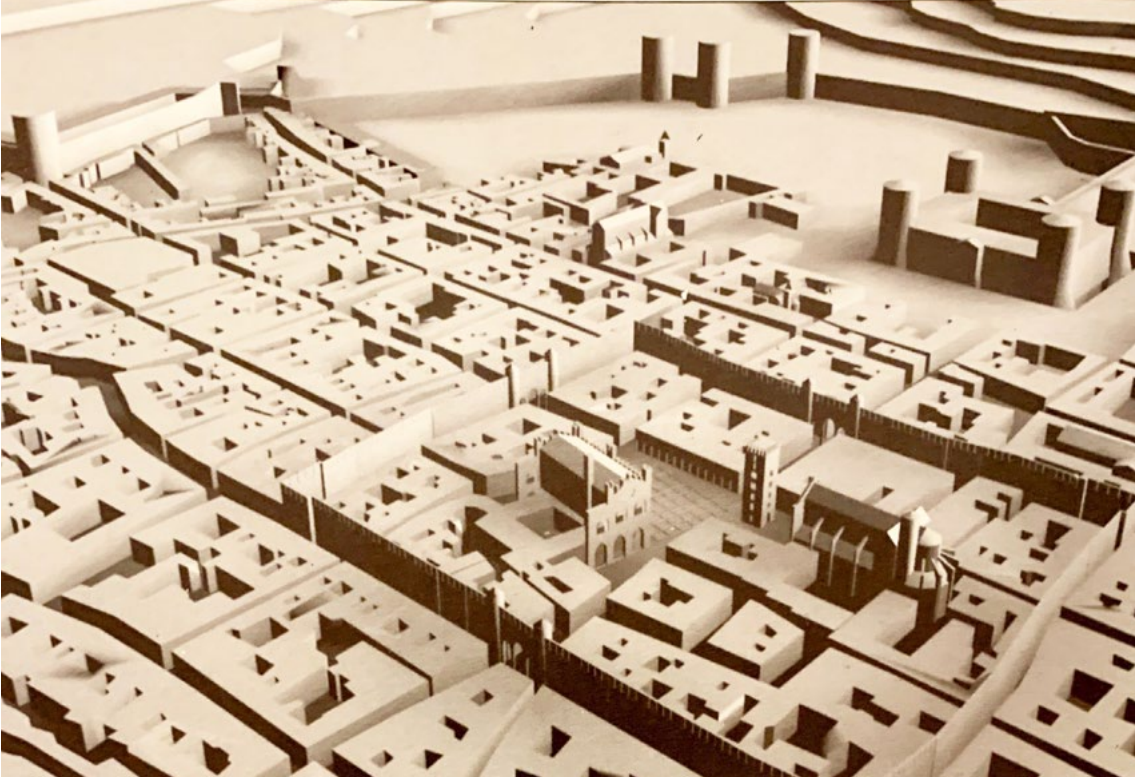
The Farnese walls, resulting inadequate for city defense against the new long-range weapons, were integrated in 1820 with an outermost barrier, at a distance of 1500 meters and consisting of moats and embankments with internal brick supports. The goal is to more effectively close the roads into the city



Passage Of Piacenza From The French Monarchy To The Papal State Promoting Piacenza As A New Political Seat By Construction Of Palazzo Farnese

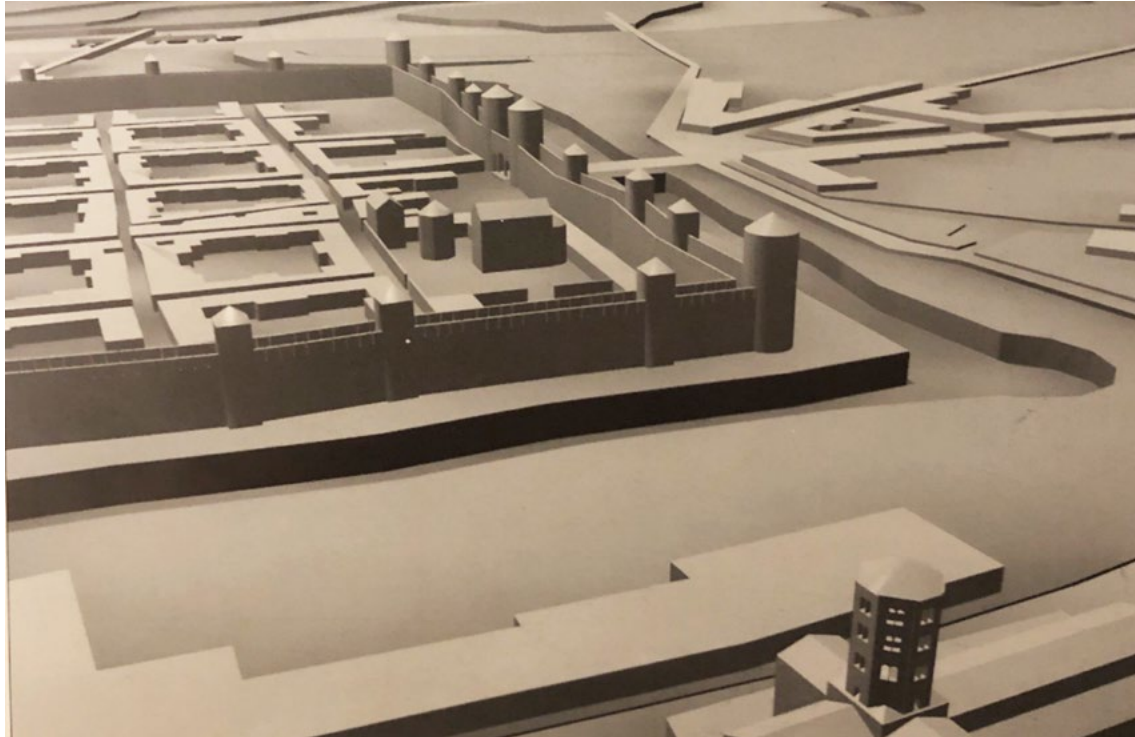


The Castrum by a grid oriented at 45 degrees

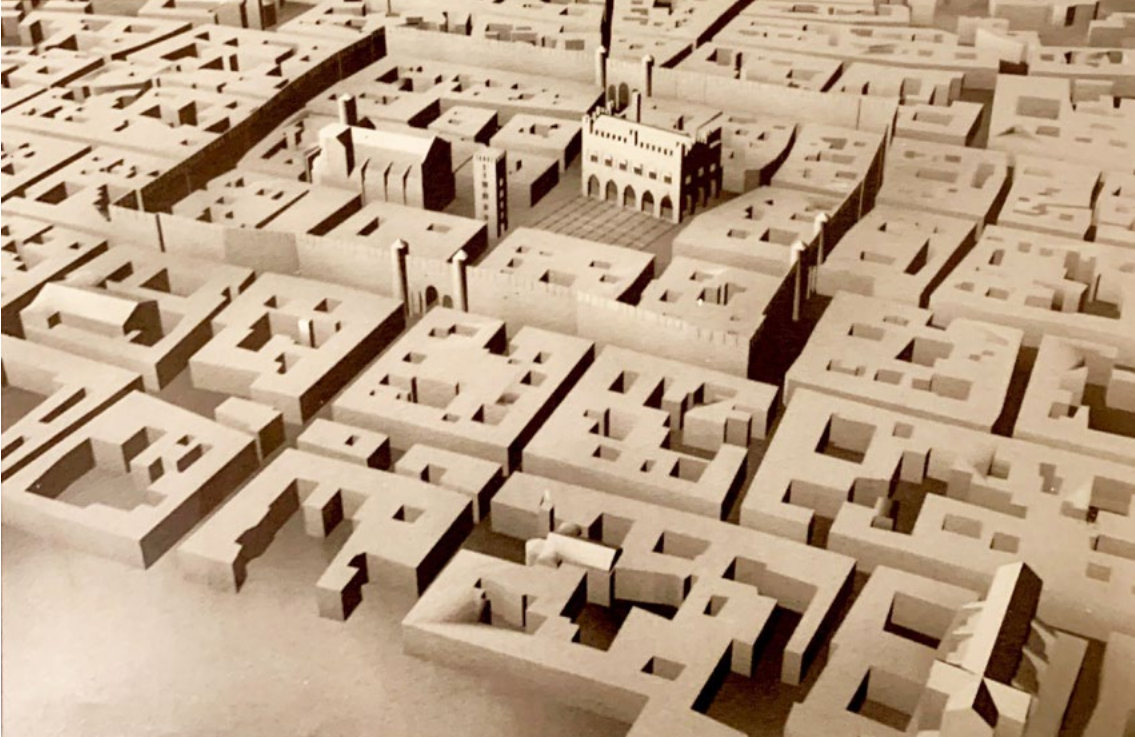


System of Visconti fortifications, Cittadella Nova

System of Visconti fortifications, Cittadella Vegia



Fortress of the large square with the central tower

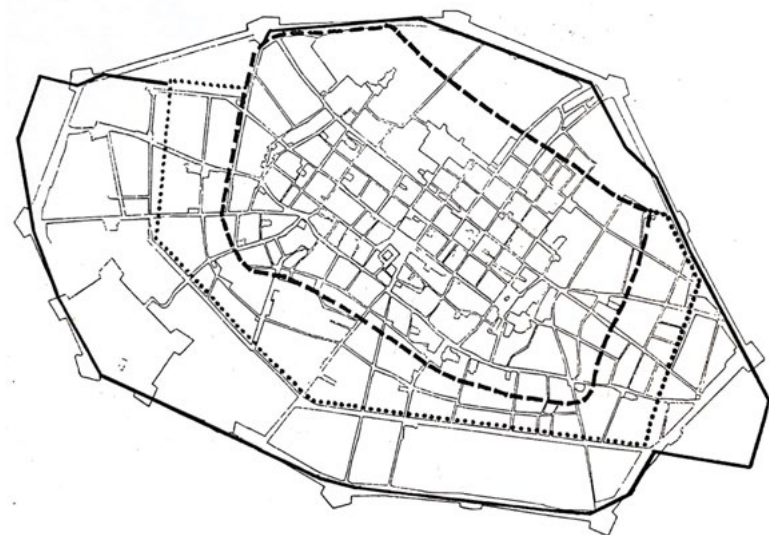


That city walls, in European towns, with the advent of national liberal states and with the industrial revolution, were seen as constricting elements of urban development, is well known. The bastions, in particular, taking the form of large, fixed, and low-level extended military weapons, occupy considerable surfaces.

The birth of urbanism , at the turn of the nineteenth and twentieth centuries aimed at destroying the fortresses of the sixteenth century according to ideas of open towns, in full physical and economic expansion to make way for main through roads and railway stations; such actions were also performed in other European towns.

Widespread cutting or the systematic destruction of trees, orchards, buildings, and artifacts, kept the cannons' firing zones clear. These areas, open fields in the throes of the Industrial Revolution, were to become precious for setting up industrial plants, building out transport routes, hosting government departments and places of social and business interaction.

In practice, the concept of the town first affirms itself thanks to its defensive walls, as a break with the countryside; subsequently, almost three centuries later, it was to emerge as an open system in continuous growth.



Main axes and land marks, 16th century

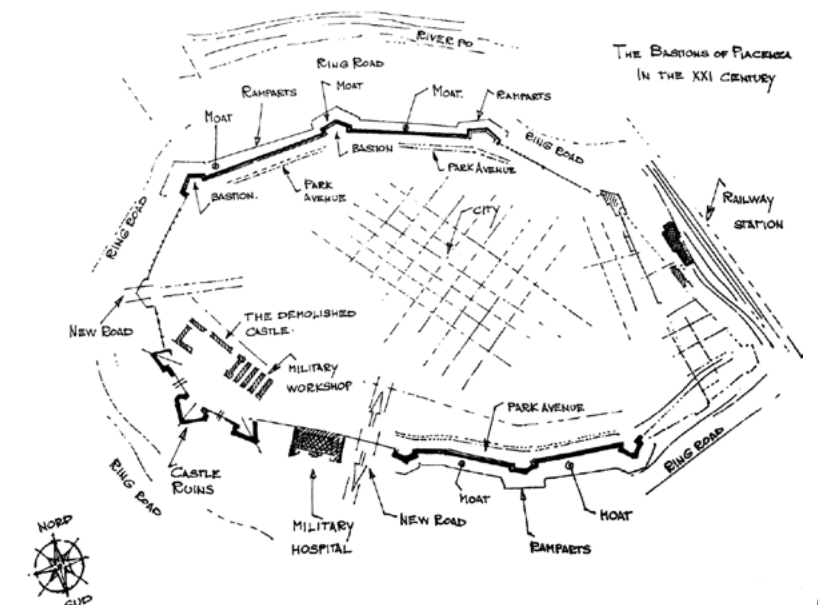
Characters and History of Piacenza Fortified Walls

Three events modified fortified walls of Piacenza following the proclaimed unity of the nation:

- 1- The most common one was partial or total demolition to make way for the construction of buildings, road bypasses, or railway junctions.
- 2-The militarization, which fortresses were included within the perimeter of arracks, warehouses, and logistic centers of the army.
- 3-Consisted of transformation into gardens and public promenades with flower beds and tall trees.

The beginning was characterized by the fury of the anti-Austrian revolutionaries, which led to the dismemberment of Duke Pierluigi's castle, the keystone of the system. A magnificent polygon with five bastions still lies mutilated within the Northern Heavy Keeping Pole (military institution for the production and maintenance of war materials).

Then, at the beginning of the twentieth century, the East Pole was demolished to make way for the train station and the laying of tram lines. Where the structures remain intact, the guns and their posts disappear to make way for placid avenues flanked by plane trees. This is the latter case of the Public Walk, the so-called "Facsal" distortion in the Piacenza dialect of the English "Vauxhall". Ironically, part of the railways inside and outside the town, whose walls were demolished, were in turn dismantled in the decades after the Second World War.



Bastion of Campagna In Piacenza. Urban project and restoration (Drawing by F.Brogli, 2019)



Destroying the roman temple by christans.



Basilica San Sisto was constructed on the ruins of the roman temple



First PRG zoning the great military, industrial sections, residential for factory workers



Transformation through equalization approach. it wants to guarantee the integration between urban planning and ecology, in order to build a "sustainable city", so the process of urban transformation meets the needs of the present time without compromising those of future generations, containing the expansion in order to reduce the use of agricultural soil.



218 BC

874 AC

1525

1528

1568

1935

1955

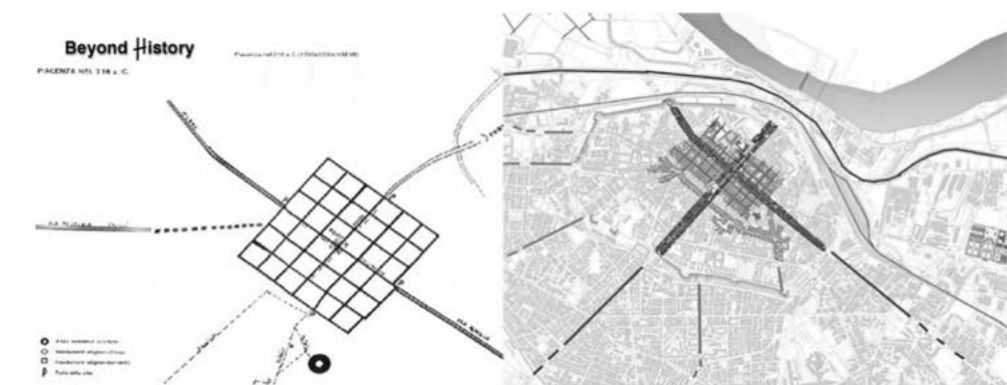
1998

Was founded by Romans as the first roman colony in northern Italy

The operation of fortication and technological restoration of the Mediaval walls

Palazzo Farnese was built to link Piacenza to Lombardia

New PRG, prevision for residential settlements. The roads is seen as an elemen of organization on & deffinition of space, while the suburbs continued to expand ir discontiniuous way without a precious design



The Railway

1859

The railway of Piacenza was established in 1859 connecting the city to Bologna and Milano.

1860

It became the terminus of another line, Alessandria-Piacenza.

1902

The tramway of Piacenza was established connecting Piazza cavalli to the train station passing by via Romagnosi and via Alberoni.

1911

The bullet factory of Piacenza was established so the railway gave a branch to access both Arsenale and the factory in 1915 which we can still see the remaining rail by Giardino Delle Mura Farnesiane, the branch started from the current bus terminal heading the factory.

1933

The railway from Piacenza to Bettola was established, sharing the same railway as the military railway until via IV Novembre where the split and the new railway heads south passing from Corso Europea.

1955

The urban tramway stopped working without leaving a clue for us.



The old tramway, Piazza Cavalli and Palazzo, Piacenza 1890

1967

The railway to Arsenale/Bettola also stopped working and gave up the first station to the current bus terminal and also there was no need to the Arsenale since the II world war was also finished.



The old tramway, Vittorio Emanuele with stradone Farnese, Piacenza 1890



The train station of Piacenza

Chapter 2 C

River and The City

The link between the river and the populations, which has remained fairly strong throughout the medieval period, and only loosen in the last two centuries, has always represented a reality of daily coexistence relationship, which now appears to have been lost.

Since the First World War, the Po is no longer exploited for the navigation and transport of goods, turns out to be a real one unused resource.

now, the urbanized context near the river is characterized by long strips of road and rail infrastructure, as well as large ones industrial lots and military areas, unfortunately united by an inadequate one urban quality and inconsistent urban planning. As for the city of Piacenza, its relationship with the river it includes two specific historical moments, that of its foundation as a colony, where the Po played a fundamental role in the choice of the site, and that of the closure of the ramparts, which in fact prevented it active development and its characterization as a city on water.

Currently the peculiar condition of Piacenza appears to be contradictory, being a city on the river without the river (far from it and with scarce employment opportunities); the current urban plans however, they have the purpose of restoring the ancient city-river link, understood also as part of a supraregional ecological network of character compensatory with respect to the environmental impact risks of this area highly anthropized.

Po River

The River in northern Italy, is the most important Italian river course, in reason of its geographical position, and its length.

The Communication system

Since the foundation of the Roman colonies, the Po, being the main vector of a network of waterways, represented the most important communication route of the peninsula's river system and control of waters for commercial purposes, allowing the connection between the Alps and the Adriatic sea.

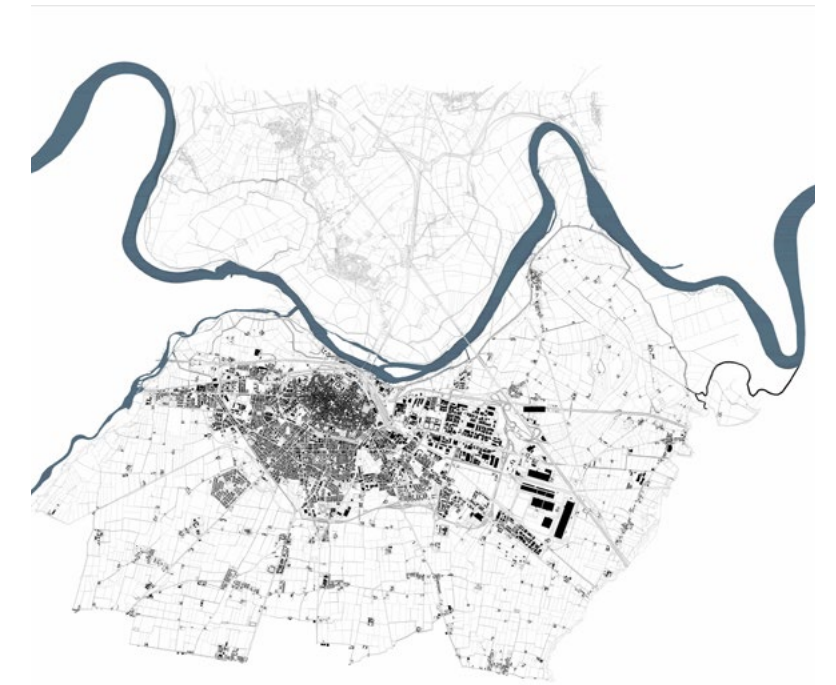
The productive activities were in fact distributed along the banks, period preferential meeting for various population distribution networks residents above and below the river.

Representing a preferential way less onerous than terrestrial, as well as more effective and faster for the distribution of merci, the Po exercised a competitive role for a long time in the ancient trading system, also because in direct connection with the roads of greater scope, with which it formed an integrated system of communication for all of northern Italy.

The most significant land-water interchange nodes were the ports located in Stradella, on the west part of the city as the intersection of Po and Emilia Cremona,

Expansion of cities on the po

The urban context of the city of Piacenza is characterized by the consolidated fabric of the ancient city, by the subdivisions of agricultural fields according to a regular grid and, finally, by the river Po. Between the river and the surrounding inhabited area there is a margin band, which determine a residual condition and of poor environmental quality. This developed infrastructural system, in addition to facilitating



PO river not only as a natural generesity but also as a natural barrier in militar aspects

large-scale connections between the various cities, is currently constituted as a real obstacle between the urbanized and the watercourse, giving Piacenza the contradictory condition of a "city on the river. without river ". The boundary conditions as follows: to the north the motorway represents a physical barrier, as well as a visual one, compared to the Po and to the south the same conditions apply to the railway compared to the city. The study of the Municipal Structural Plan confirms the future disposal of the railway yard, as well as of the motorway section tangent to the area. These divestments are an opportunity for a redevelopment of the margin.



The industrial area shaped as a hourglass between the city and the river

During ancient times the extension of the cities was delimited by the walls, which defined the specific and regular shape of the urban fabric.

The evolution of the form urban, especially of its salient stages, is, therefore, investigable through the study of the history of the fortifications, which, however, becomes impossible at the time of their demolition during the achievement of the unity of Italy, that is when the urbanized borders they are constituted as a fleeting threshold. In this period the cities open upon the countryside, sometimes along already existing lines, others defining instead new directions of expansion, selected mainly on the basis of their strategic condition with respect to industrial or commercial purposes, still others without a specific direction, like wildfire, occupying that is, progressively all the free territories around the city.

The analysis, presented below, concerning the expansion of the four cities founded on the Po (Turin, Piacenza, Cremona, and Ferrara), therefore holds an account of the aforementioned conditions and is divided into two stages: the first that identifies the transformation of the former urbis in the course of main historical stages, up to the time of the demolition of the walls, and the second, which critically reflects on the contemporary characteristics of cities, in an attempt to synthetically define new development areas of the buildings, focusing on the location of industrial areas and the city-river relationship.

The place of the foundation of the four Po Valley colonies analyzed it corresponded to the one most propitious for their development, maintaining itself always at a certain safe distance from the river, which can be defined as one real respect band, median towards, on the one hand, of an anthropized territory and, for another, a natural landscape.

Currently in these cities, no longer limited by the presence of the walls when approaching the river, the problem of confrontation with the watercourse, through the redevelopment of those territories boundaries which are thus loaded with new values.

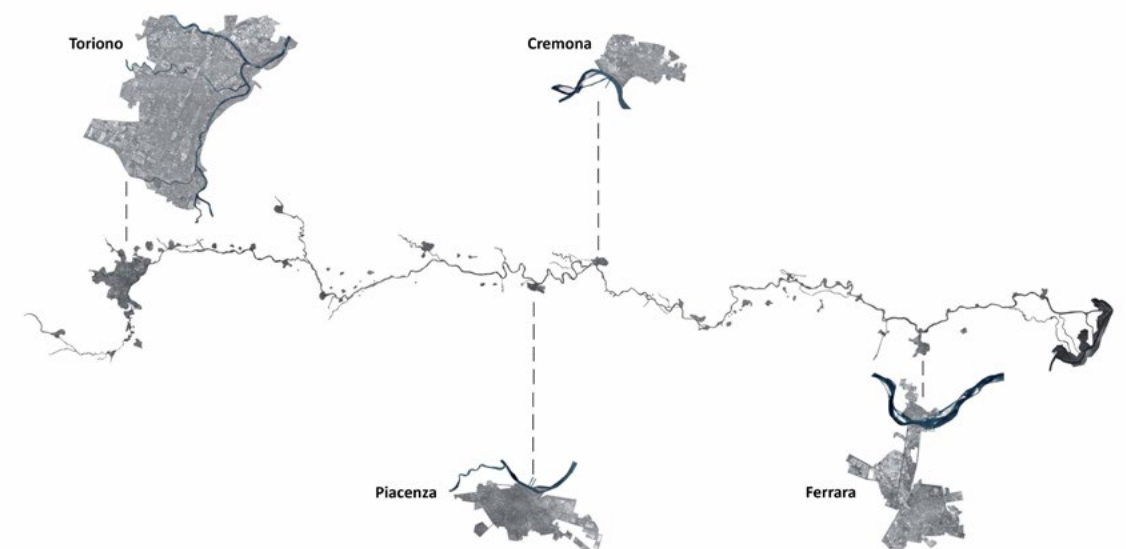
The relationship of the urban areas of our interest with the river is for each one of them, of a very different nature and progressively less narrow.

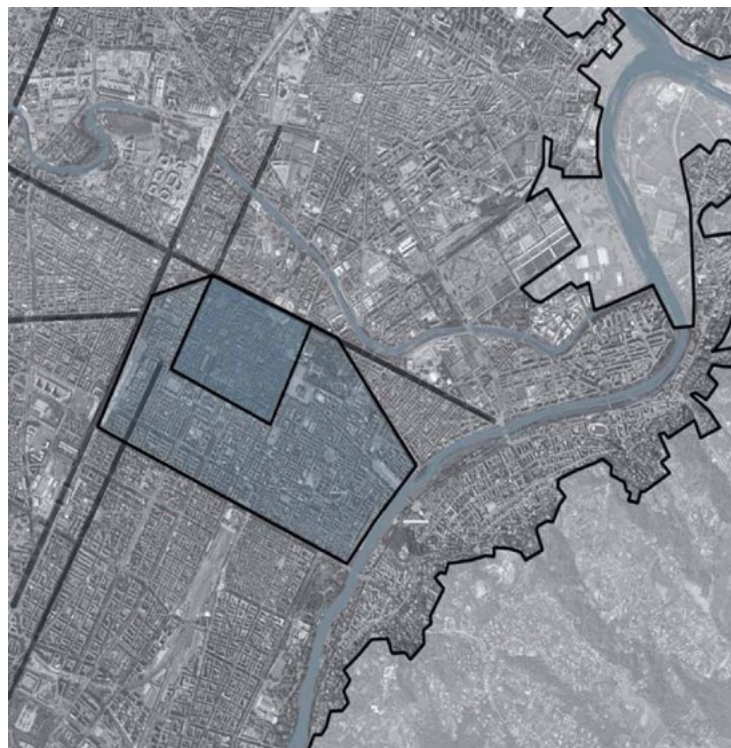
The first city that the Po meets, is “Turin”, which appears in fact as model of integration of the river into the urban fabric, or “Ferrara”, this condition is made impossible by the unbridgeable the physical distance between the building and the river itself.

“Piacenza” and “Cremona”, instead, they find themselves in a closeness, as well as a condition, intermediate compared to the Po, even if in Piacenza the presence, just in the range between the two systems, of infrastructures for crossing lows fast, such as motorway and railway, as well as a massive presence of factories prevent their direct interaction.

Precisely for this reason, it is considered indispensable, for the latter, always greater integration of the watercourse, even if it is essential maintenance of the existing railway network, which may be feasible more than through a complex connective tissue (impossible for the presence of the railway as a fracture in the territory), thanks to a system of routes as a bridge between the internal environment, the city, and that external, nature, also aimed at understanding the specifications spatial sequences defined by territorial emergencies.

The cities on the PO: Torino, Piacenza, Cremona, Ferrara





Evolutionary schemes and framing with respect to the Turin river



Torino

The foundation of the colony can be placed during the Augustan Roman Empire, with the layout of a square mesh of 9 isolated on each side, with cardo and decumanus maximum in a central position. The extension of the original perimeter in medieval times follows the guidelines of the orthogonal grid, especially along the north-south strip. Just due to its nature as a metropolis, Torino is one extroverted city, since the built it tends to expand on the territory in all of them the possible directions, integrating the fabric historical in the current one.

A direction of expansion already defined converges towards the Po, already partially integrated into the urban fabric, thanks to presence of neighborhoods arranged along the bank opposite to the castrum, limited, in their possibility of extension, by the presence, to the west, of the mountains. Another one the significant guideline is the one represented from Corso Francia, which, by cutting diagonally the regular structure of the isolated crosses Collegno, and extends as far as in Rivoli, retracing the medieval route of the Via Francigena.



Evolutionary schemes and framing with respect to the Piacenza river



Piacenza

The foundation of Piacenza is placed in age Roman and is contemporary to that of Cremona, through the creation of a jersey regular of 6x10 blocks, whose orientation corresponds to the maximum decumanus, that is to the via Emilia. During the Middle Ages the city undergoes a significant expansion of its own size, made possible by the definition of radial lines converging in the castrum, that no longer follow the Roman routenative to.

For its stronghold character Piacenza reveals itself as a city of nature strongly introverted, closed in its perimeter masonry which in the past represented an insurmountable limit, and for this reason the city itself it could only renew itself through works by demolition and reconstruction, giving rise to a series of stratifications. Just a because of that nature, the river has always been marginal to the castrum and from this kept away from the barrier of the walls, today it has replaced that of the railway and the motorway, causing, as in past, the definitive separation of places adjacent.

Evolutionary schemes and framing with respect to the Cremona river



Cremona

Cremona, founded on a virgin territory, presents a settlement based principle on a 7x7 thistle-decumanic grid isolated. The urban evolution of the period medieval looks similar to that of Piacenza, that is by developing a system of radiocentric roads north of the castrum on which they converge.

As in the case of the sister colony, the mighty walls of Cremona have determined the nature of fortified citadel.

Despite the apparent disinterest in the watercourse, currently the only direction of expansion is traced along via Po towards the south (and therefore, consequently, towards the river), originating a real residential village satellite, as well as large lateral spaces intended to industry.

Evolutionary schemes and framing with respect to the Ferrara river



Ferrara

Unlike the other three cities previously analyzed, Ferrara found its origin in the epoch medieval, therefore not presenting the characteristic Roman mesh typical of the others. Founded along an east-west route, below the Este domination expands towards north, with the construction of perimeter walls, capable of transforming it into a real one fortified bulwark.

The current expansion is manifested towards a preferential direction (also due to the presence of the walls still existing which has eakened development north-east), or along the canal artificial to the north. The latter starts from Po to wet Ferrara in the south, reconnecting the city with the river through fragmentary fabrics of residential and industrial buildings.



The bird view of Torino

Torino

Turin is an extroverted city, since the buildings tend to expand across the territory in all possible directions, integrating the historical fabric into the current one...defined direction of converges towards the Po, partially integrated into the urban fabric and limited by the presence of the mountain.



The bird view of Piacenza

Piacenza

Piacenza reveals itself to be a city of a strongly introverted nature, enclosed within its own walls which in the past represented an insurmountable limit. During the Middle Ages, the city underwent a considerable expansion of its size, made possible by the definition of radial lines converging in the castrum, which no longer follow the original Roman route.

The river has always been marginal with respect to the castrum and from this kept away from the barrier of the walls



The Po river in Piacenza

Chapter 3

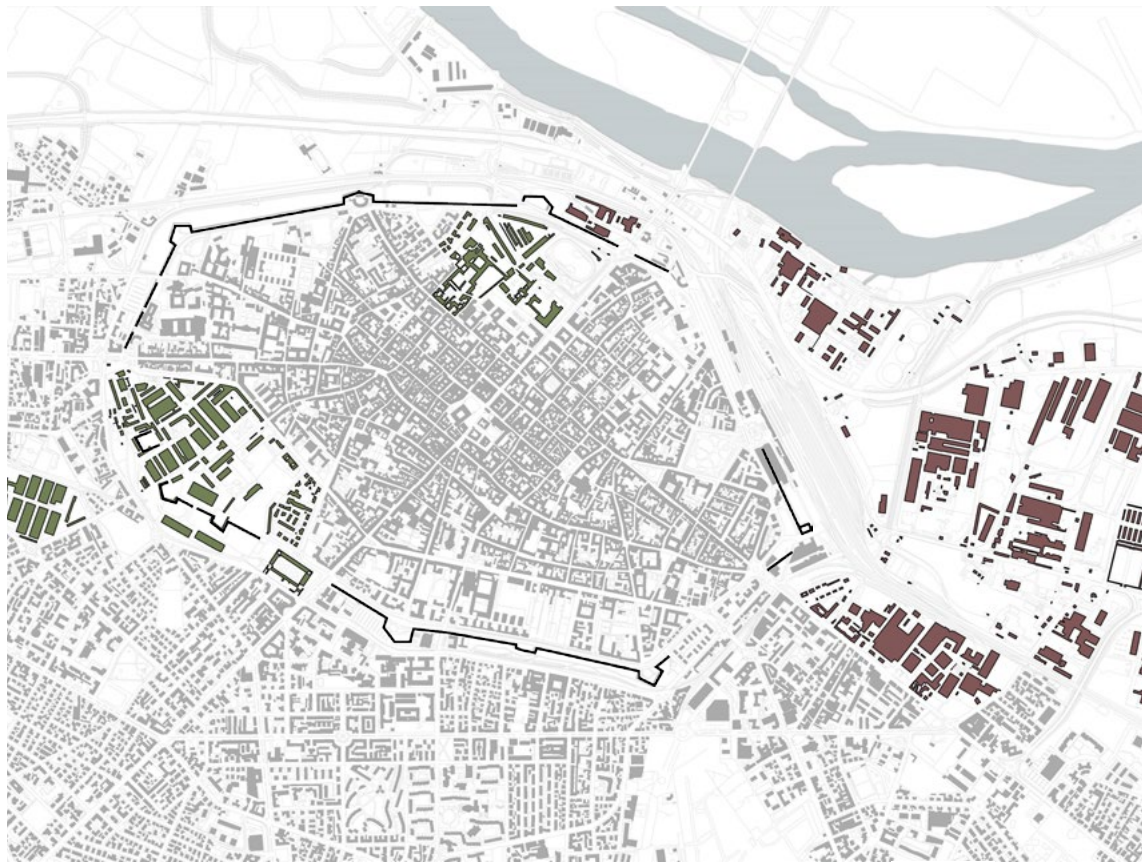
Macro Analysis

The morphological description of a city is divided into four main systems (built, open green, urban circulation, and connection) that allow you to describe the constituent characters of the city by evaluating the inherent hierarchy of urban space and its vicinity.

How these four systems work in a city can have positive or negative effects first on each of the elements and then on the urban fabric, and thus categorize them based on their effects.

Positive effects increase efficiency in the project formation process, and on the other hand, the project structure tries to reduce the negative impacts process in the city as much as possible and ultimately create a response that values the quality of life of the inhabitants of a city.

Therefore, this stage has a fundamental value in the formation of the ossification of the project, which can not be seen in the table below the results obtained from these effects.



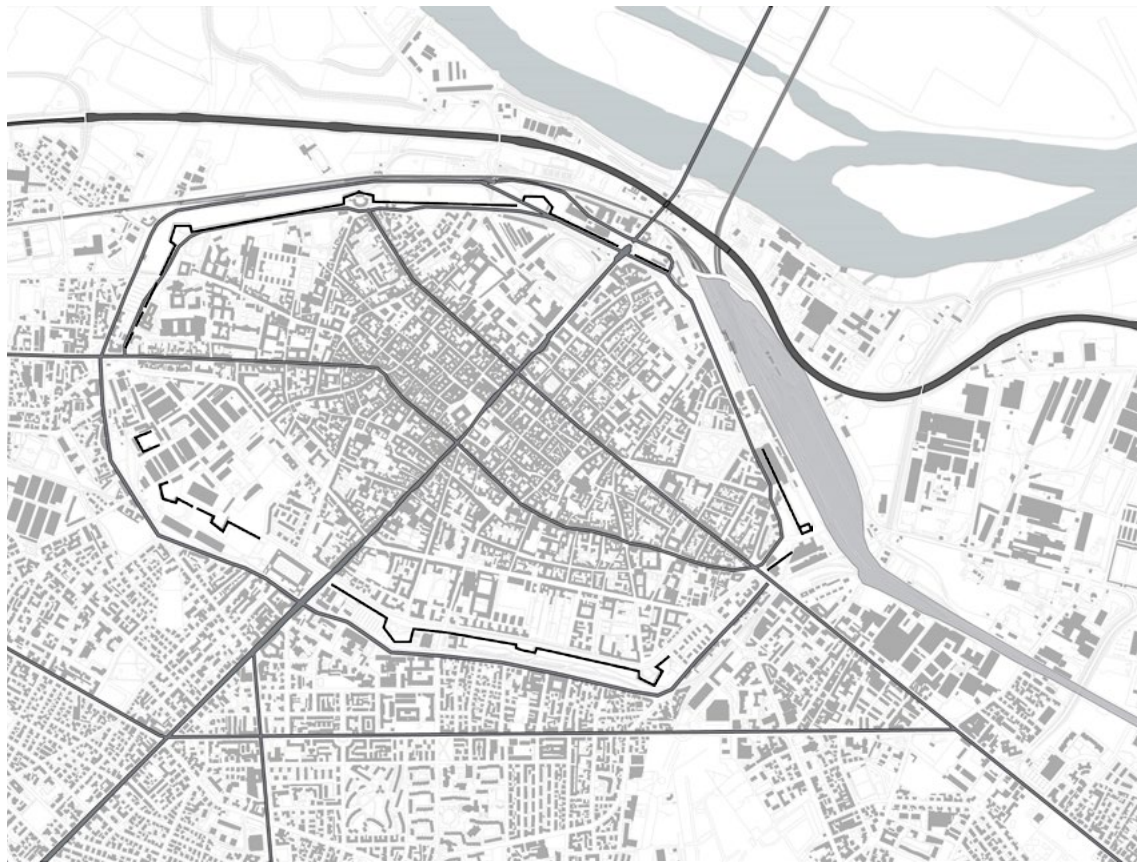
Built up Spaces

The first analysis carried out highlights the shape and the sequential development of the built spaces of the city, from the foundation of the historic core, characterized by regular and square lots, to the subsequent expansion to the south, characterized by a disorderly trend, up to the formation in the last century of the logistics hub to the west, consisting of large buildings.

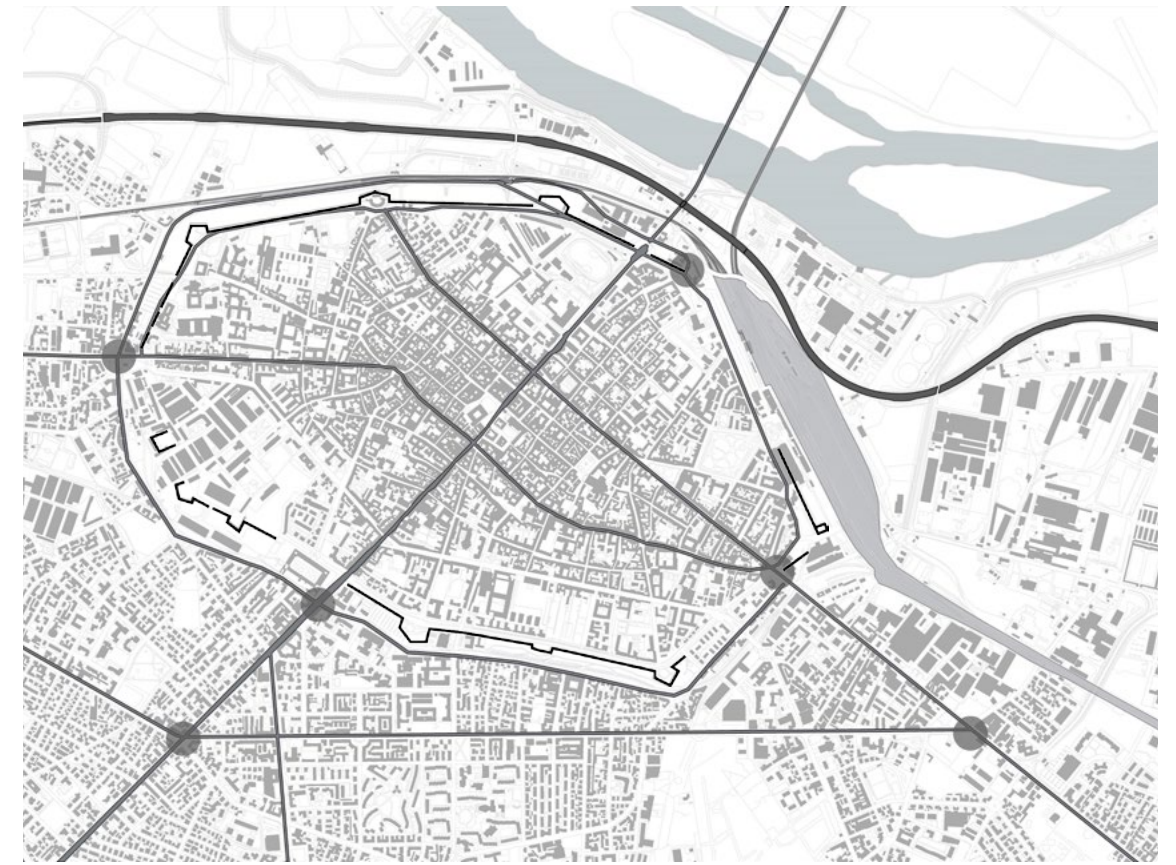


Open Green Spaces

Urban Green Spaces are essential constituents of the urban structure that enhance residents' quality of life and behavior. The analysis of the green area clarifies that the green network of the city in three different categories is different and fragmented. The agricultural lands try to survive in front of Irregular growth of industrial spaces and the majority of spots are dedicated to unplanned green areas.



High-speed Road
 Medium-speed Road
 Rail way



Highway
 Urban street
 Rail way

Urban Circulation

The analysis of the circulation lines leads to the identification of different ones speed of flows, which, mostly slow in the historic center, become way faster to the suburbs. A hierarchy of these spaces, from the urban street with its squares, to the state road with roundabouts and to the motorway with connections, allows the understanding of the vocation of these places to facilitate the pedestrian passage, or, on the contrary, the vehicular one.

Connections

Piacenza is part of a complex infrastructural system which allows the city to communicate easily with the territory: through the ring road that presents accesses arranged in a radial pattern, such as to merge with the city streets; the Via Francigena (corresponding, along this stretch, to the Via Emilia), which within the walls allows the connection of the strongholds; finally the railway, which tangentially touches the urbanized border to the north.



Landmarks

Inside the city center, and especially along the Via Francigena, it is localized a succession of places of historical and cultural interest, definable as cornerstones, capable of attracting flows of people and giving the city a relevant urban quality. Among these it is necessary to list the Polytechnic of Milan, the Catholic University, the station, Piazza Cavalli, Piazza Duomo, Piazzale Roma and the Margherita Gardens.

S

The existence of the old wall as a reminder of the historical identity

Preserving the main Roman axis and colony from ancient times to the modern inside the old wall according to the requirements of each era.

Several auxiliary buildings are recognizable and in the good state which could help to organize the city.

Agricultural lands help to prevent the over expansion.

Pubblico Passeggio works as a buffer zone to do the transition between the old and new part of the city.

Industrial zone not integrated with the urban fabric.

Railway position acts as a buffer zone between the industrial and urban fabric.

O

Reconstruct gates of the city to give back the historical background in a proper shape to the city.

The military area could retrieve as a joint to connect the different green areas in the belt of the city.

The planned green areas could play a vital role to build the green belt along the old wall.

The remaining of the old railway could be revived to have sustainable public transportation around the wall.

Po riverside could empower to an entertainment Points and reattach to the urban fabric.

Parking areas could transform into parking garden to support the green network

W

Lack of interaction points outside the wall.

Fragmented green areas which are mostly in a poor state, polluted, and also so many places are left abandoned.

Lack of transition between river and urban fabric.

High number of Isolated neighborhoods.

Lack of activities and attraction points for all age audiences.

PC does not act as strong as it could be in the field of tourism.

Discontinuity and improper in cycling and pedestrian routes and High rate of car usage.

There is no defined route for new arrival.

T

Lack of preservation and presentation of Old Wall which is the historical background of Piacenza.

The old wall might work as an obstacle between the two parts of the city and disconnect the neighborhoods instead of tie them up.

The urban fabric does not provide proper circulation and only offers accessibility in some specific directions.

The increased urban gap between the river zone and the urban fabric by the insinuation of industrial points.

The industry is taking over agriculture though Piacenza is known as an important agricultural city.

Lack of buffer zone for the river to protect the city from flooding.



Agricultural Area
 Industrial Area
 Publico Passagio
 Rail way

strengths

The existence of the old wall as a reminder of the historical identity .

Preserving the main Roman axis and colony from ancient times to the modern inside the old wall according to the requirements of each era.

Several auxiliary buildings are recognizable and in the good state which could help to organize the city.

Agricultural lands help to prevent the over expansion.

Publico Passeggio works as a buffer zone to do the transition between the old and new part of the city.

Industrial zone not integrated with the urban fabric.

Railway position acts as a buffer zone between the industrial and urban fabric.



Publico Passagio
 Fragmented Green Area
 Riverside Transition
 Popular Tourist Spots

Isolated Blocks
 Arrival Spots

Weaknesses

Lack of interaction points outside the wall.

Fragmented green areas which are mostly in a poor state, polluted, and also so many places are left abandoned.

Lack of transition between river and urban fabric.

High number of Isolated neighborhoods.

Lack of activities and attraction points for all age audiences in PC area

Piacenza does not act as strong as it could be in the field of tourism.

Discontinuity and improper in cycling and pedestrian routes and High rate of car usage.

There is no defined route for new arrival.



Opportunities

Reconstruct gates of the city to give back the historical background in a proper shape to the city.

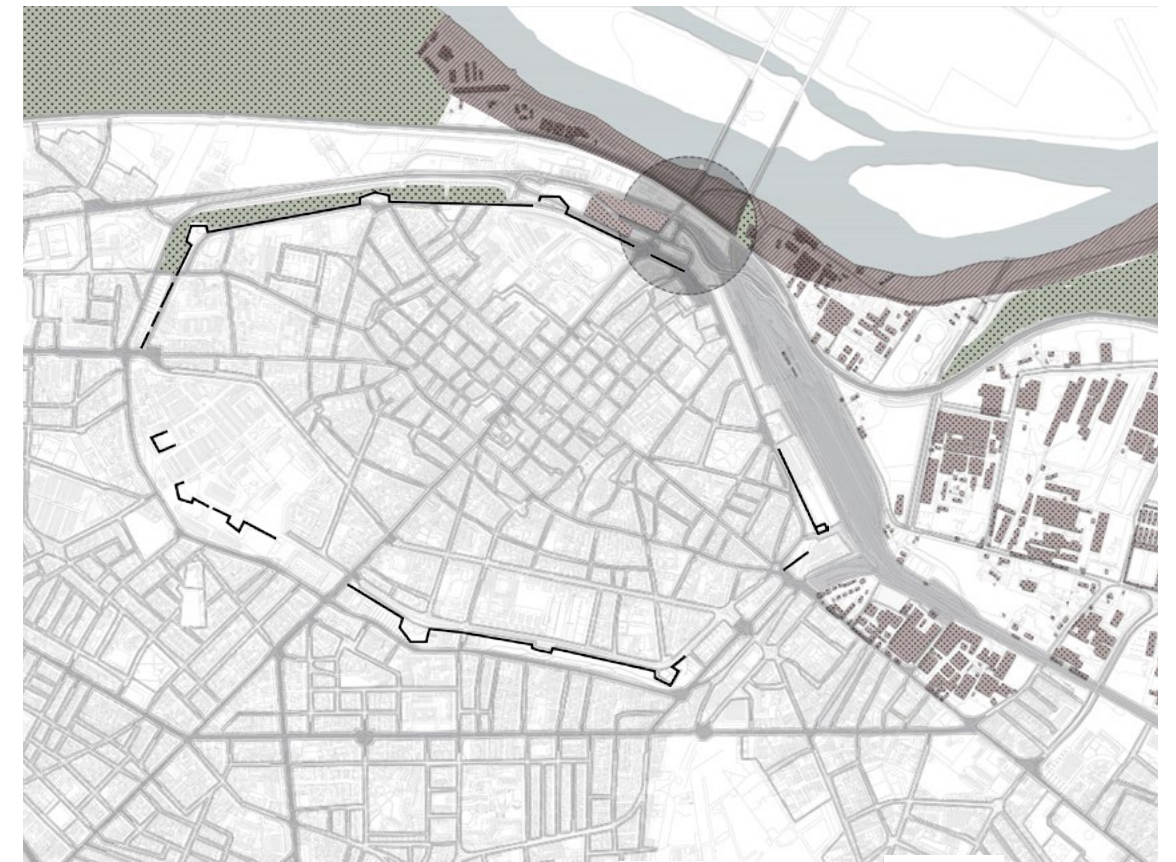
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Threats

Lack of preservation and presentation of Old Wall which is the historical background of Piacenza.

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The part of old wall in Giardino Delle Mura Farnesiane

Chapter 4

Problem Statement

After assessing four main systems in macro analysis which helped us to know more about current situation of the city, the main problems were found in the project question scale. In other words, we know very well that a city like Piacenza is struggling with many problems, but in the radius of the project definition, the main relevant problems are defined.

These main problems are divided into three general categories, although they are related to each other, and in a positive or negative way, each of these categories can affect the other categories.

It should be noted that among these problems, the old wall of the city is the main focus of these questions because redefining the role of the old wall in contemporary times and finding answers to the problems associated with both city residents and the old wall is the main goal of our project. These problems have a two-way relationship between the old wall and the urban fabric.

There are three major problems that are threatening Piacenza. These issues are :

Undefined Identity Role of the Old Wall, Losing Greenery and Unpromising Mobility.

Undefined Identity Role of the Old Wall

As given in detail in the history chapter, the old wall of Piacenza due to its strength and defense role, had a vital role in organizing city fabric and determine its borders, today with the growth of the city beyond the reach of its former boundaries, the old wall has lost its meaningful connection with the current urban fabric.

The diminution of the role of the old wall has caused it to act as a barrier in the urban structure and instead of being an element as an urban tension, it has become a repulsion in the circuit of Piacenza.

The border has created urban blocks that have lost their neighborhood connections and become isolated and Introverted residential blocks. In other words, we finally encounter the interpretation as inside the wall and outside the wall in an urban fabric, while in an urban atmosphere, an element called the border can cause the disintegration of the main structures in the city.

This means that the old wall does not even function as its historical role and has not been able to become a tourist guide in connection with important landmarks.

Besides, The interpretation of the border from the old wall in the city is so bold that the residents of the city do not even know it as a meeting point. Their choices for meeting and gatering are few and small and most of them are in the old center of Piacenza, which some of them are formed next to historical places and increase the concentration of residents in the central and old part of the city, then these places become important points of the city over time and transformed to the landmarks. While the old wall has been deprived of this positive effect and has been removed from the attention of the residents.

In order to extinguish the role of the old wall and not adapt to the contemporary era, the functions that were formed along with the past



Undefined role of the old wall in Piazzetta Borghetto

role of the wall have also been extinguished and have become abandoned places that occupy a large volume of urban space and as a result They have fueled the rift and disintegration of urban blocks.

So looking at cities similar to Piacenza, which had an old wall with the role of defensive fortifications, we find that in most of these cities, the old walls in the contemporary era took on different roles and transformed, but in Piacenza not only the role of the old wall is not transformed even still known as the old defensive wall of the city, but it is not even known as a historical subject and has become an abandoned place or ruine building.



Undefined role of the old wall in Pubblico Passeggio

Losing Greenery

Piacenza is a city and comune in the Emilia-Romagna region of northern Italy, the capital of the eponymous province. Emilia-Romagna has been a highly populated area since ancient times. Inhabitants over the centuries have radically altered the landscape, building cities, reclaiming wetlands, and establishing large agricultural areas. All these transformations in past centuries changed the aspect of the region, converting large natural areas to cultivation, up until the 1960s.

while It is one of the most important agricultural hubs in Italy the trend then changed, and agricultural lands began giving way to residential and industrial areas. The increase of urban-industrial areas continued at very high rates until the end of the 2010s. In the same period, hilly and mountainous areas saw an increase in the registration of semi-natural areas, because of the abandonment of agricultural lands.

In the Emilia-Romagna plain, which represents half of the region and where three quarters of the population of the region live, the agricultural land area has been reduced by 157 km² while urban and industrial areas have increased to over 130 km² between 2003 and 2008. The impact of land use and particularly of the urbanisation of the Emilia-Romagna plain during this period has had some strong consequences in the economical and ecological assessment of the region.

The loss of arable land is equivalent to a permanent loss of the capacity to feed 440,000 persons per year from resources grown within the region. The increased water runoff due to soil sealing requires adaptation measures for river and irrigation canals such as the building of retention basins, at a total cost estimated in the order of billions of euros.

The issue of overgrowing loss of green areas in Piacenza (including cultivating fields, natural pasturelands,..)is one of the growing concerns to attend to. unfortunately during past years this issue has been neglected or addressed incorrectly (with solutions such as creating insufficient & impretinent agriculture fields).

This process has progressed in such a way that now in the city of Piacenza, which is the capital of the province, from the green space (fertile or infertile) there are only scattered green spots that try to maintain the green effect of the city, while the study They show that not only urban blocks but also green areas have become fragmented and inefficient.



Loss of green areas in riverside

Many of them have been abandoned and few act as urban green spaces. However, in many cities nowadays, green spaces have a cohesive chain in the city that supports the urban fabric Which cause the green language that was in the past to return to the urban structure.

As a result of which the reactivation and revitalization of most cities and decrees the effect of gray infrustructure on urban atmospher and density of solidity in urban construvction.



Transformation of green areas into the car parking

Unpromising Mobility

The first problem we encounter in the traffic network in the city of Piacenza is that it does not improve the ability to walk and instead pays more attention to the asphalt roads used for cars.

In other words, although Piacenza is known as the city of churches, it has become the city of cars. It is enough to look at the statistics to find that we have about 20,000 cars per 280,000 population, which indicates the poor condition of the city.

Another problem that we face in this field is that in the traffic network of the city, the green corridors, cycling paths, pedestrians, and carways are not clearly separated, and in many places which were not needed but they cut off one another or overlapped. So it can be said that there is no cooperation and coordination between these gray networks which causes that the effects of them to decrease and not clear.

In fact, the boldest option that has made this network not work well is to open roads and highways, because in many places, due to prioritizing car access, pedestrians' way and cycling path have been pushed aside, narrowed, and invisible. It can be seen that there is no strong public network for citizens to encourage them to use more public transport.

As mentioned in the history chapter, Piacenza played an important role in Roman times and is also a tourist destination due to a large number of ancient churches. While the city of Piacenza does not have a strong walkability network even for tourists.

It is so clear that the current transportation network does not interact with tourists and has not been able to support the touristic layer of the city and serve as a guide for arrivals to be able to lead them to their travel goals.

Looking at Piacenza, we see that the city's transportation network was much better because, on the one hand, it connected Piacenza to other cities through the railway network, on the other hand, another rail network was installed due to the city's demand for the presence of the military and supply it. Also, the existence of a tram that served the residents from the city center to the railway station, shows that the mobility network covers the demands of the city and, of course, also supports the urban fabric.

With these explanations, we realize that the mobility network is now more a way to serve the cars than the needs of a city.



Unsuitable materials, lack of separation between users

And finally, even if we look at this mobility network independently, we notice the chaotic situation of this system in the field of damaged pavement, unsuitable materials, inappropriate height codes, lack of separation between users, and even lack of response to the disabled in this city.



Lack of separation between users, damaged pavement

History, Memory, Urbanism

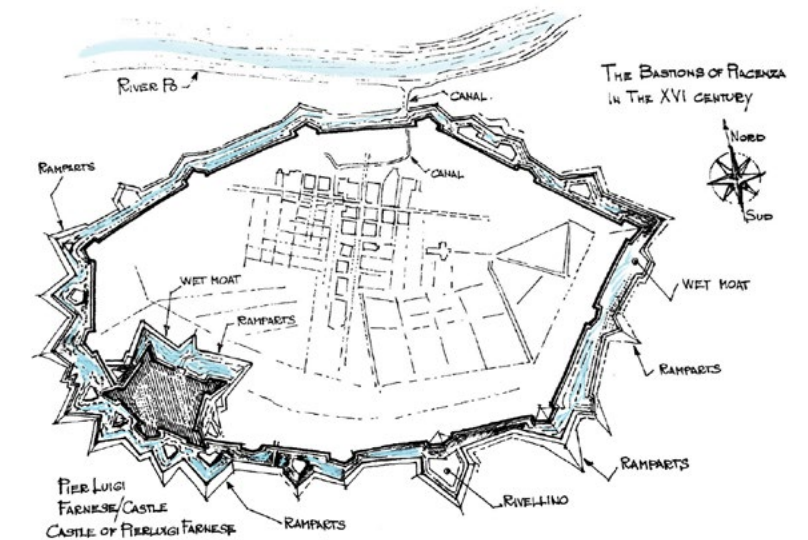
In the present state of affairs, the tree-lined street in the former fortified squares is pleasant but unfinished. It could embrace the city, surrounding it with a healthy green belt. Instead, it concerns only a part of the walled enclosure. The latter, although devoid of important features, is still in need of urgent restoration and remains a homogeneous complex of considerable historical importance. Most of those who pass by it every day gaze at it with indifference.

It is a silent curtain that, on the contrary, should tell its own story through its own urban image as a useful protagonist of the current building fabric.

The deck of a large viaduct for car traffic completely covers the view of the embankments, along with other infrastructure (industrial buildings, power stations, and cement factories ...

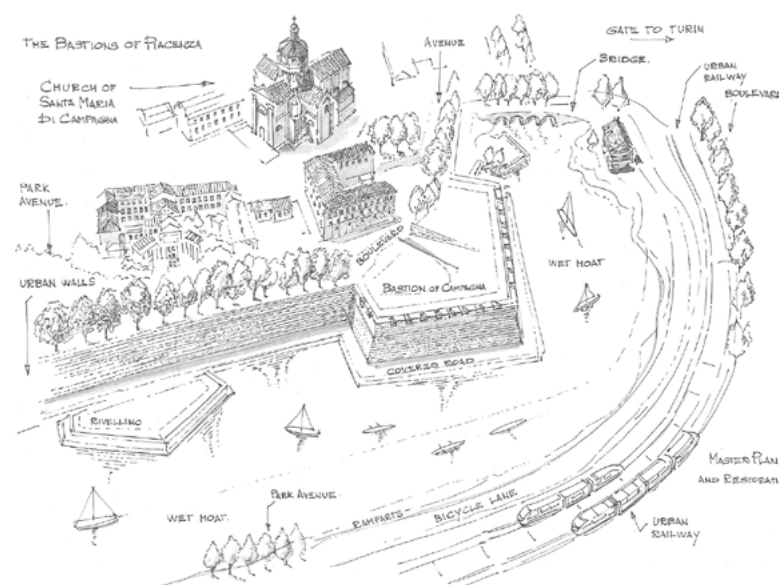
Within these walls have remained places of memory and historical collective identity. In this way, a good deal of real-life takes place beyond the ramparts, while within their circle, representative and cultural places remain, except for what remains of today's military installations. Since the unification of Italy, these have seen the proliferation of factories and barracks around a large part of the Renaissance line of defense.

The section of the bastioned walls of Piacenza is an emblematic example, as it is equipped with all the characteristic components of the sixteenth-century fortification, with wet moats.

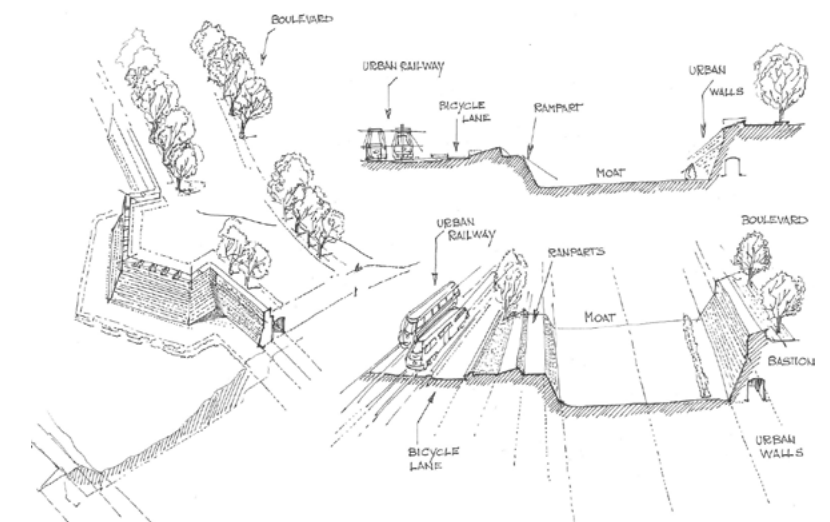


The Bastions of Piacenza in the sixteenth century (Drawing by F. Broglia, 2019)

The great River Po was much more important in the Renaissance than it is today. It meant that Piacenza, an inland town in Emilia, was a European crossroads in the Mediterranean. Such a relationship with the river must be recalled and recovered in a modern key. Today, the streets of earth and the ribbons of asphalt which dominate their surroundings especially towards the north, constitute an effective cover separating the historic town from its ancient territory. In the sixteenth century (and until the beginning of the last century) the Po could be observed from the ramparts. Tumultuous industrial development definitively separated the old town from the countryside and hid the river.



The Bastions of Piacenza. Urban railway project and restoration (Drawing by F. Broglia, 2019)



The Bastions of Piacenza in the twenty-first century (Drawing by F. Broglia, 2019)

The Walls' Transformation

The walls, therefore, have could act as a museum, re-integrating them within the existing town as part of a precise urban plan. They are to become an educational path and, at the same time, a railroad system immersed in greenery and dedicated to sustainable mobility. It is a silent curtain that, on the contrary, should tell its own story through its own urban image as a useful protagonist of the current building fabric.

However, we should look for traces of these ancient parts of the wall system since today they are longer visible (except for ancient views or landscapes). It would be a good idea to make them raised panoramic viewpoints.

What would make the difference, and what would allow us to use the expression "living monument" (Sette,2001) is a project of restoration and transformation into having a dialogue with history, which would match with a wide-ranging urbanistic operation. The public promenade has to cover the entire perimeter of the walls. Walkways are to include observation points for the entire monument and its details.

the mainly open-air exhibition, which allows visitors to appreciate the monument in its entirety and its Renaissance allure. In such a way, it would become also an educational and recreational system at the service of the city and of its mobility.

It is surprising to see how many activities can be carried out on an ancient fortified wall, recreating a link with the urban fabric. From a structure created to divide and deter enemies, the urban belt can become a device designed to accommodate tourists, visitors, and citizens. In other terms, a place to locate services for health, like a park, and urban mobility.

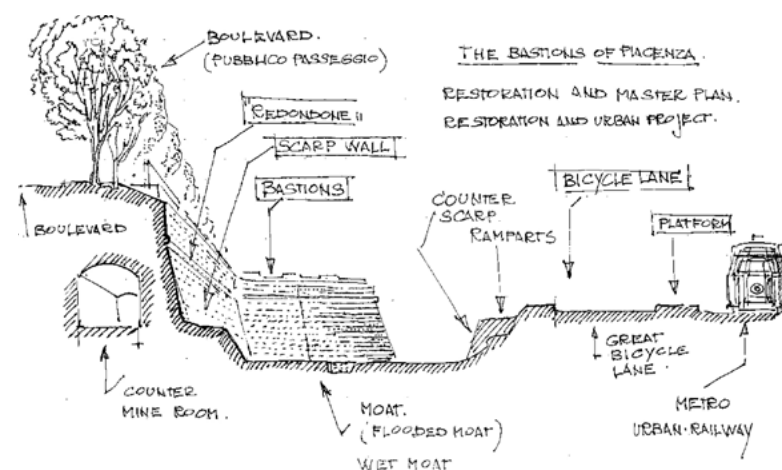
A track city rail would become a "ring" around the oldest core of the city, to meet the needs of residents, students and tourists. Such a scenario would allow:

- 1) the historical ramparts to be restored and opened to the public
- 2) a fast bike lane to run beyond the stands, and
- 3) a city rail to travel two-way.

This would permit the development of an integrated urban system, where the ancient motionless defense machine would act as a recreational-didactic park, with linden and plane trees, hedges to simulate the ancient covered roads, and water basins that create the ancient moat, at least in a few parts.

Drawing the section of such an apparatus suggests that historical goods and contemporary needs can coexist in harmony.

"A living monument", in the sense of the theory of restoration, one that is still alive today.



Ideal section Urban Project. Bastions of Piacenza (Drawing by F. Broglia, 2019)



P.R.G Map of 1998



i The part of old wall in Piazzetta Borghetto

Chapter 5

Micro Analysis

After identifying the main problems involved in project design, in this chapter, we will examine the implications of these categories on the scope of our project so that we can find the right answer to introduce the appropriate strategy for the Piacenza circuit. Issues that have arisen from a larger problem have unfortunately affected the urban structure.

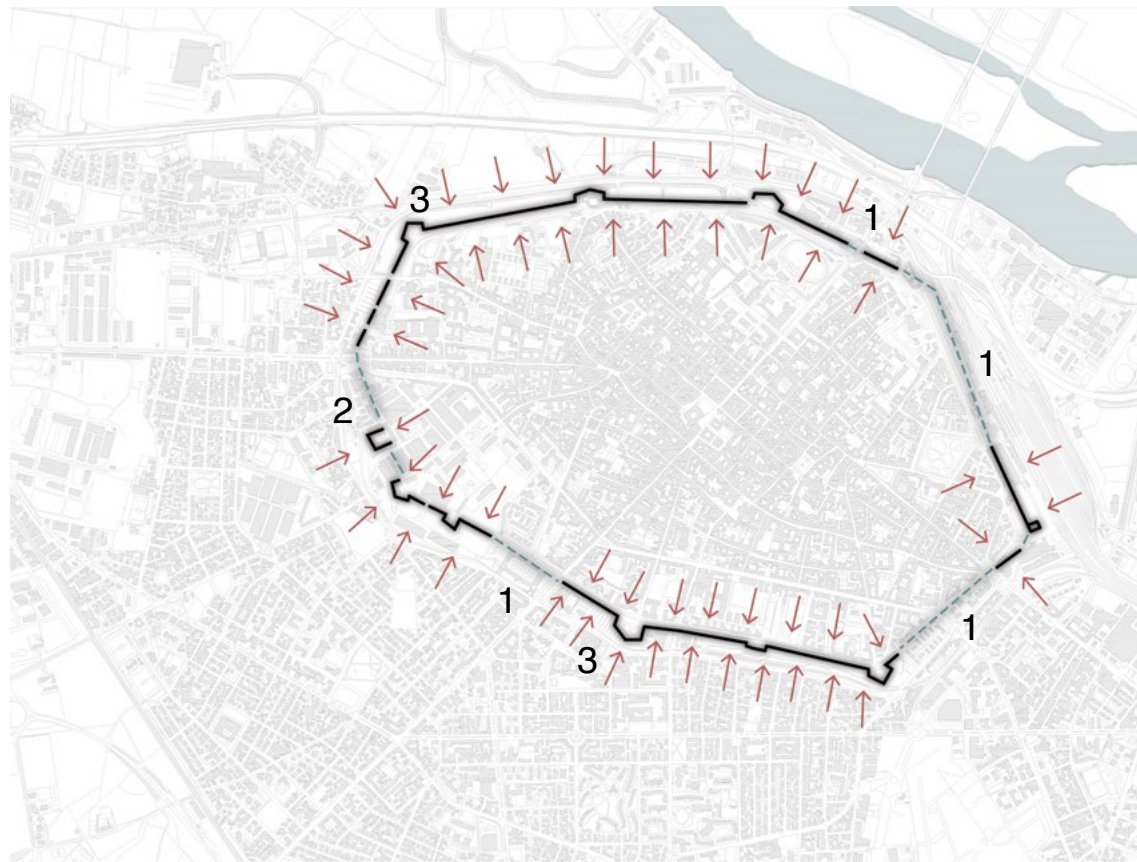
We have already mentioned that these are the three main problems that are closely related to our question:

Undefined Identity Role of the Old Wall

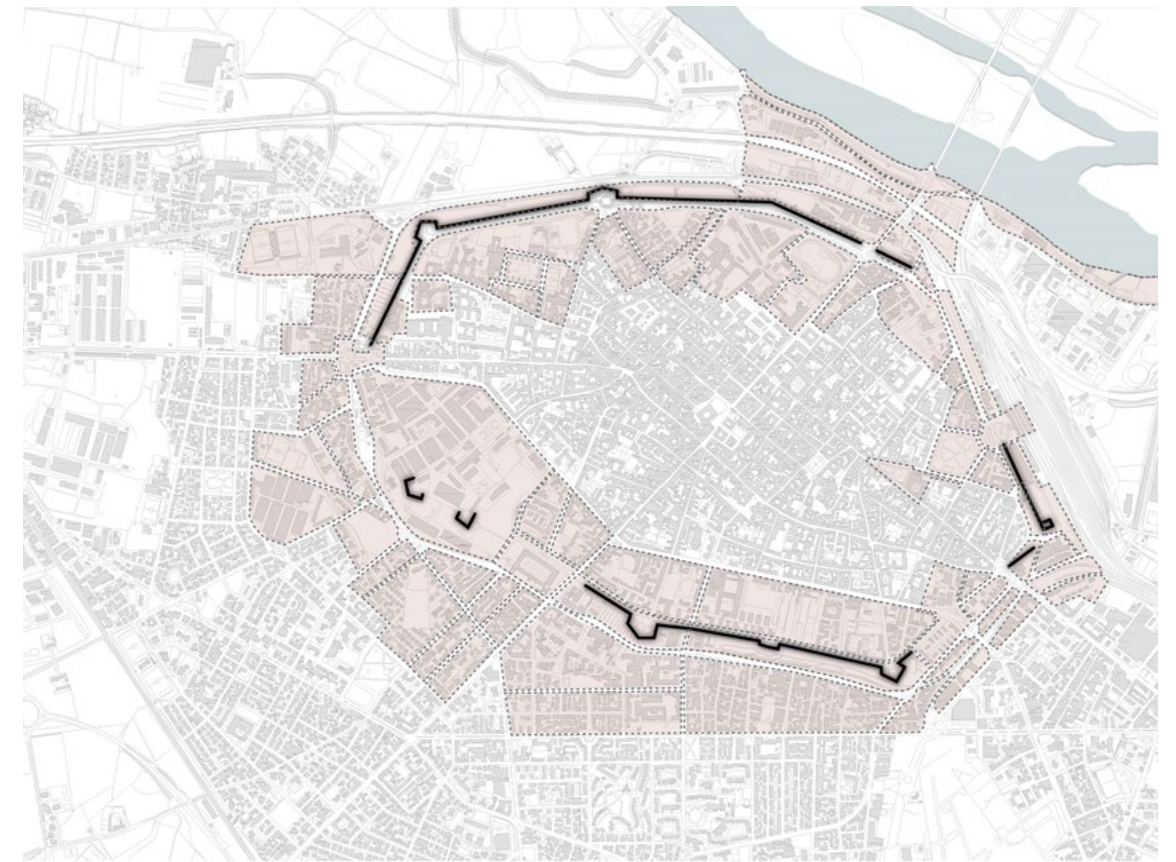
Losing Greenery

Unpromising Mobility

It should be noted that each of these issues is first problematic independently and then has a negative impact on other issues of other categories. For this reason, each problem is first measured in its place and then relative to the wall to find the appropriate answer on the project definition scale.



— Demolished Wall



■ Isolated Blocks

Wall as a Barrier

Three events modified fortified walls of Italian towns following the proclaimed unity of the nation.

1-The most common one was partial or total demolition to make way for the construction of buildings, road bypasses, or railway junctions. East need, At the beginning of the 20th century, the East Pole was demolished to make way for the train station and the laying of tram lines.

2-The second was that of militarization, that is to say, fortresses were included within the perimeter of barracks, warehouses, and logistic centers of the army. The beginning was characterized by the fury of the anti-Austrian revolutionaries, which led to the dismemberment of Duke Pierluigi's castle, the keystone of the system. once the embankments had been removed, the curtain walls remained.

3- Ennobling style (for that time), consisted of transformation into gardens and public promenades with flower beds and tall trees.

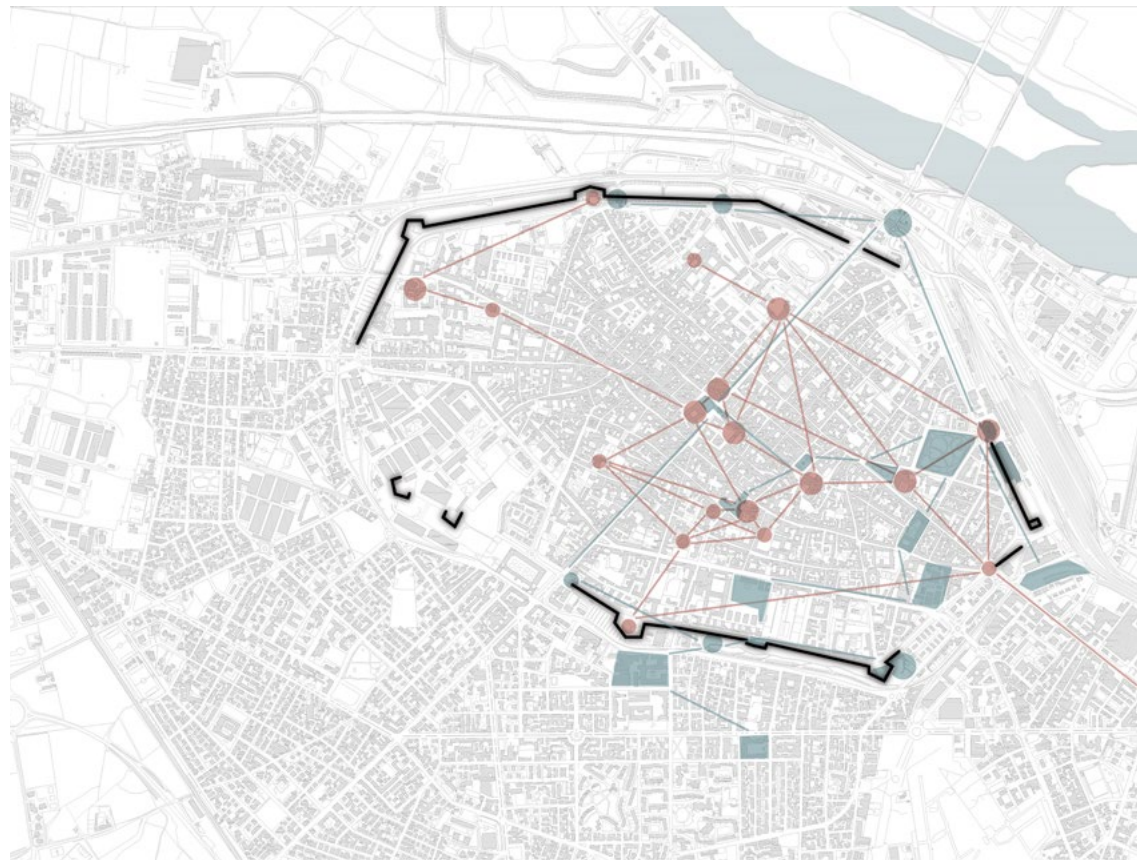
Isolated Blocks

Today with the growth of the city beyond the reach of its former boundaries, the old wall has lost its meaningful connection with the current urban fabric.

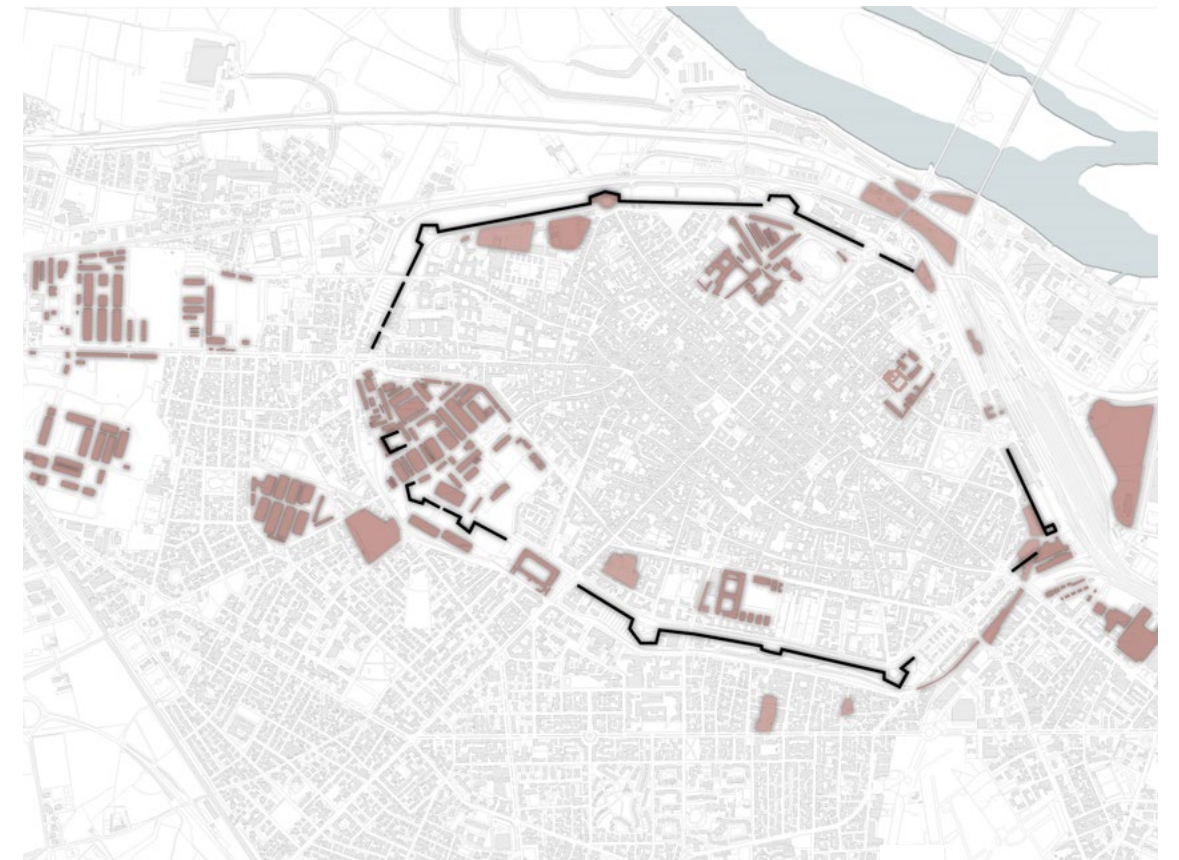
The diminution of the role of the old wall has caused it to act as a barrier in the urban structure and instead of being an element as an urban tension, it has become a repulsion in the circuit of Piacenza.

The border has created urban blocks that have lost their neighborhood connections and become isolated and Introverted residential blocks. In other words, we finally encounter the interpretation as inside the wall and outside the wall in an urban fabric, while in an urban atmosphere, an element called the border can cause the disintegration of the main structures in the city.

This means that the old wall does not even function as its historical role and has not been able to become a tourist guide in connection with important landmarks.



Meeting Points Touristic Points



Abandoned and Vacant Lands

Touristic Spots / Meeting Points

The interpretation of the border from the old wall in the city is so bold that the residents of the city do not even know it as a meeting point.

Their choices for meeting and gathering are few and small and most of them are in the old center of Piacenza, which some of them are formed next to historical places and increase the concentration of residents in the central and old part of the city, then these places become important points of the city over time and transformed to the landmarks. While the old wall has been deprived of this positive effect and has been removed from the attention of the residents.

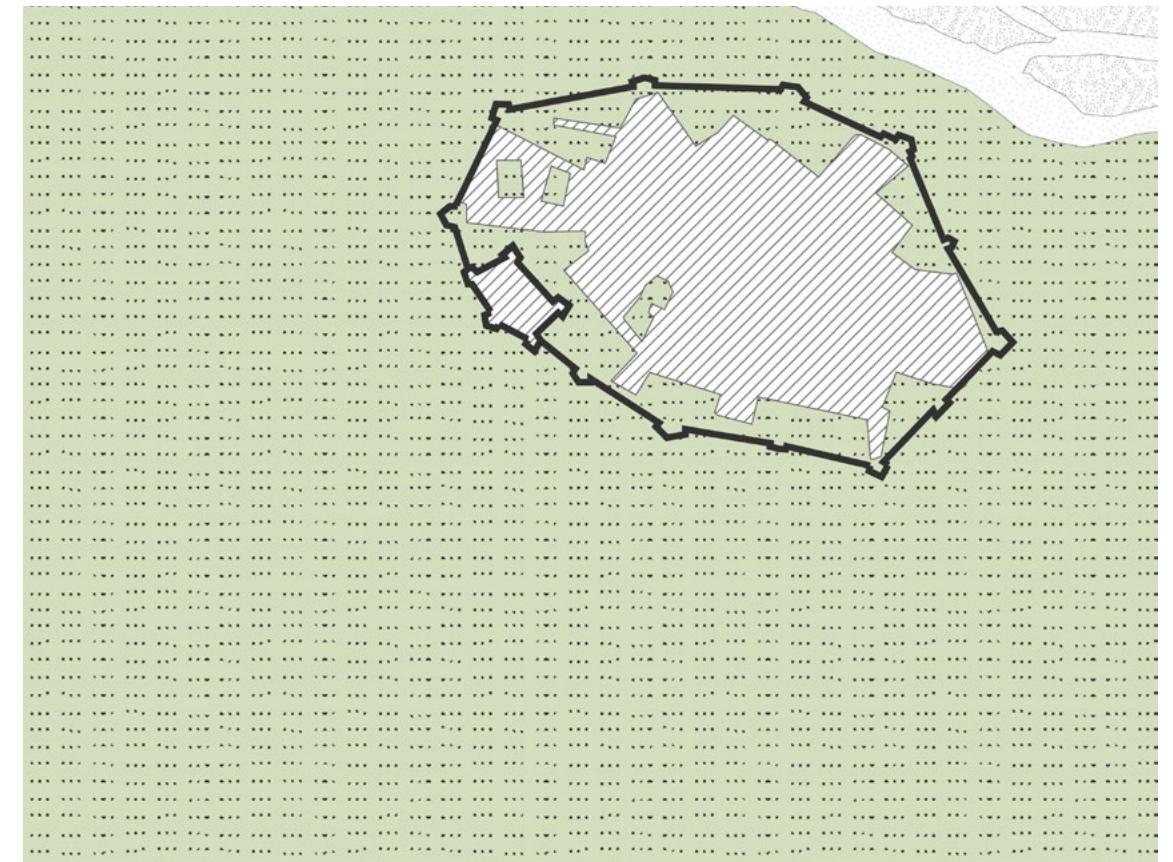
Abandoned / Vacant Lands

Being extinguish the role of the old wall and not adapt to the contemporary era, cause the functions that were formed along with the past role of the wall have also been extinguished and have become abandoned places that occupy a large volume of urban space and as a result, they have fueled the rift and disintegration of urban blocks.

If this situation continues, the abandoned spaces will gradually increase and the distances between the urban blocks will increase, thus the city starts to transform into a dead mood where has the potential to be alive.



Map of Piacenza, 19th century



Constructed Lands
 Green Lands

Surrounded by Greenery

Piacenza is a city and comune in the Emilia-Romagna region of northern Italy, the capital of the eponymous province. Emilia-Romagna has been a highly-populated area since ancient times.

Inhabitants over the centuries have radically altered the landscape, building cities, reclaiming wetlands, and establishing large agricultural areas. All these transformations in past centuries changed the aspect of the region, converting large natural areas to cultivation, up until the 1960s.

Before Agriculture Lands Demolition

In the past, Piacenza was one of the agricultural hubs in both the region and Italy. As you can see, the city was surrounded by agricultural lands and was the main source of income for the people. The amount of construction has been formed in a general circuit and efforts have been made to maintain fertile lands.

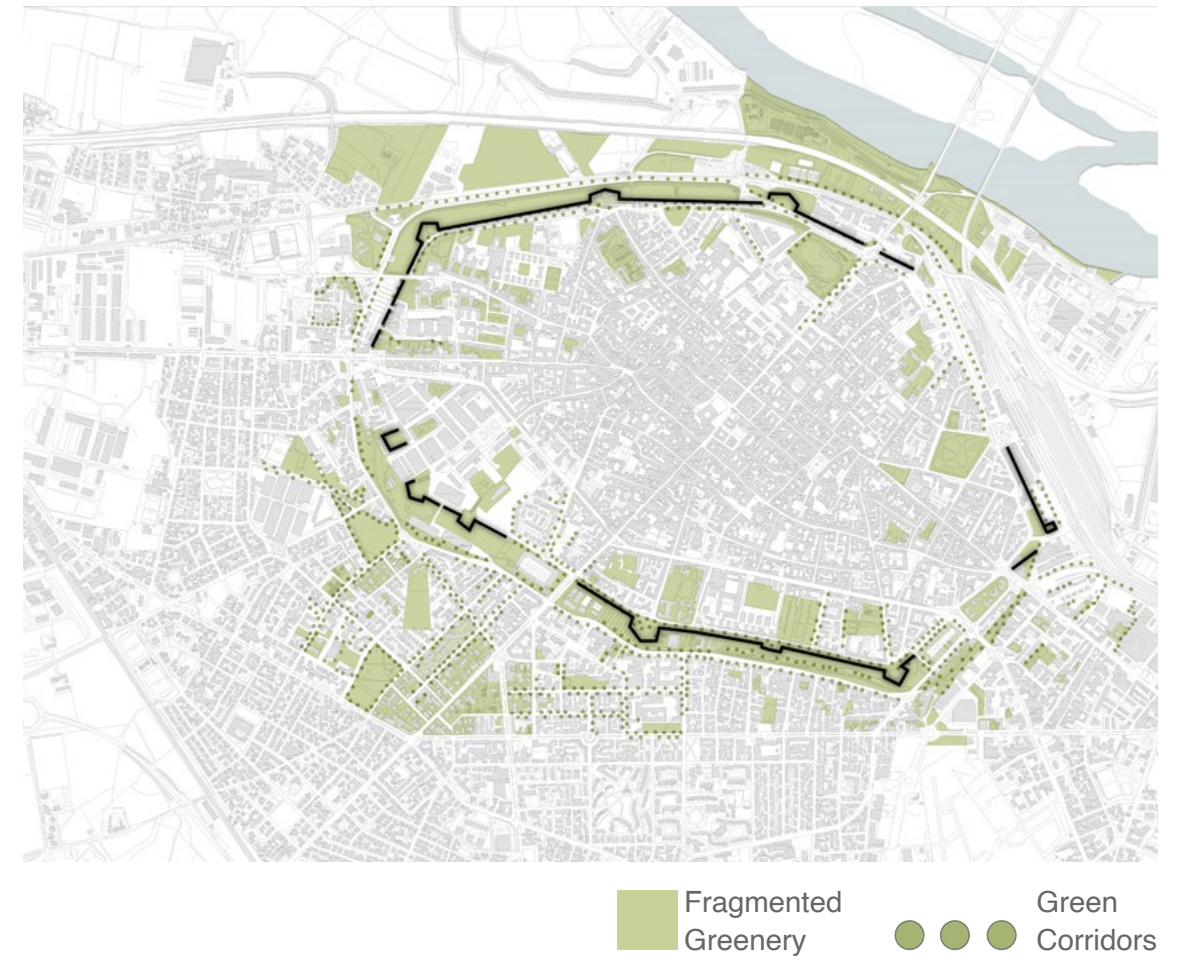
Piacenza and its province are known for the production of seasoned and salted pork products and the hills surrounding Piacenza are known for their vineyards. Well, Piacenza is trying to maintain its agricultural position in Italy, but still its ranks lower than in the past.



After Agriculture Lands Demolition

In the Emilia-Romagna plain, which represents half of the region and where three quarters of the population of the region live, the agricultural land area has been reduced by 157 km² while urban and industrial areas have increased to over 130 km² between 2003 and 2008. The impact of land use and particularly of the urbanisation of the Emilia-Romagna plain during this period has had some strong consequences in the economical and ecological assessment of the region.

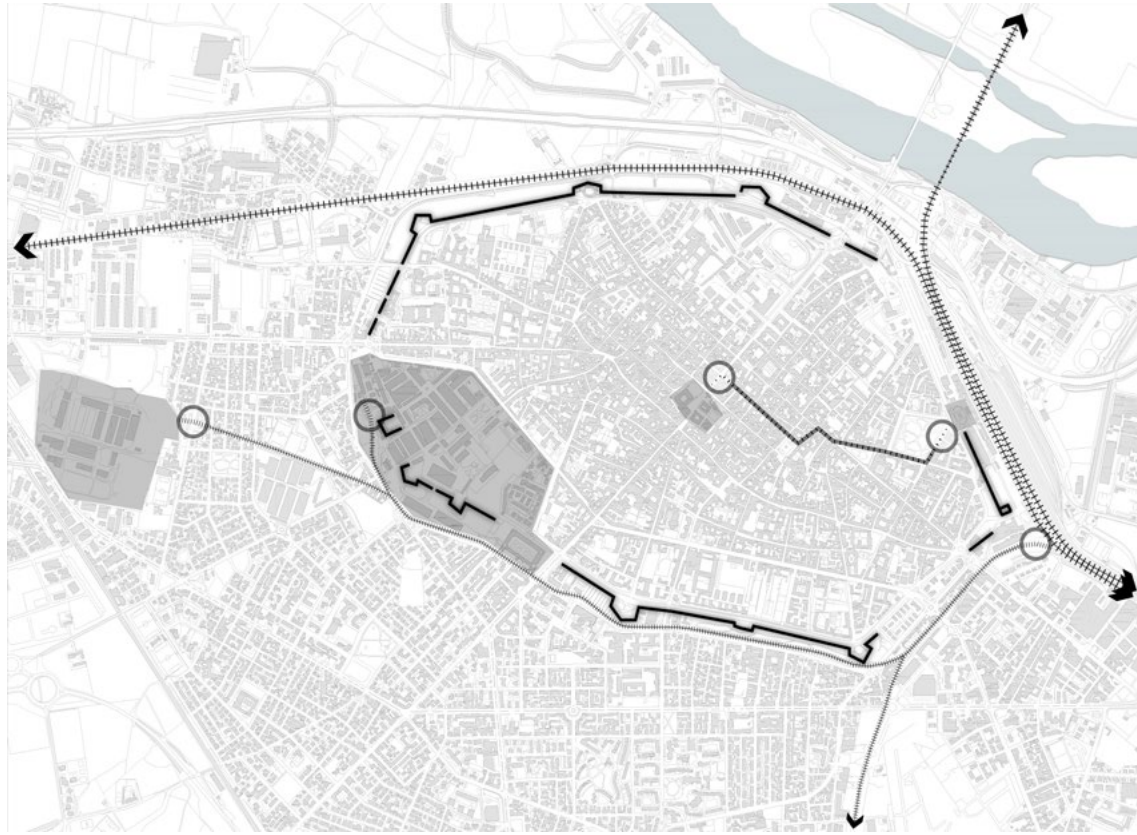
The loss of arable land is equivalent to a permanent loss of the capacity to feed 440,000 persons per year from resources grown within the region.



Fragmented Greenery

The process of demolishing green spaces is increasing in such a way that now in the city of Piacenza, from the green space (fertile or infertile) there are only scattered green spots that try to maintain the green effect of the city, while the study shows that not only urban blocks but also green areas have become fragmented and inefficient. Green corridors are fragile now and they are not able to support the capability of green spaces however they could have appropriate effects on urban fabric to bring back the green arteries to the city.

well, this is the concept that we follow to regenerate the natural language in Piacenza which was happened in the last century in this city.



Military/Cremona Railway
 Tramway
 Existing Railway

- 1865
| The PO river railway was established.
- 1902
| The tram of Piacenza was established.
- 1911
| The bullet factory of Piacenza was established.
- 1915
| The Railway heading to military, connecting military areas was established.
- 1933
| The railway from Piacenza heading to Bettola was established.
- 1955
| The tram way stopped working
- 1967
| The railway heading to Bettola/Arsenale stopped working to give up the station to bus terminal.

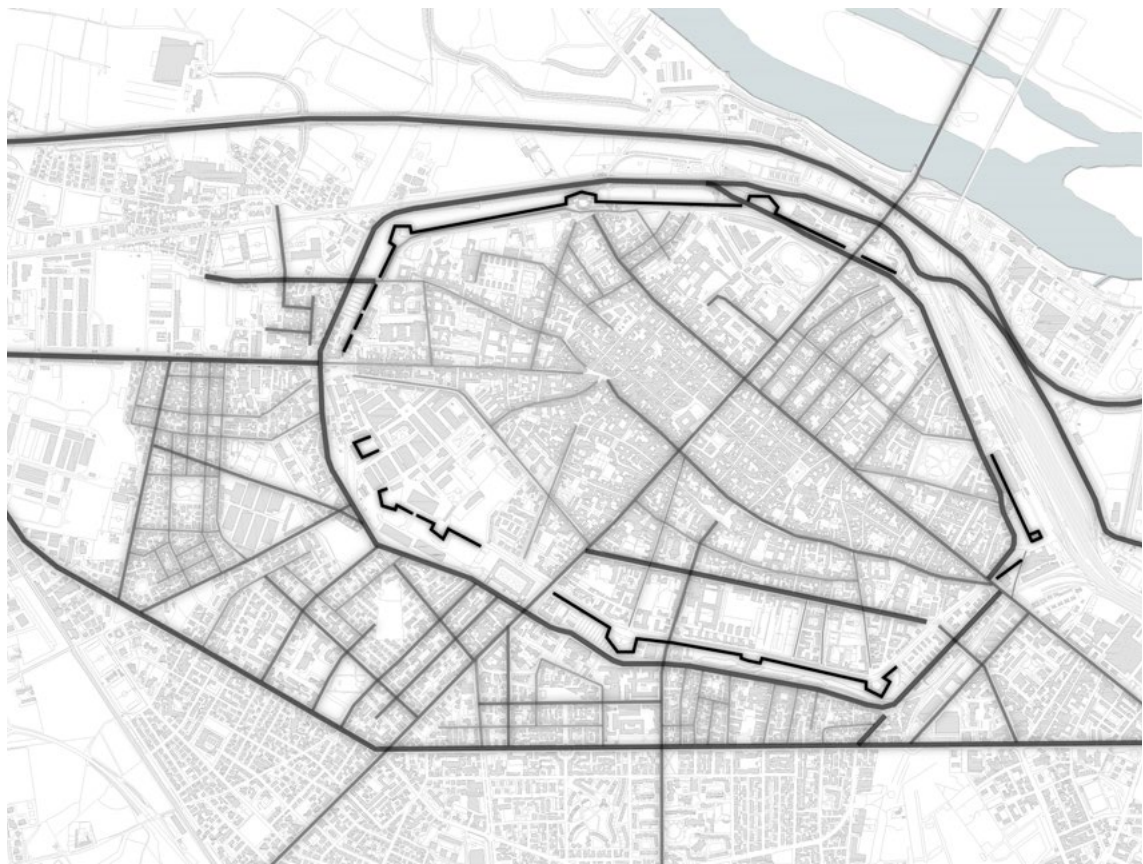


Bus Lines

Railway / Bus Lines

As we can see in the historical map of Piacenza, in the past there were three types of transportation, two of which were used for public transportation to other cities and connecting the city center to the railway station, and one was for military use and service.

Today, the public transportation network of Piacenza includes only bus lines, which not only do not cover the whole of the city, does not cover the circuit as well but also do not have sufficient access to the main circuit, therefore not encouraging people to use, and not promoting the landmarks, formed only to meet daily needs.

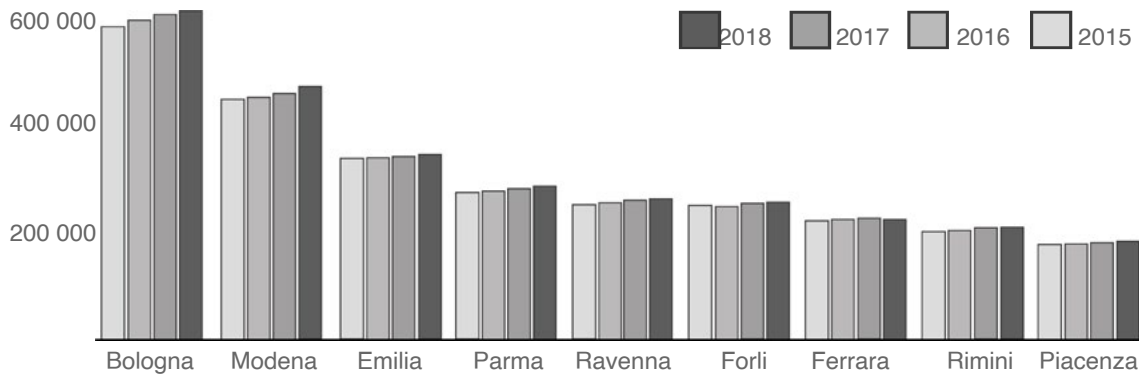


Heavy Traffic Roads
 Medium Traffic Roads
 Low-Medium Traffic Roads
 Light Traffic Roads

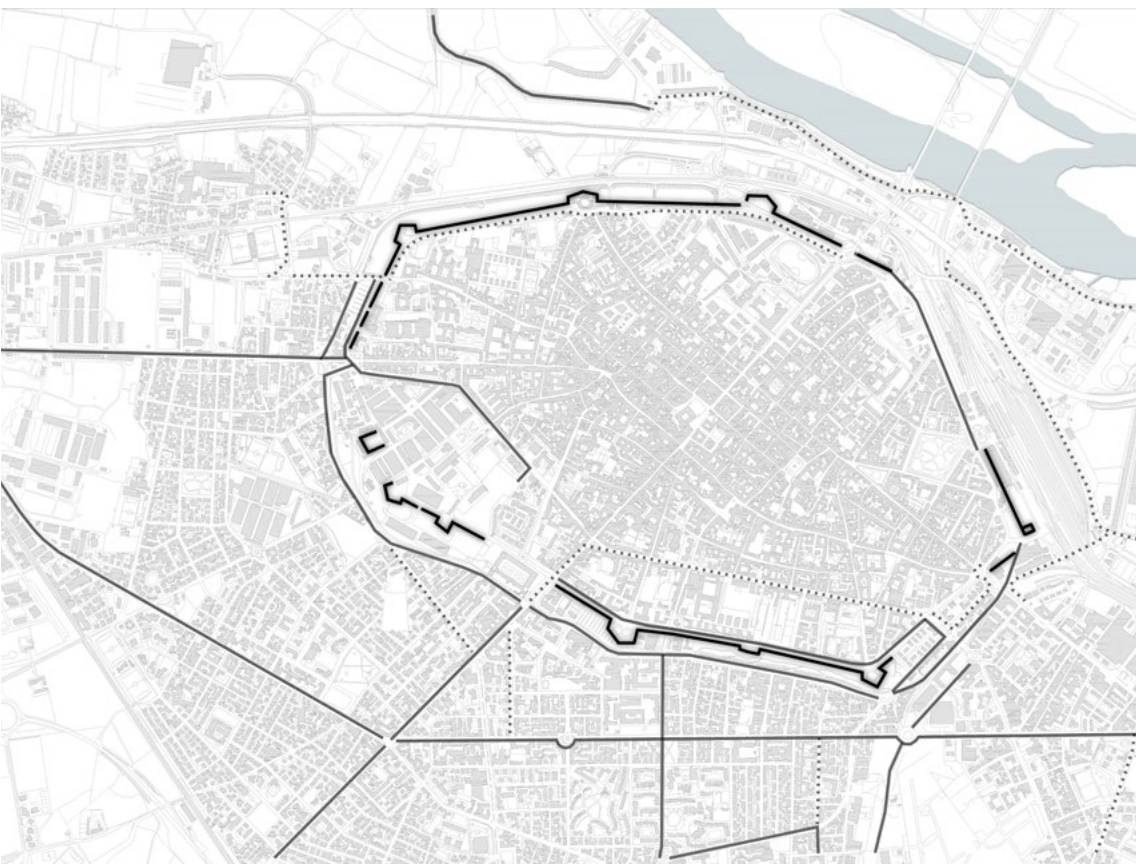
Cars Lines

Although Piacenza is known as the city of churches, it has become the city of cars. It is enough to look at the Annual number of cars in use within Emilia-Romagna in Italy from 2015 to 2018 by the province to find that we have about 200,000 cars for 280,000 population, which indicates for every 1.5 people is used 1 car.

It can also be concluded that citizens are more inclined to use the car, even as a single passenger, because the city has also provided the necessary services to use the car, but on the other hand, these facilities have not been provided to increase the number of pedestrians which the statistic is a disaster for Piacenza.



5 / Micro Analysis / Wall Issues

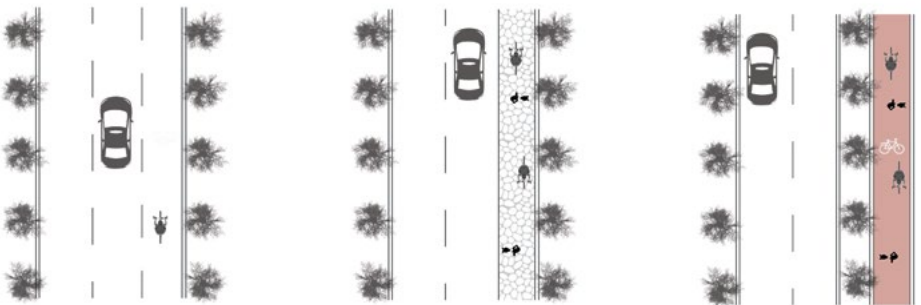


Proper Cycling Path
 Fragile Cycling Path

Cycle Lines

Although the municipality of Piacenza has introduced cycling paths, field observations show that these lanes are just a number of lanes that are not detached from the traffic lane and do not have proper pavements and are not continuously, or it is mixed by pedestrian paths which are displayed on the below diagrams.

It can be concluded that the essential tools to guide citizens and tourists to interact with the urban space, including the circuit of Piacenza, are not of sufficient quality and quantity, and instead, the most attention is dedicated to road lines as accessibility and quality .so people understand the city more through the window of the car rather than an observer.





The part of old wall in Pubblico Passeggio

Chapter 6

Precedented Studies

In this chapter, the projects which specifically dealing with an element which is called the Great Wall are studied.

The main concerns are how and when those walls were built, what was their role in the past and is redefined in the present, in other words, the transformation of their roles along the time is assessing. Also on the other side, how the urban fabric deals with a great old wall and at last how people communicate with historical identification elements in their city.

In the meantime, options have been selected that have not only been very influential in the collective memory in the past but also have been able to enhance added value to the city today by redefining them in the urban fabric.

The Berlin Wall and Cyprus all are the first and second great wall in the world and the Palma Wall as the identical project with the old wall of Piacenza are chosen to study.

Wall of Berlin

1949-1961

About 2.5 million East Germans had fled from East to West Germany, including steadily rising numbers of skilled workers, professionals, and intellectuals.

Their loss threatened to destroy the economic viability of the East German state. In response, East Germany built a barrier to close off East Germans' access to West Berlin and hence west Germany.

1961

The Communist government of the German Democratic Republic (GDR, or East Germany) began to build a barbed wire and concrete between East and West Berlin.

The official purpose of this Berlin Wall was to keep Western "fascists" from entering East Germany and undermining the socialist state, but it primarily served the objective of stemming mass defections from East to West.

It divided the city of Berlin into two physically and ideologically contrasting zones.

1989

The border was opened following anti-government protests in East Germany and the democratization of other eastern and central European states. Sections of the Berlin Wall were subsequently torn down by East German border guard crews and residents of a reunified Berlin.

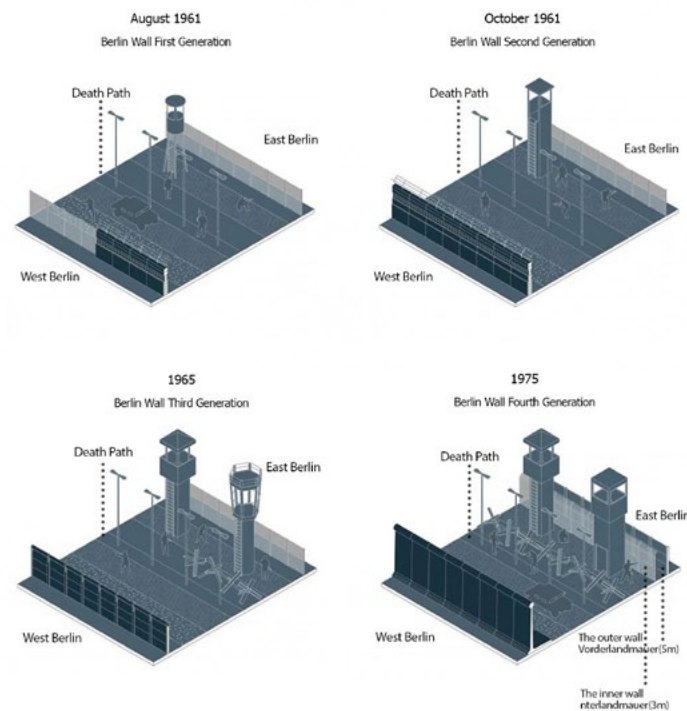
The head of the East German Communist Party announced that citizens of the GDR could cross the border whenever they pleased.

2020

The Berlin Wall remains one of the most powerful and enduring symbols of the Cold War

The Berlin Wall, 1961





The structure of the Wall

The original wall, built of barbed wire and cinder blocks, was subsequently replaced by a series of concrete walls (5 metres high) that were topped with barbed wire and guarded with watchtowers, gun emplacements, and mines. By the 1980s that system of walls, electrified fences, and fortifications extended 45 km through Berlin, dividing the two parts of the city, and extended a further 120 km around West Berlin, separating it from the rest of East Germany. It was actually a system of barriers that included two walls. The outer wall, called the Vorderlandmauer, was 4 metres tall, and the inner wall, the Hinterlandmauer, was 3 metres tall.



The wall is melted in riverside design

The East Gallery



The “death strip” was the belt of sand- or gravel-covered land between the two main barriers of the Berlin Wall. It was constantly under surveillance by guards in watchtowers, who could shoot anyone they saw trying to escape. Fleeing citizens who initially avoided being detected or shot could be tracked down by following their footprints in the death strip. Segments of the Berlin Wall still exist in modern Berlin, notably on display at the Topography of Terror museum, the Berlin Wall Memorial, and the East Side Gallery. Pieces and whole segments of the wall are also on display in museums all over the world.



The East Gallery

Berlin Wall Memorial

by Mola Architects, 2010

The Berlin Wall Memorial is a central memorial site in remembrance of a Germany divided. Located in the middle of the country's capital city, the Memorial will run either side of the former frontier strip for 1.4 km, or just under a mile, at the historic Bernauer Straße site.

In order to organize and combine the already existing fragments along the Bernauer Strasse into one memorial, it was necessary to find a common visual component. This was realized through the usage of one material, corten steel, which had already been introduced in the existing wall memorial in the form of mighty steel walls.

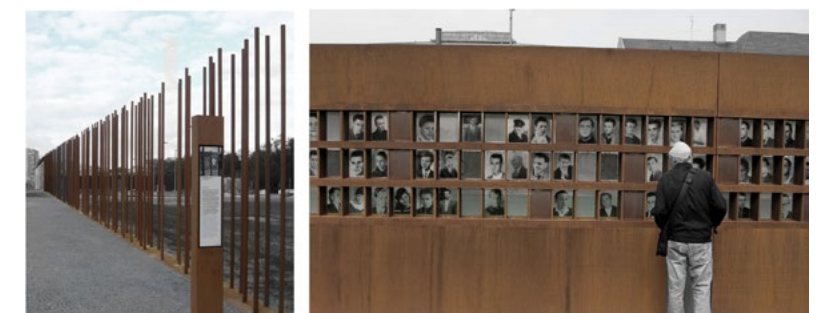
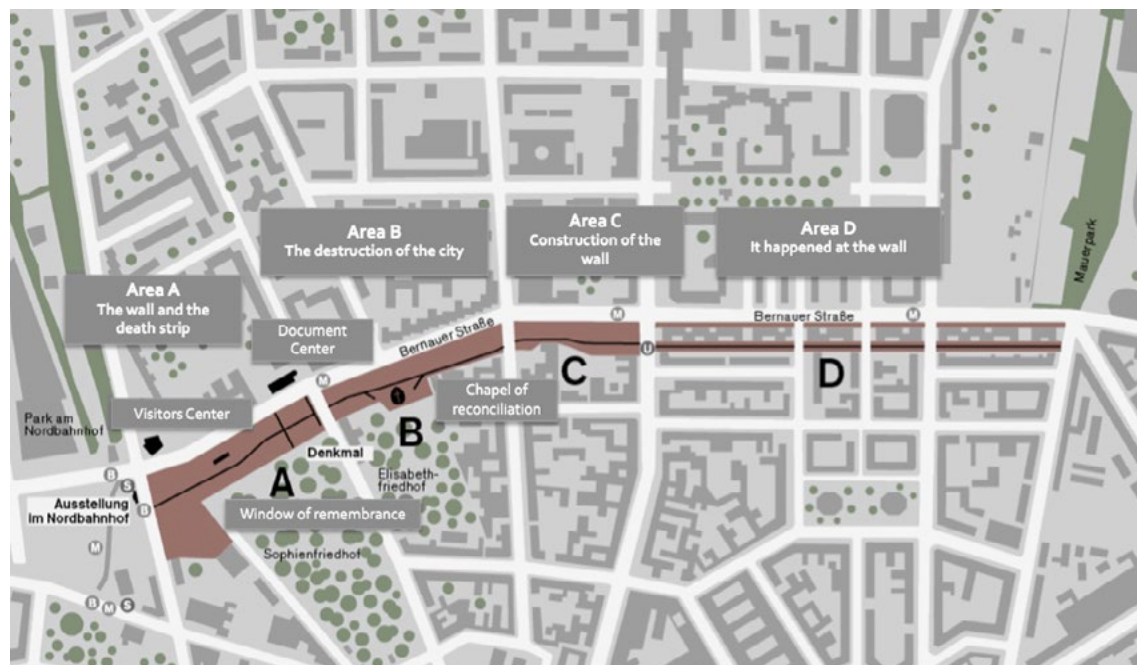
The tracing of the former path for the frontier posts, object-like info steles, in the pavement integrated info marks, the retracing of the wall with delicate steel poles and the facade of the visitor center – all these elements were fabricated out of the weather-resistant construction steel, whose surface keeps changing over the years. The visitor center gets a signal-like character and, like the info steles and the info marks on the ground, can be easily recognized as a recently added object.



Construction of the Wall

The last remaining part of the Berlin Wall in all its tiered structure located on the Memorial area gives visitors an impression of what the frontier installations looked like at the end of the eighties, with remnants and traces of the installations as well as the dramatic events that took place here to illustrate the history of the divided nation.

The Master plan



Window of Remembrance
the deaths at the Wall



Happened at the Wall

The Berlin Wall Memorial straddling Bernauer Straße is currently being extended, as is the outside exhibition on the frontier strip previously located in East Berlin, an exhibition illustrating the history of the division focussing on Bernauer Straße as an example.

The Memorial will include a monument to the remembrance of the divided city and the victims of communist dictatorship as well as the Window of Remembrance.



Construction of the Wall



Visitors Center

The new visitors' center as well as a documentation center with a look-out tower and an exhibition on the construction of the Wall in August 1961 is located on the opposite side of the road, in the western part of the city. the Chapel of Reconciliation is also located here.



Chapel of Reconciliation

Wall of Nicosia

1489

Cyprus became part of the Republic of Venice . Although the Venetian governors of the city emphasized the need for the city to be fortified, initially nothing was done to improve the fortifications.

1565

This changed following the Great Siege of Malta, when fears of Ottoman expansion increased and many Christian states in the Mediterranean began to strengthen their fortifications.

1567

The Venetians decided to fortify the city, and commissioned the Italian military to design the new fortifications.

The medieval fortifications, which engineers had deemed inadequate to defend the city, were demolished to make way for the new walls.

At the same time, the Pedieos River was diverted outside the city to protect the residents from flooding and to fill the moat encircling the new walls.

1570

The Fourth Ottoman–Venetian War broke out when the fortifications were still incomplete.

The city then experienced a steady decline. Although the Ottomans repaired the fortifications after the siege, by the early 17th century, they were “breached or decayed” and the city was practically defenceless.

1879-1900

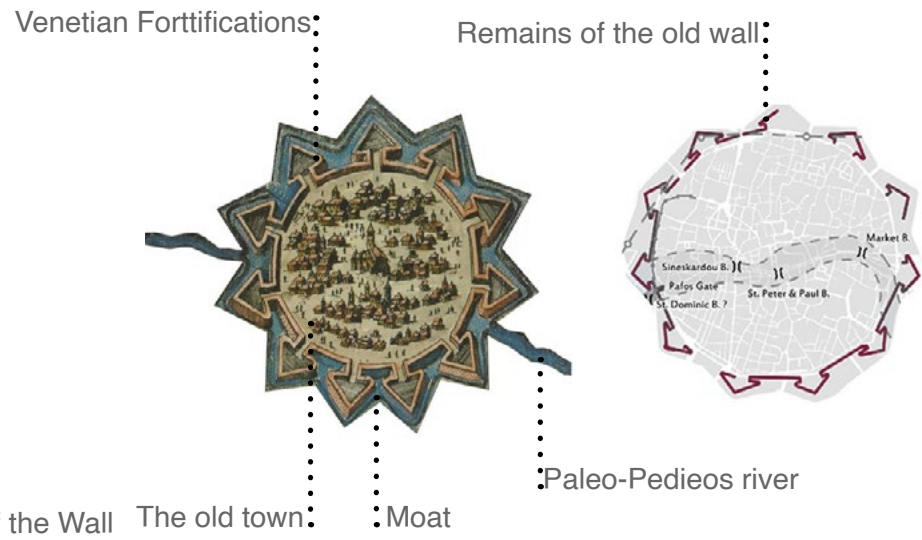
The city eventually began to experience a revival was still confined within the walls when the British occupied Cyprus. An opening was made near Paphos Gate to facilitate access to the surrounding area.

2020

Further openings were made within the walls which are still largely intact, major tourist attraction, and are among the best preserved Renaissance fortifications in the Eastern Mediterranean.

The Nicosia Wall, 1859





The structure of the Wall The old town: Moat

The Venetian Walls of Nicosia have a circular shape, with a circumference of c. 5 km which contain eleven pentagonal bastions with rounded orillons, eighty-metre wide protective moat similar to the bastions of Palmanova. The walls were built of mud brick, with only the lower part buttressed by stone. When the Ottomans occupied Nicosia, they repaired the walls and covered the upper part with stones. Its a series of defensive walls which surround Nicosia the capital city of Cyprus. The first city walls were built in the Middle Ages, but they were completely rebuilt in the mid-16th century by the Republic of Venice.



The Roman Aqueduct



The Famagusta Gate

Their design incorporates specific innovative techniques, marking the beginning of a renaissance era in fortification construction. These include the positioning of gates to the side of the adjoining bastions, so they could be more easily protected in times of siege, and leaving the upper half of the wall unlined with masonry, to increase its ability to absorb the impact from cannon shot. Today, the old moat around the walls has many different uses, including as sports fields, public gardens, an open-air sculpture exhibition, a car park. The walls surround the old part of Nicosia and is a hub of vibrant bars, restaurants and shops and is a great way to explore the walled capital by foot.



The Medieval Venetian Walls

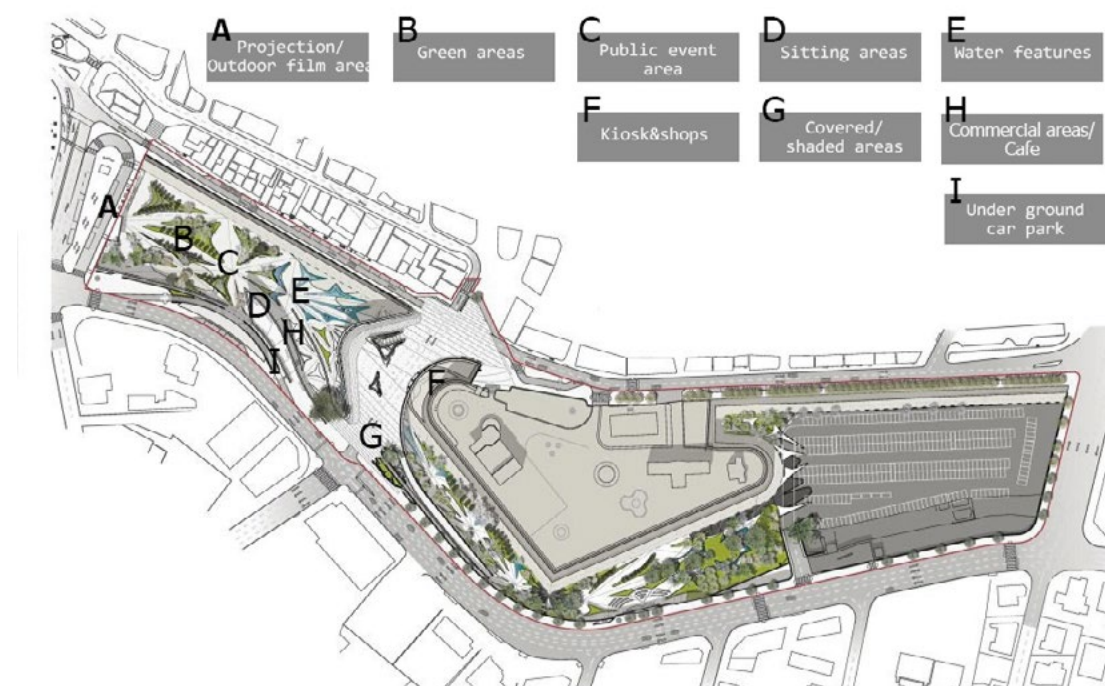
Eleftheria Square next to the wall by Zaha Hadid Architects, 2015

The Eleftheria Square is a cultural path that is trying to operative points whereby, fluidity and openness accessibility and interconnectedness inclusivity and variability to make the elements of this plays to tease out everything unique about it. The issue of division means the separation or an artificial between elements. Generally, this area is being neglected because it's a circulation of the dead.

The concept was engagement with this project how can use all these elements to really find the things that are unique as a kind of Cypriot culture but reinterpreted in a completely contemporary modern and forward-looking way.

So this project in many ways as a pilot project for a sequential transformation of each of the made segments represented by the bastion that open up to each of Cyprus' cities and by a kind of repetitive from one to the other and iteration and a gradual transformation.

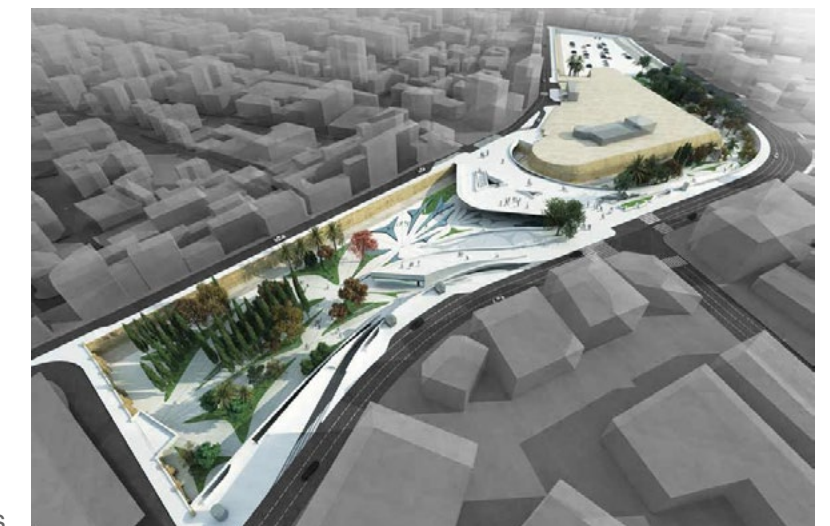
The Master plan



Providing a background all city activities

At night time the square bring light by a series of distributed LED lights.

About access between the bottom part of the park and the top part means that there is one interconnected continuous surface that makes movements upstairs and downstairs easy. by opening up the mode again and connecting one side to the other it gives the opportunity to have an area a lot rather larger area about 1500 sm.



Reunified neighborhoods



Porous beneath and open bridge



Continuous of landscape with the gradient

The question was how landscape can help the process of the project. so the answer was to create the pattern essentially that is a continuous variable and changing from one side to the other and this is perhaps one most interesting part of the site which is the final solution.

In other words, it starts with a gradient on the side, and then by the time they come to the other ends of this so it goes from a kind of black to white from a star shape to a vine leaf shape so the transition becomes so smooth.

The important parts are how to create this kind of coexistence between the ancient monument and contemporary architecture and how to bring them together and each one of these elements will treat its own right.

The continuity of the wall will be maintained and even further visible by the excavation of the openness which is a zero volume project.



The floating bridge



The meeting Points

Wall of Palma de Mallorca

100-465

After the conquest of Mallorca, the city was loosely incorporated into the province of Tarraconensis .the Romans founded two new cities: Palma on the south of the island, and Pollentia in the northeast – on the site of a Phoenician settlement. Whilst Pollentia acted as a port to Roman cities on the northwestern Mediterranean Sea, Palma was the port used for destinations in Africa.

900-1230

The island of Mallorca went through a period of relative peace for some 300 years, , the city was under Islamic control. It remained the capital of the island and it was known as Medina Mayurqa, which in Arabic means “City of Majorca”.

The Master plan
1562

With advanced weaponry of arms and in particular cannons, some mighty cities were taken by enemies, such as Constantinople in 1453, or Rhodes in 1522. These two defeats, amongst others, got the city’s elders thinking about a defensive city wall that could withstand cannon fire from an attacking enemy.

1606

The Renaissance wall, built on the Arab one when the Mediterranean was threatened by Turkish power after the fall of Constantinople (the works were promoted .

1873-1901

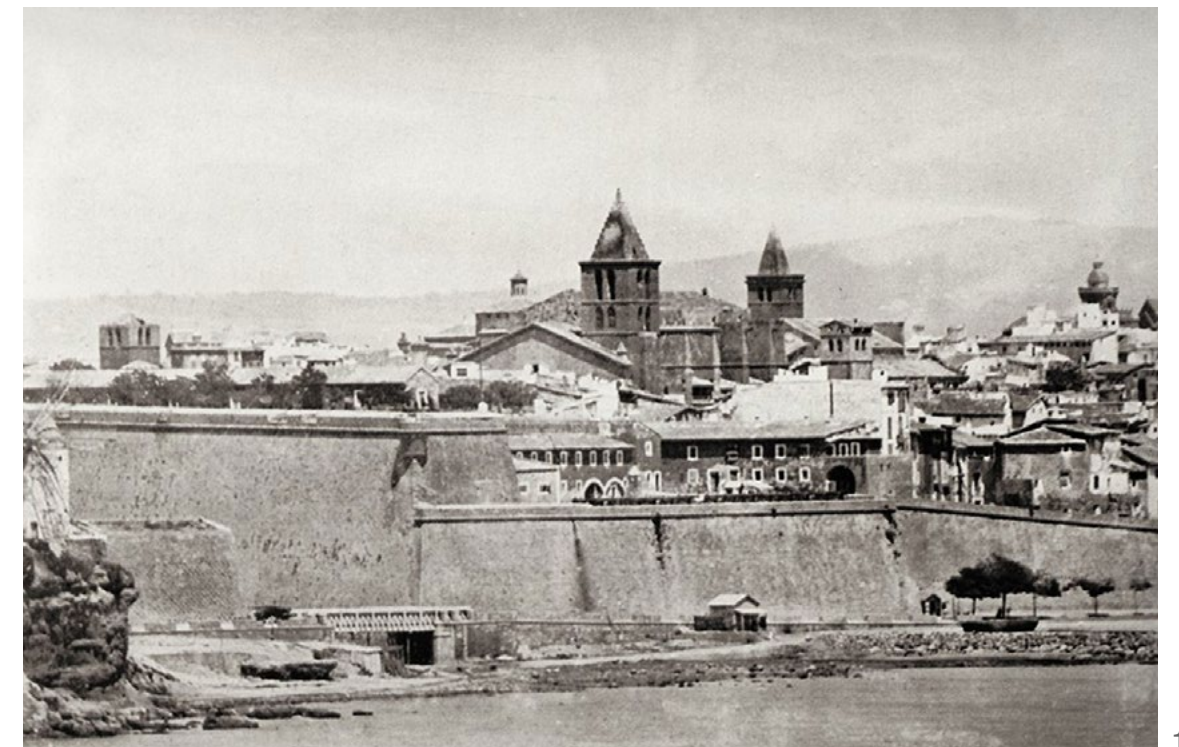
The government of the first Republic authorized the City to demolish part of the maritime wall between Calle de la Marina and Plaza de

Atarazanas. In a short time the demolition was completed, leaving a wide esplanade there, thus improving the entrance to Palma.

1902-2020

During the early years of the 19th century, a strong fortification was no longer deemed necessary. Most parts of the great wall of Palma were demolished, making room for what we now know as the Avenidas and now it is the one destination for tourist attraction.

The wall of Palma ,1860





The structure of the Wall

Palma, is the capital and largest city of the autonomous community of the Balearic Islands in Spain. It is situated on the south coast of Mallorca on the Bay of Palma.

The Cathedral of Santa Maria of Palma, is a Gothic Roman Catholic cathedral located in Palma, Mallorca, Spain. Designed in the Catalan Gothic style but with Northern European influences, it was begun in 1229 but only finished in 1601. It sits within the old city of Palma atop the former citadel of the Roman city, between the Royal Palace of La Almudaina and the episcopal palace.



Basilica de Santa María de Mallorca



The first circle castle in Europe

Bellver Castle is a Gothic-style castle on a hill 3 km to the west of the center of Palma on the Island of Majorca, Balearic Islands, Spain. It was built in the 14th century for King James II of Majorca, and is one of the few circular castles in Europe.

First serving as the residence of the Kings of Majorca, and afterward long used as a military prison throughout the 18th to mid-20th century, it is now under civilian control, being one of the main tourist attractions of the island, as well as the seat for the city's History Museum.



Royal Palace of La Almudaina, built in 1309 over an earlier castle

Baluart del Príncipe

Martínez Lapeña & Elías Torres Architects, 2014

The original sea wall is now inland but has been beautifully integrated into the urban landscape. At the South West of Palma The Es Baluard complex is a fusion of modern design of the Museum and Restaurant with the original fortifications. It has a panoramic view of the Royal Club Nautico Marina and corniche road going west. The architecture of the old and new with sculptures and courts have been skilfully assembled to make an artful composition.

Torn down since the end of the 19th century in order to let the city grow, the walls surrounding Palma de Mallorca have preserved to this day a few stretches – those located closer to the sea, towards which the city could not extend further.

The fifth phase of a project which began in 1983 and that has developed over the course of three decades, the refurbishment and remodelation of the Baluarte del Príncipe wraps up an extensive urban intervention on the wall and its adjacent spaces, which begins with the stretch between Antoni Maura street and Baluarte de Ses Voltes, and goes on with the subsequent stretch of Portella, the Baluarte de Berard and the redevelopment of Llorenç Villalonga square.



Night life of the project

With the fifth phase of an extensive scheme for the city wall of Palma and its adjacent spaces, the project recovers the original section of the Renaissance wall built on the Arab one, also included the demolition of several military premises, a former military site and transforms it into a public balcony with views of the bay and the sea including apartment blocks of seven and eight stories, which went up by the Baluarte.

The Master plan



Reunified neighborhoods



Connecting the different levels

The elevated area that remains from the Baluarte is recovered as a public promenade via new accesses with ramps and stairs. The slopes are clad with sandstone blocks and Santanyí stone along the edges.

All the levels are landscaped and connected, and also with the old moat that is linked with the Parc del Mar promenade. Ramps, stairs and retaining walls connect the different levels and link up with the other project areas that have already been completed: urban furnishings, landscaped areas.



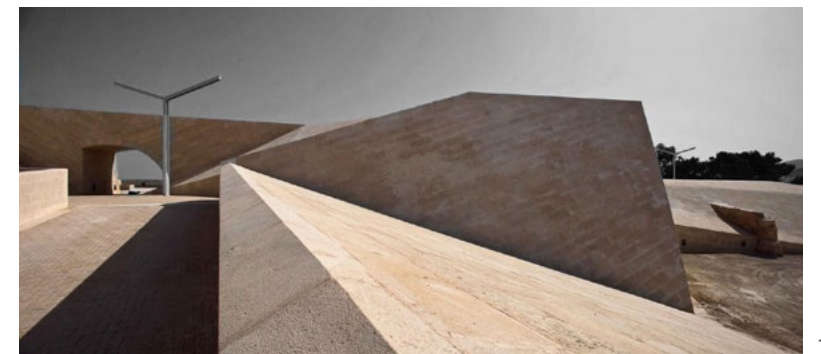
Balcony with views of the bay and the sea



Continuous of landscape with the pavement

The project also includes the restoration of the outer facade of the wall surfaces onto Gabriel Roca avenue. In the future, a new tree-lined square and a visitors' center for Palma's historic quarter will take up the void left by the apartment blocks.

The whole intervention achieves a uniform image thanks to the use of the same materials sandstone and the use of one single type of pavement, built with Palma-type pavers in a sandstone hue. The shape of these pavers, designed by the architects themselves, draws inspiration from the forms of the city wall.



Use of sandstone

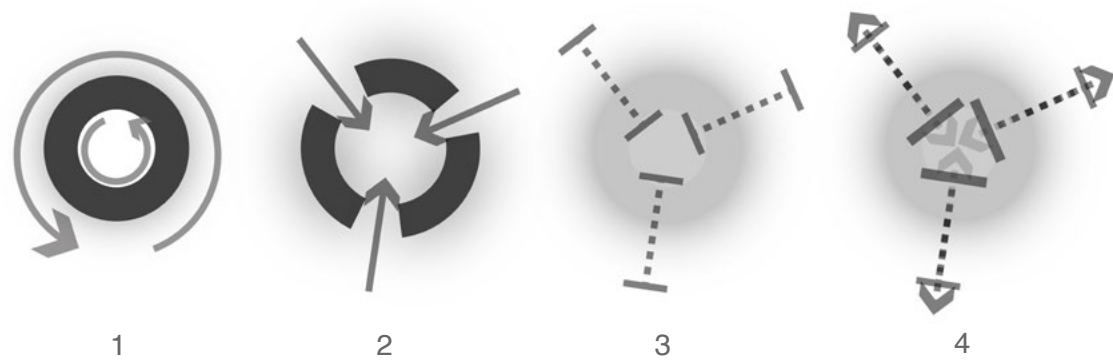


Chapter 7

Strategy

According to our studies, the city has two essential heritages, first, the wall as a barrier “negative point” and second the lost greenery which could be the positive point of the proposal, By integrating these two we would use the existing tools to balance the city, to reduce the impact of negativity and fill the gap by greenery and then to reinforce the empowerment with the help of further supplements which is formed on the axis of the old wall.

In the following, we will show that the formed strategy includes sublayers that are based on the existing activities and their kind of placement next to each other, also the condition of the wall in relation to each zone in which it is located .at the end all these spots forme the five hubs.



1-Spinning Inside/Outside Barrier

2-Cutting Out the Barrier to The Outsiders

3-Creating a More Equal Dense Area

4-Filling the Gaps by Attractive Function to Take Insiders to Outside

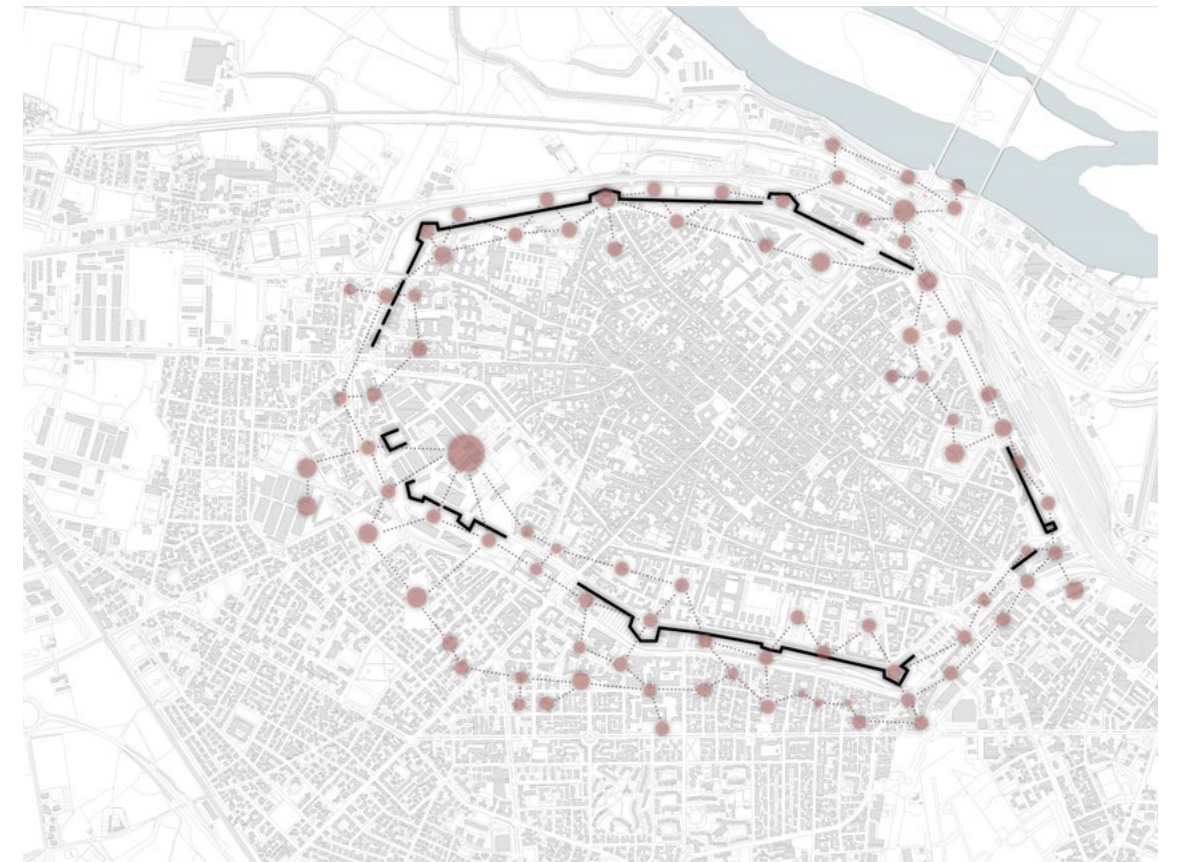
Diagram of the General Concept

1-Although the old wall is a heritage from roman time in Piacenza, now it has caused the city's inner and outer core to be separated, which has led to a new definition of the "old city" and the "new city". so there is no interaction in two sides and now it acts as a barrier.

2-The idea, interactively, is with the use of a series of existing spaces such as vacant lands or abandoned buildings, fertile lands, greenery or proposed programs create more interaction on both sides of the wall, turning this barrier into a liquid bed and allows to melt.

3-As a result, the wall, which was an old member of the city and was known as a barrier, is now introduced as a point to melt and acts as a bridge to create an interaction between inside and outside.

4- Eventually, this urban interaction is created and melted so the city becomes a unify and is no longer fragmented and fragile.

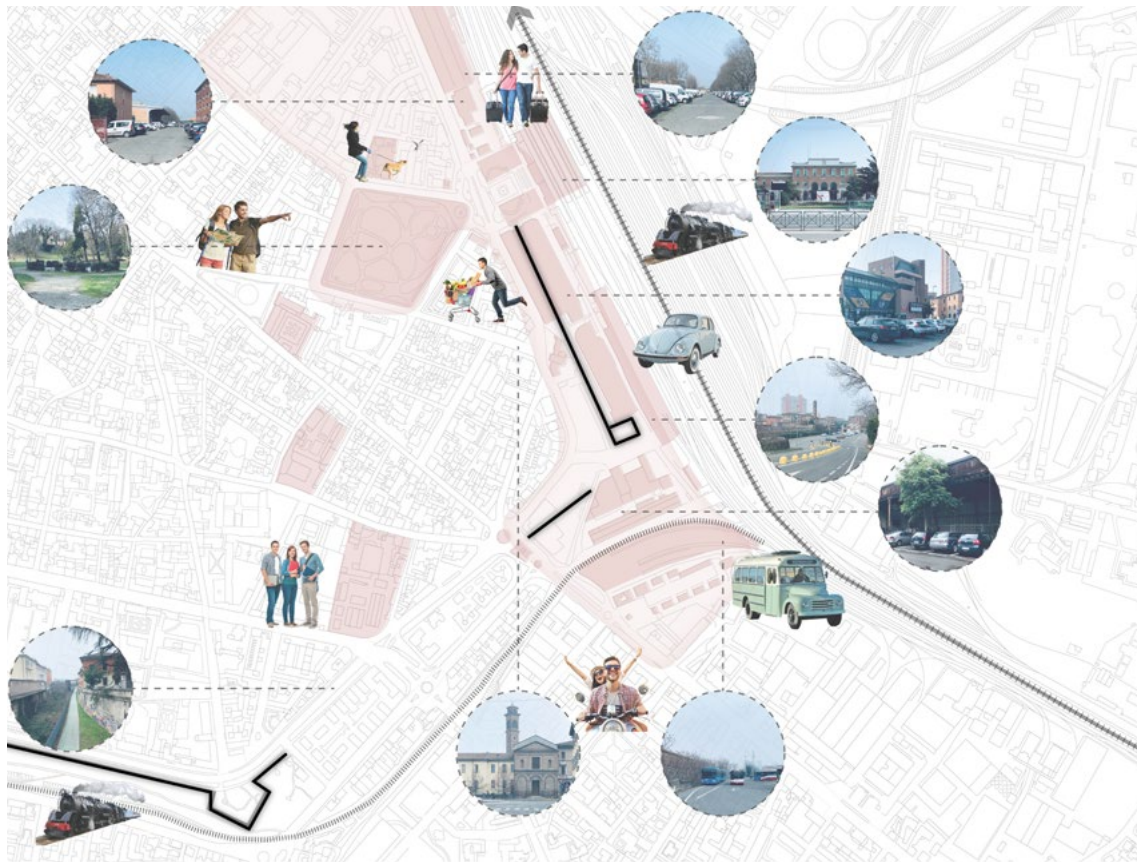


Stitching Spots

We identified the sensitive points around the circuit, as discussed in the Analysis and issues, which allow us to melt the wall by using these opportunities. Due to their characters, they are used as a tool to implement the main program of the project, which is to stitch the two sides of the old wall to liquefy the old and new urban fabric of the Piacenza to have a unified one.

Finally, by connecting to each other, they destroy the border and form an integrated space.

These sensitive points are include vacant lands, green lands, agricultural fields, programs that are active or inactive, abandoned buildings, and proposed programs.

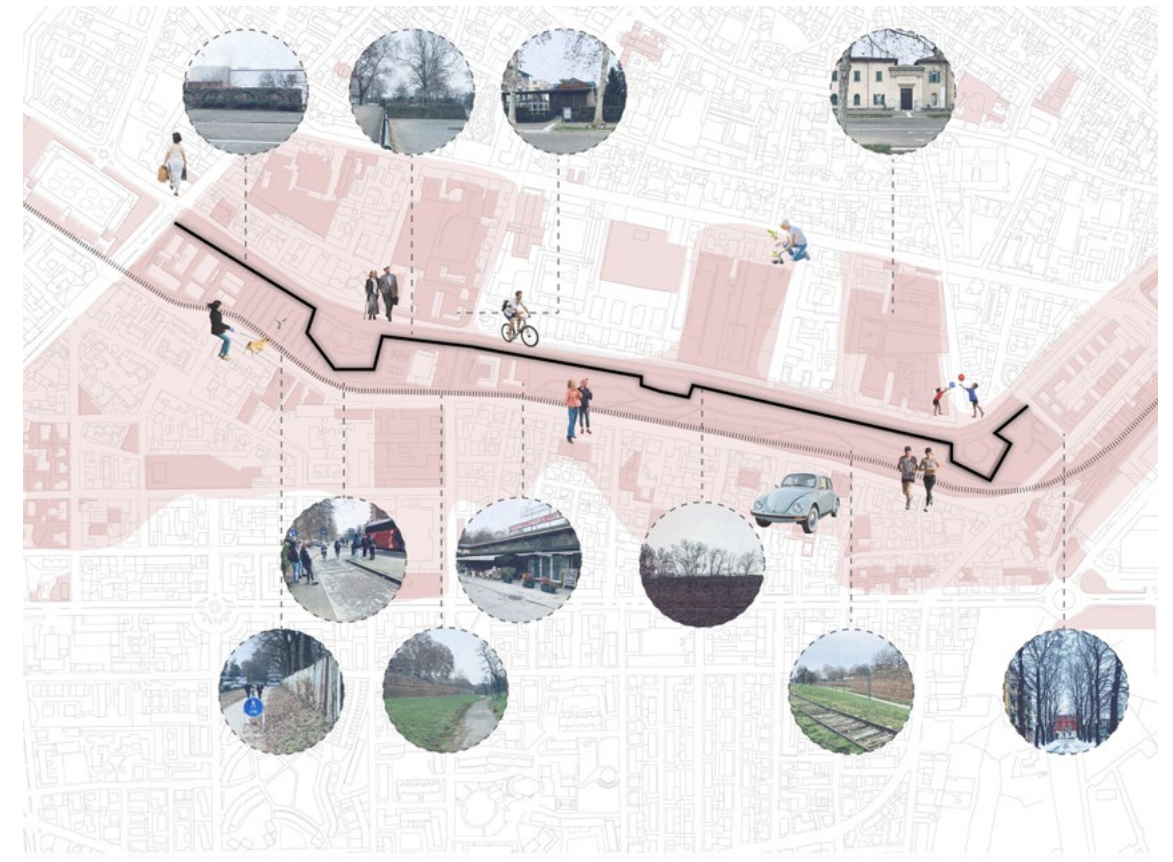


Visitor Hub

Thinking about existing infrastructure in these areas we are mainly having the transportations starting points; the arrival of the visitors happens here, either by car, train or bus; we are having also numerous parking spaces for the arrivals so that it could work as a starting point to visit the city since the old abandoned railway starts to appear around here.

Furthermore, the area is more or less rich in terms of food distribution, having a welcoming park is also an advantage. Shifting to the requirements we are seeing Politecnico near to the area while lacking proper temporary accommodation for the freshmen is felt.

This zone is an entrance point to Piacenza and is a starting point for following the old wall.



Community Hub

The area can be marked as the most critical connection between the old and the new town facing the Farnese wall all along which gives it extra importance.

A great gathering spot, elderly houses, green areas, urban agriculture lands, kindergarten, educational institutes, and a few local markets are the quality areas off this spot, The sense that the area gives is a place to meet, to gather, to share information and to learn something from each other. where the insiders should learn from outsiders and vice versa, it is where everything would melt into the other though the area is still missing the proper design both for the people to experience some quality time and for the wall to be presented the way it deserves.

This zone is a strategic point as acts like an interface between two important neighborhoods.



Agri-science Hub

It's where the military of Piacenza used to be settled. The strategic point of the city, where the city was protected from, but now it converted to a fruitless land in which nothing productive is happening, the demolished bullet factory, with the sad story behind it, the old military hospital is all the memories of harsh days that the city has experienced.

Luckily the area consists of three big green spots. Comprising of two abandoned ones and active urban agriculture which would help the equity of the area though they do not have the appropriate power to thoroughly change the sense of the area.

This zone is off-limits of a Piacenza that is completely dead and made a huge hole among the urban fabric.

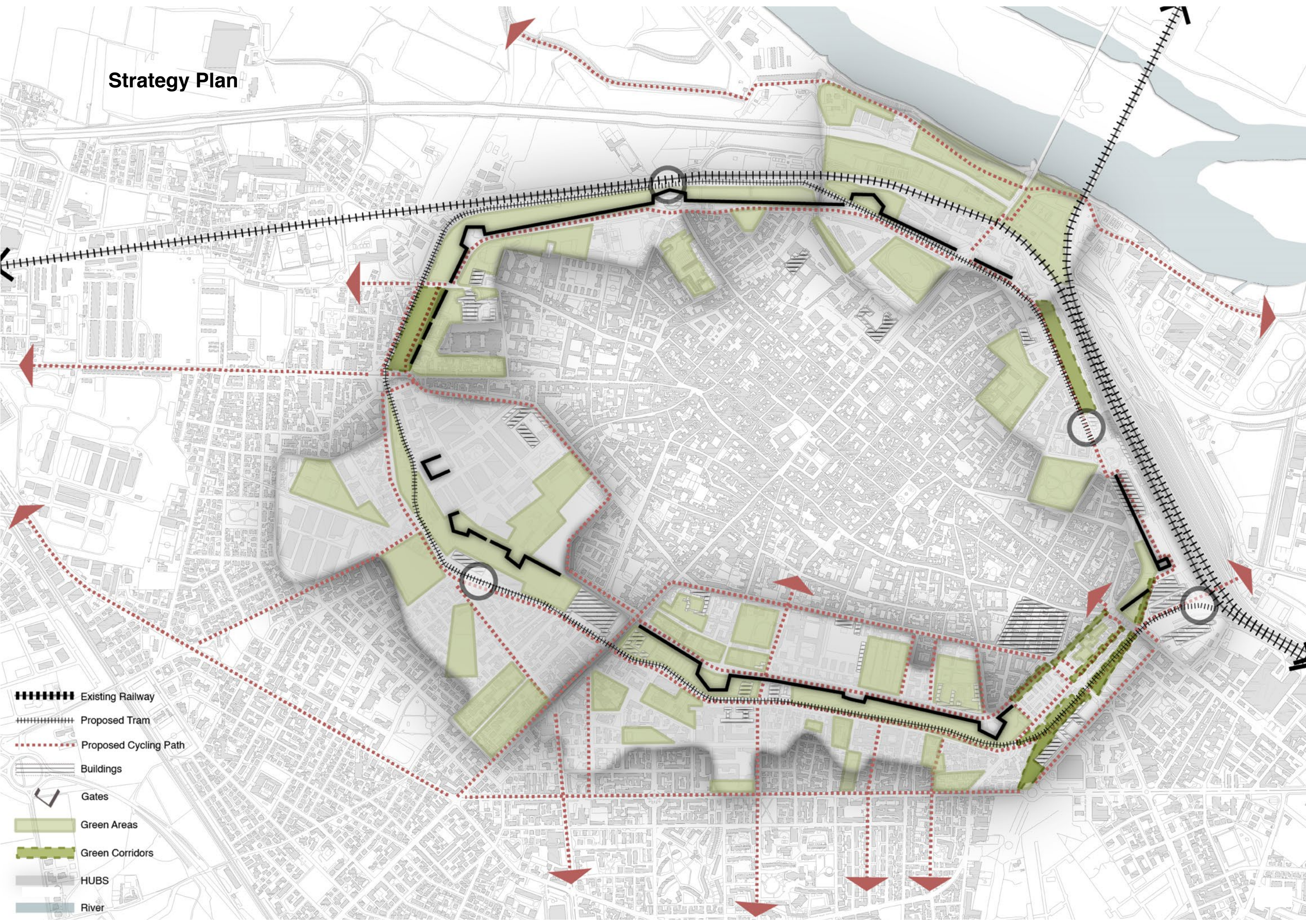


Agri-tourism Hub

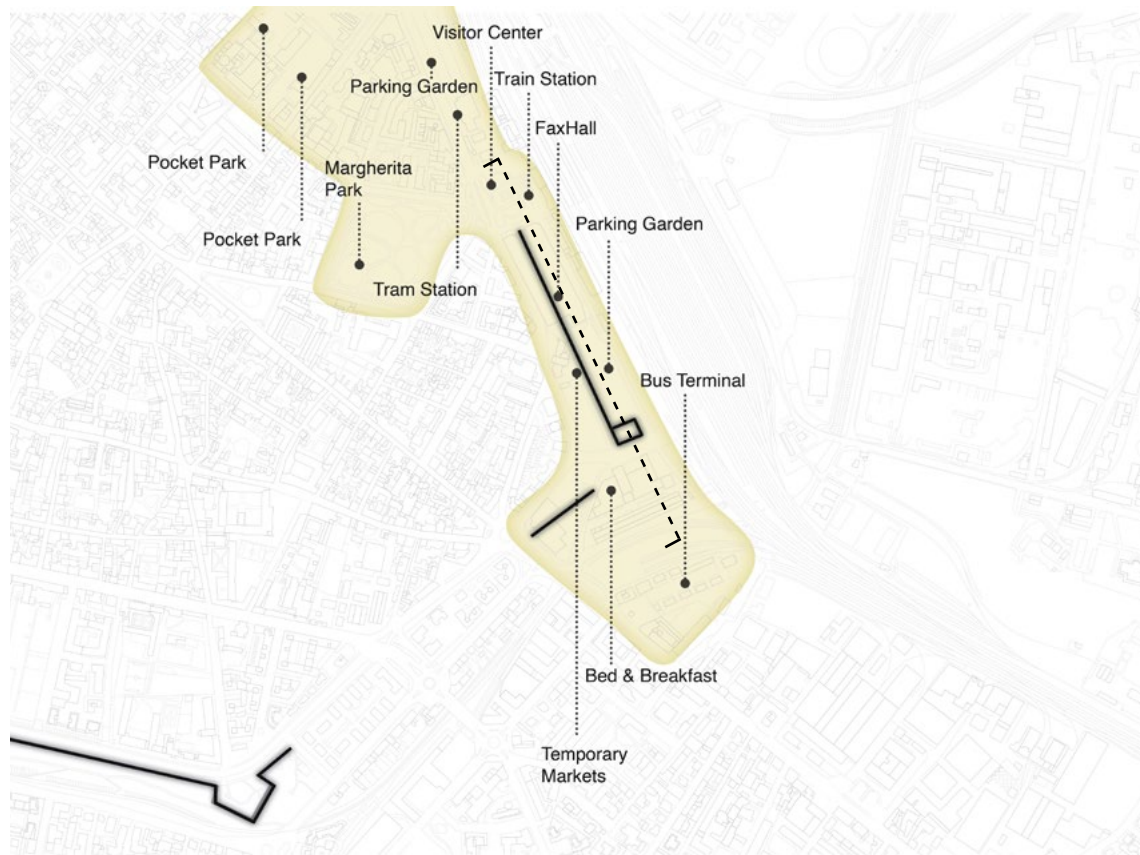
The first image which can be perceived by looking at this area is the stretched neglected greenery, the well-preserved part of the "Farnese wall", "Basilica di Santa Maria di Campagna", "Porta Borghetto" one of the main old ports, and a number of urban agriculture fields, In the other hand, by the other side of the road, big areas of agricultural lands can be observed which are the leftovers of the agricultural culture of the city. All in all the greenery of the area is detected as the main cue.

This zone is quiet and peaceful which plays a vital role in the lungs of Piacenza, still preserves the agriculture of this city, and has a great potential in restoring the identity of agriculture and greenery of Piacenza.

Strategy Plan



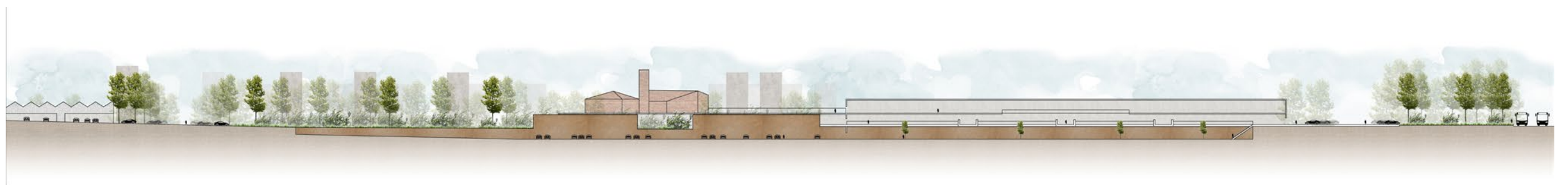
- Existing Railway
- Proposed Tram
- Proposed Cycling Path
- Buildings
- Gates
- Green Areas
- Green Corridors
- HUBS
- River

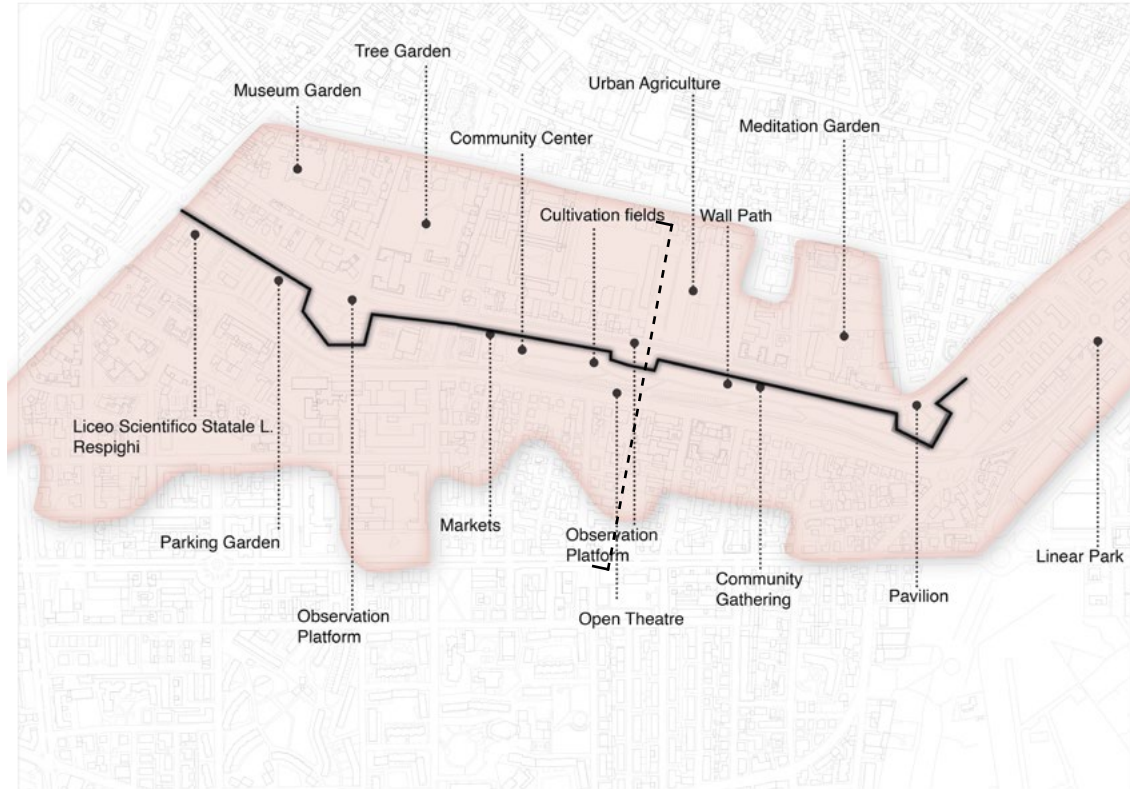


Visitor Hub

Having in mind the area is where arrivals would enter first, It is crucial to provide all the necessary facilities, though we are having most of them, the lack of visitor center for the new arrivals entering the city from the train station as the most popular transportation method, some welcoming public area, and guideline defined from the bus terminal and also train station to start the journey, and temporary accommodation to serve the middle class specially the students arriving in Piacenza and hotel for tourists can be felt.

In addition to that, the area is full of grey infrastructure and the need to reduce the impact of cars is an essential requirement which is tried to be achieved by the use of parking gardens and also some slow down pavement by the station and piazzas.

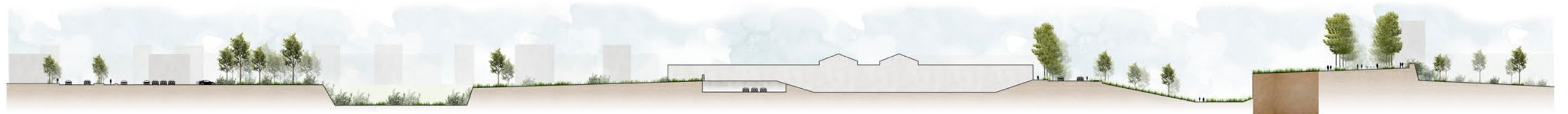


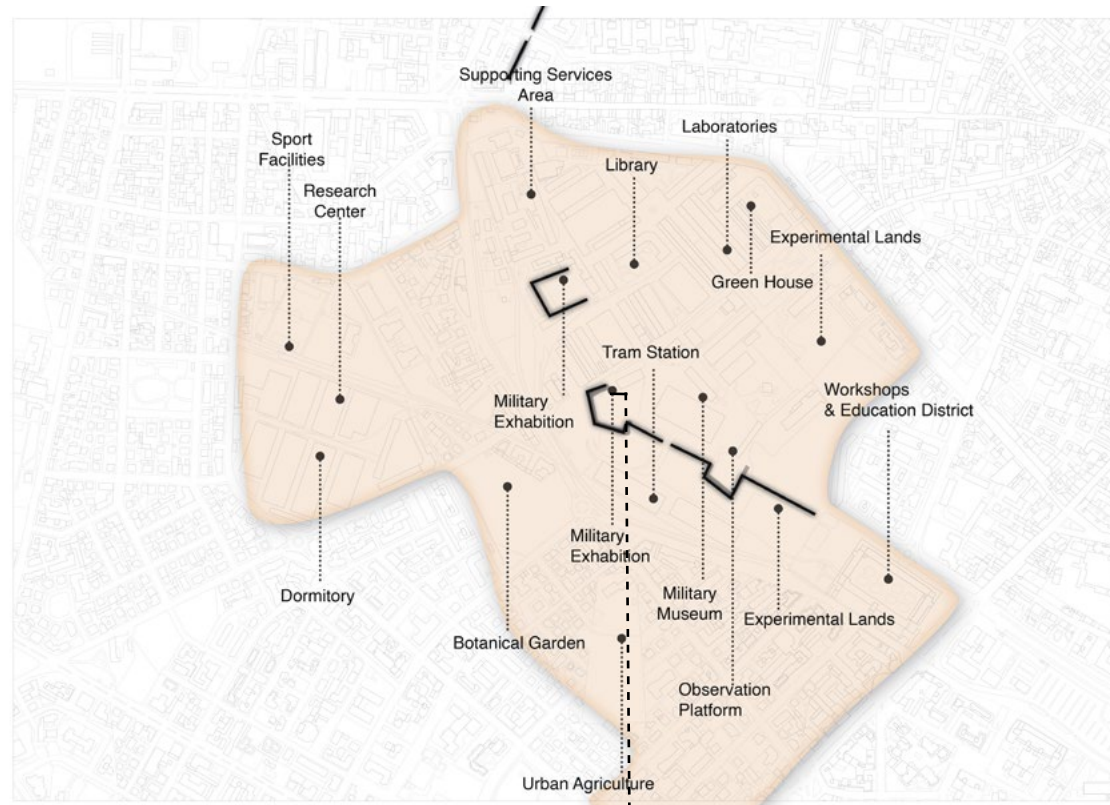


Community Hub

The area has a great potential to be where people gather and spend time together, although we are having the existence of Pubbico Passeggio and Giardina Della Mura Farnesiane, the absence of some important recreational areas can be observed; using the existing infrastructure which is mainly green, activities like meditation garden to serve the elderlies and also the public, urban agriculture, tree garden, museum garden, and cultivation fields and community center for the community have been provided.

The platforms have been converted to observation platforms to enjoy the panorama and a viewing pavilion to introduce the Farnese wall and parking gardens have been provided to reuse the impact of gray infrastructure. Also, installing a new bridge to connect more the neighborhoods in this hub physically or visually.



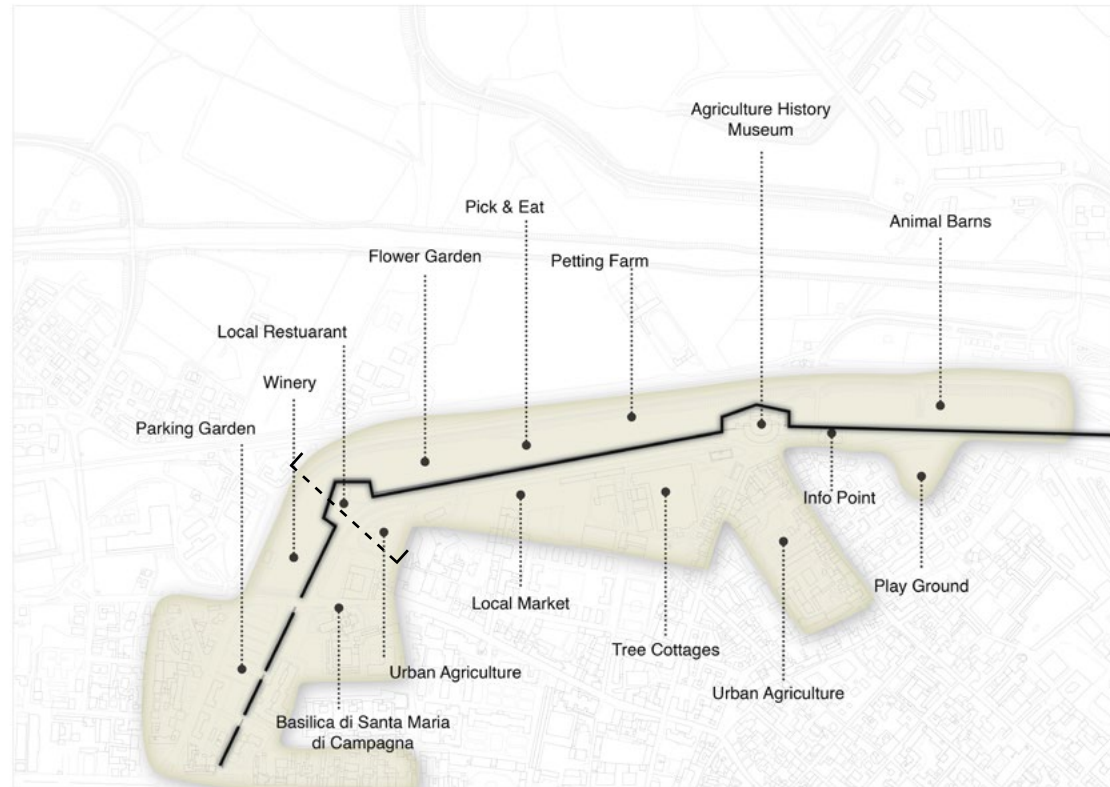


Agri-science Hub

The area was filled with military campuses which is of course a part of the history of the city which is not nor useful nor enjoyable. The replacement of the area to an area which provides studies about agriculture which is a rich part of the history of the city has been forecasted.

To serve this desire some laboratories, experimental lands, greenhouses, urban agriculture, and botanical garden are built in the Arsenale, and a research center and dormitory for the researchers has been projected instead of the bullet factory, also redefining the abandoned hospital as a place for training to students like workshops and classes, last but not least, the memory of the military area will be conserved by converting the platform and its' underlying building to the military museum. All in all the hub would serve as the supporting hub for all the other hubs.



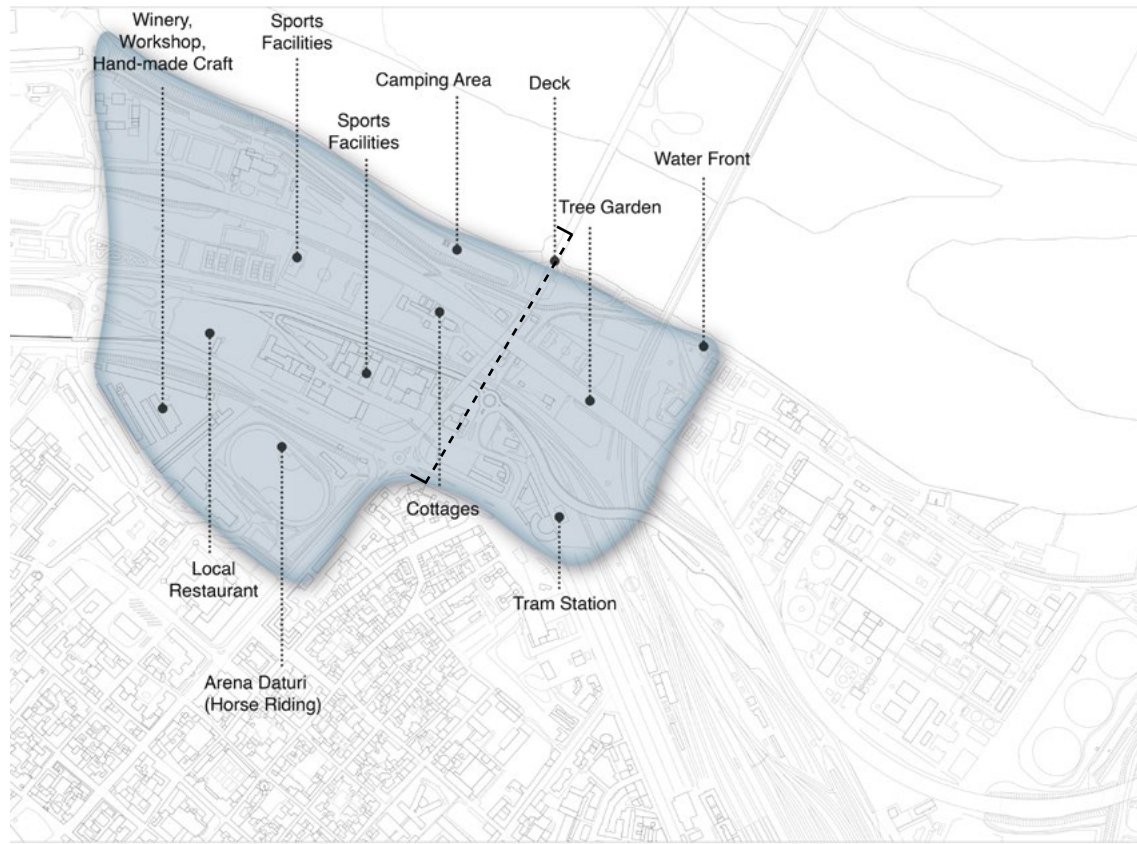


Agri-tourism Hub

The hub is facing a lot of private agriculture fields so the idea of a public area which people can experience agriculture in all its means can be felt, in order to fill the gap a bit of every possible activity in the field of agriculture and animal husbandry are provided such as flower gardens, pick and eat, petting farm, animal barn, and urban agriculture; also as supporting facilities, a local market, cottages and a local restaurant, information point and agriculture history museum “ex-porta borghetto” have been provided.

This hub also contains a famous church “ Basilica di Campagna” and connects us to the other urban agriculture in this neigh boyhood.





Leisure Hub

The area is already used for recreational activities, but unfortunately, there is no proper design for users, the aim is to make the area a world-class diversion atmosphere by increasing the number of facilities in the field of sports and leisure activities such as horse-riding arena, football and basketball fields, deck, camping area and cottages, winery workshop which works as a connection between the leisure hub and agri-tourism hub.

The tree garden and the waterfront are functioning as attractions.



Chapter 8

Master Plan

In this chapter, we can see that the Old wall is seen as an urban icon and has been able to allow us to organize the defined spaces, the ones that were flawed and improved, the ones that were needed and presented. Now not only the old wall is a heritage, but we have added value to it to cover the issues we mentioned in the chapter of analysis. Now we have a new thickness in which there is no longer a concept called “border” or “boundary” for the wall in a defensive role, but this new thickness is the connection and interaction between the old town and the new town and is actually the entanglement of these two areas around the circuit which is resulting in an integrated thickness.

The newly defined thickness reacts based on each point and gives us its own feedback.

Our tools to achieve this goal are a supportive green network, fluidized walkability and reorganizing traffic lines, activating potential points and improving the disadvantages, and most importantly the old wall, which from its negative position becomes an opportunity and added value as the main key.

The design would act as an attentive tool to connect the city through the wall and convert it to a liquifying area instead of a separating obstacle. Using the antique agriculture culture of the city as a tool, a green belt around the circuit of the city is made to both revive the area and make a euphoric area for the citizens and tourists and present the old Farnesian wall in a proper way and also to control the car accessibility to the city center.

Master Plan

Visitor Hub

- 1_Train Station
- 2_Visitor Center
- 3_Terminal
- 4_Parking Garden
- 5_Hotel Complex
- 6_Faxhall
- 7_Margherita Park
- 8_Church
- 9_Temporary Markets
- 10_Bed & Breakfast
- 11_Bus Terminal

Community Hub

- 12_Linear Park
- 13_Pavilion
- 14_Meditation Garden
- 15_Wall Path
- 16_Urban Agriculture
- 17_Observation Platform
- 18_Community Gathering
- 19_Open Theater
- 20_Community Center
- 21_Markets
- 22_Tree Garden
- 23_Sport Facilities
- 24_Museum Garden
- 25_Parking Garden

Agri-Tourism Hub

- 41_Parking Garden
- 42_Church
- 43_Urban Agriculture
- 44_Winery
- 45_Local Restaurant
- 46_Petting Farm
- 47_Tree Cottages
- 48_Pick & Eat
- 49_Local Markets
- 50_Flower Garden
- 51_Agri-History Museum
- 52_Info Point
- 53_Play Ground
- 54_Animal Bams

Agri-Science Hub

- 26_Workshop & Education District
- 27_Experimental Lands
- 28_Urban Agriculture
- 29_Observation Platform
- 30_Military Museum
- 31_Train Station
- 32_Military Exhibition
- 33_Botanical Garden
- 34_Dormitory
- 35_Research Center
- 36_Sport Facilities

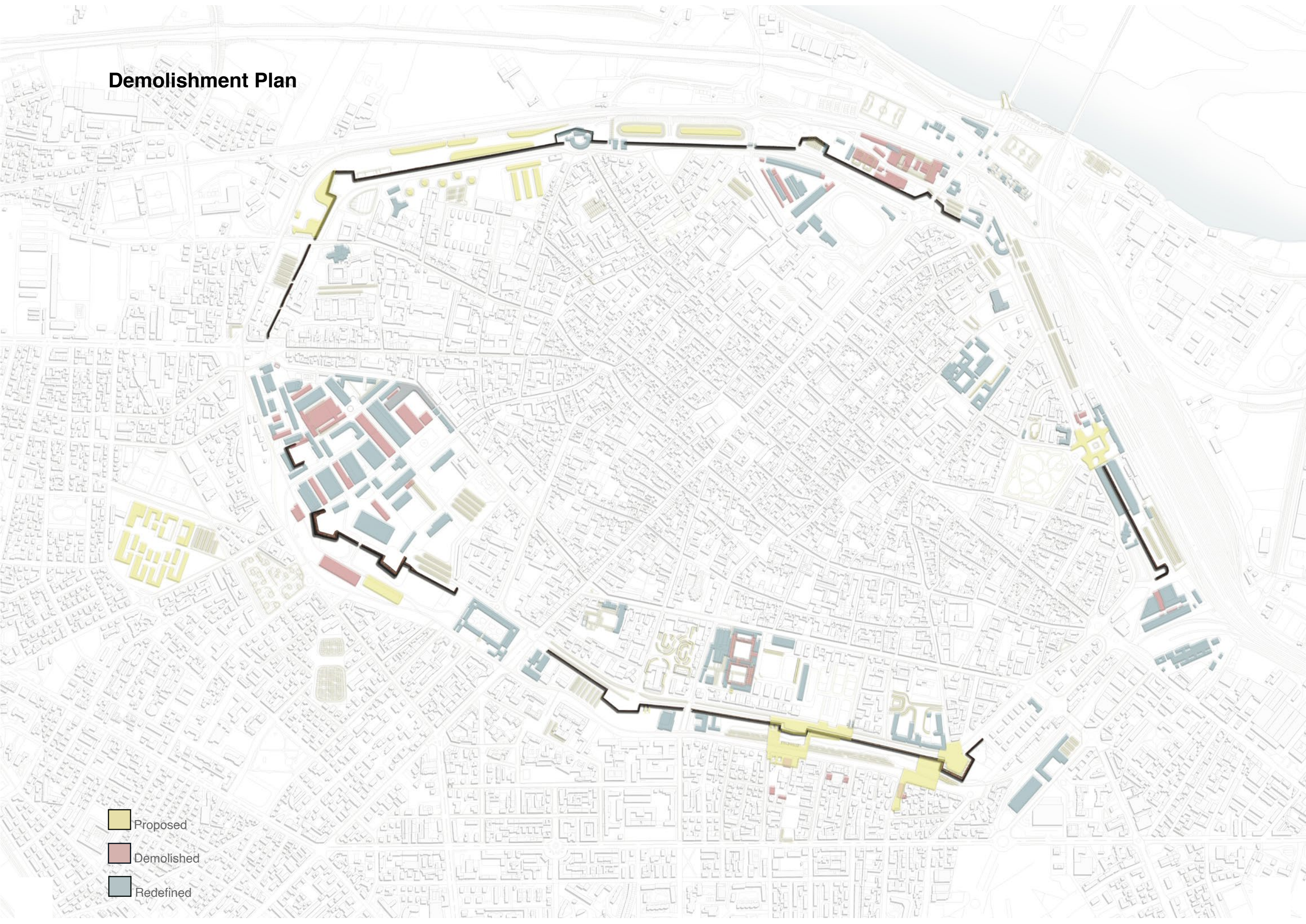
Leisure Hub




- 55_Winery & Workshop
- 56_Local Restaurant
- 57_Sport Facilities
- 58_Arena Daturi
- 59_Cottages
- 60_Camping Area
- 61_Deck
- 62_Water Front
- 63_Tree Garden
- 64_Parking Garden
- 65_Train Station

- 3 use
- 3 rea
- 4 rea



Demolishment Plan



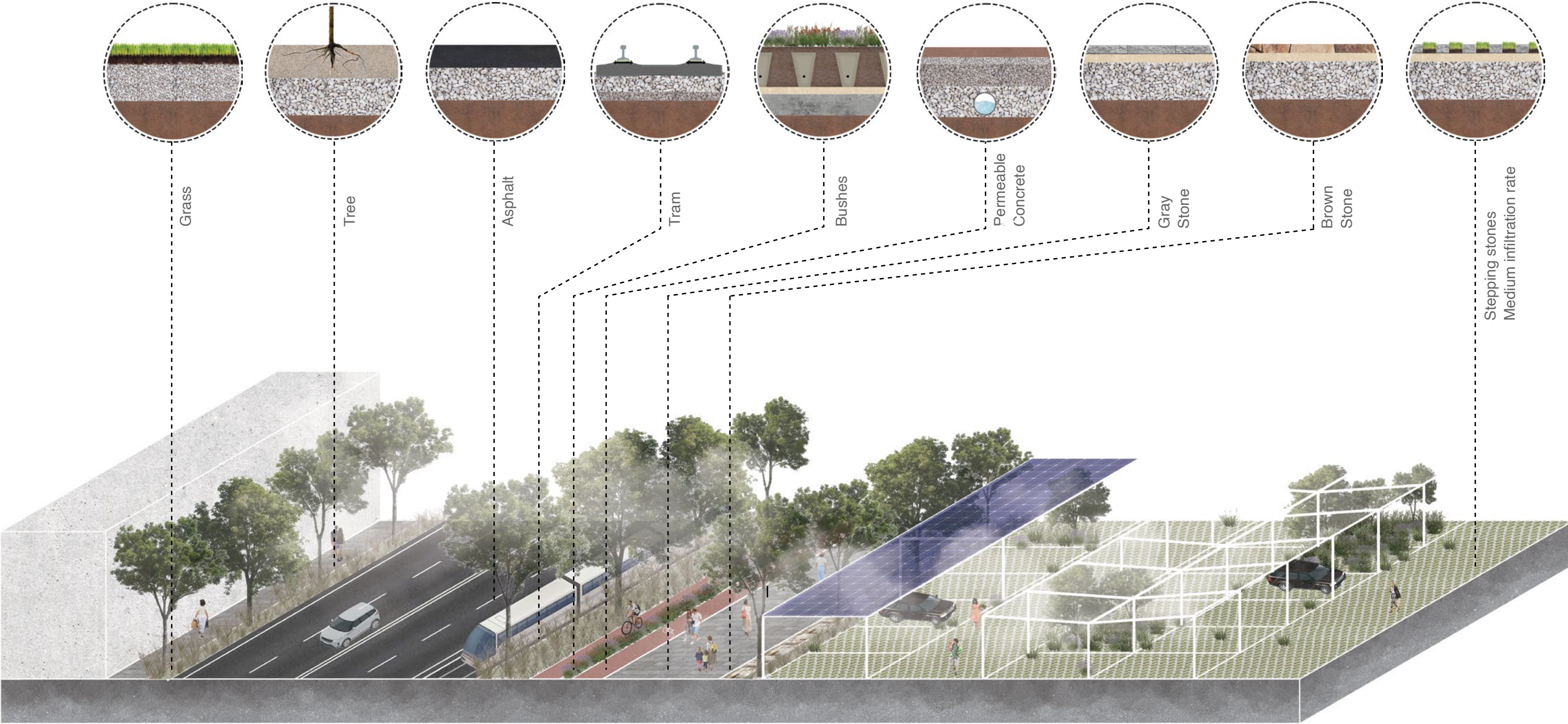
-  Proposed
-  Demolished
-  Redefined

Mobility Plan



- Cycling Paths
- Slow Downs
- Tram Line

Visitor Hub



Grass

Tree

Asphalt

Tram

Bushes

Permeable
Concrete

Gray
Stone

Brown
Stone

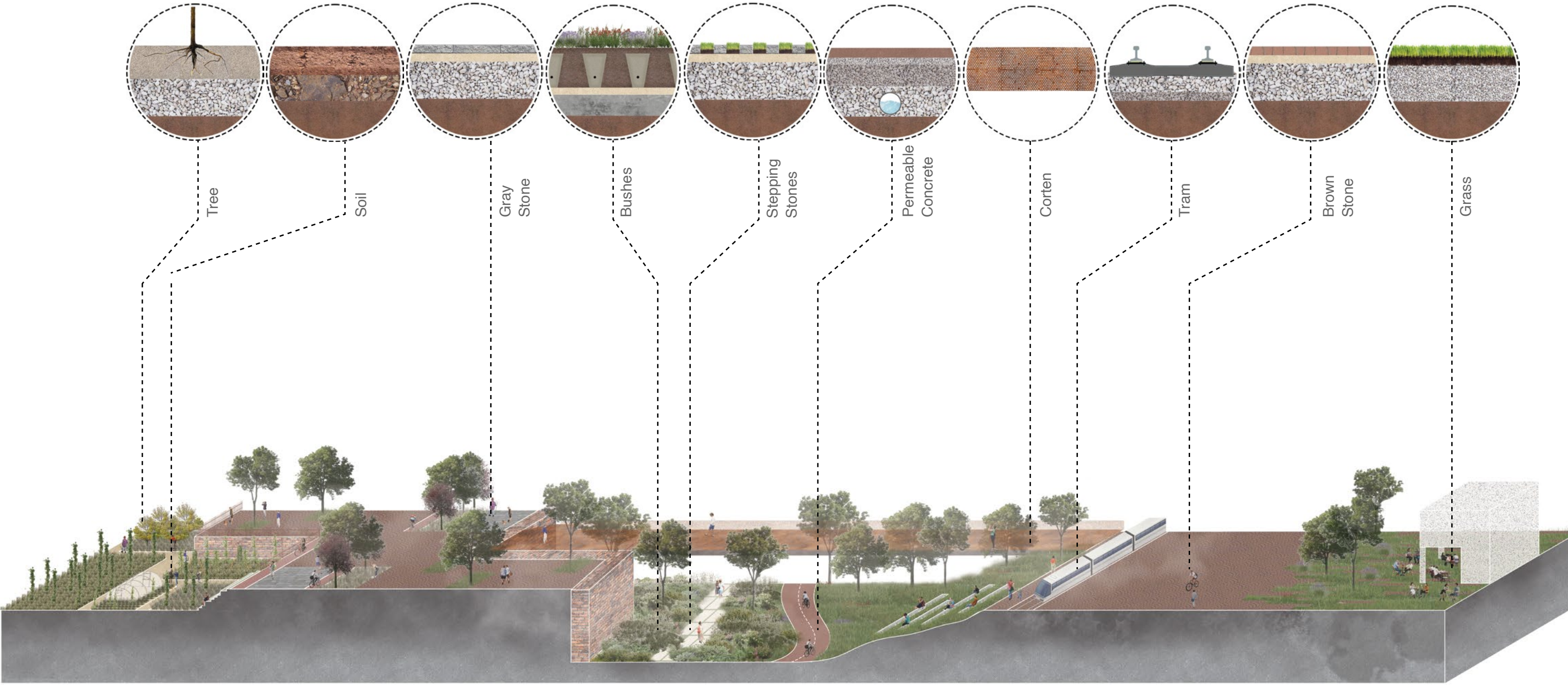
Stepping stones
Medium infiltration rate

Wall Memorial

Parking Garden



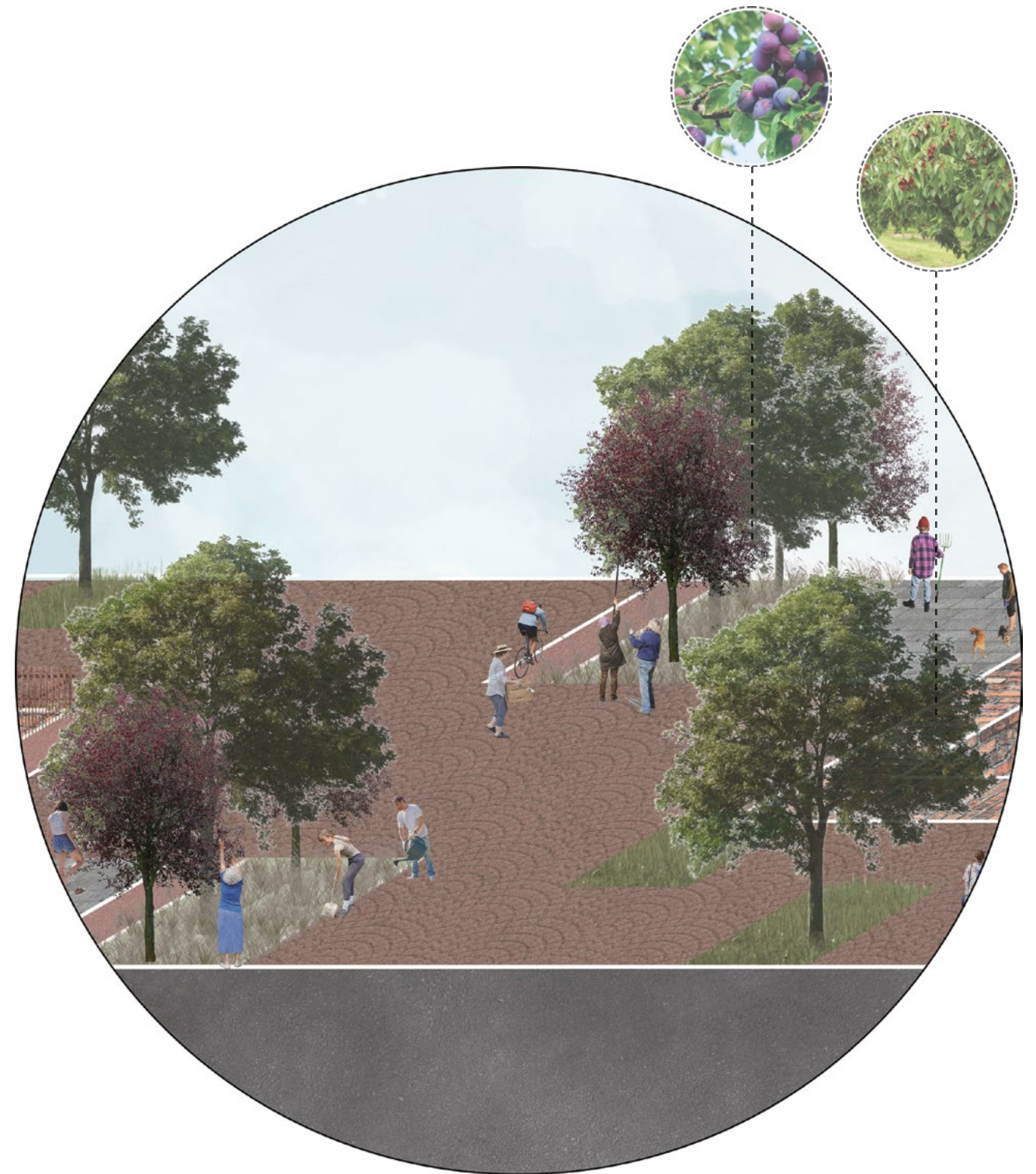
Community Hub



Urban Agriculture Fields | Observation Platforms | Cultivations Fields | Wall Path | Platforms | Caffe and Restaurant



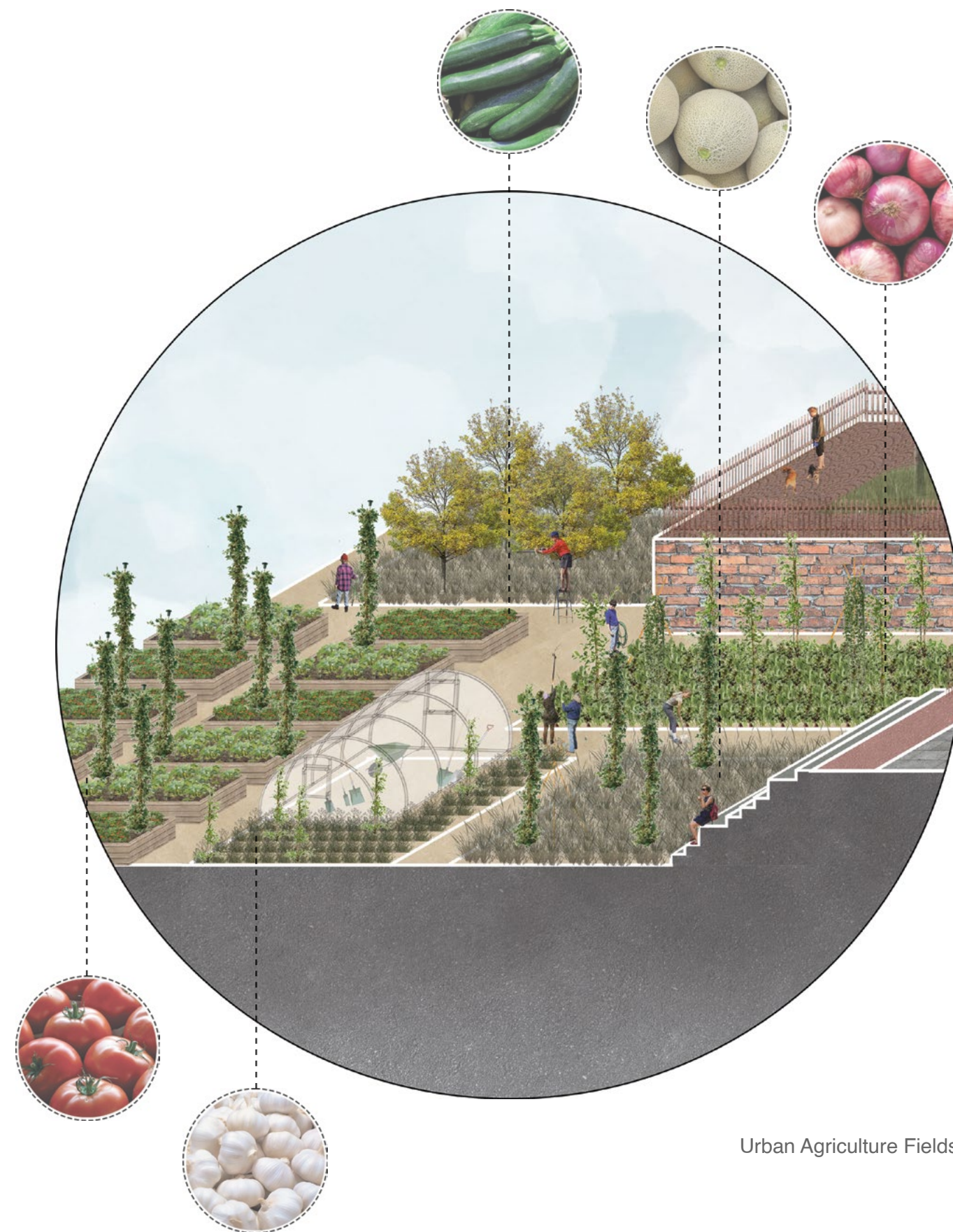
Wall Bridge



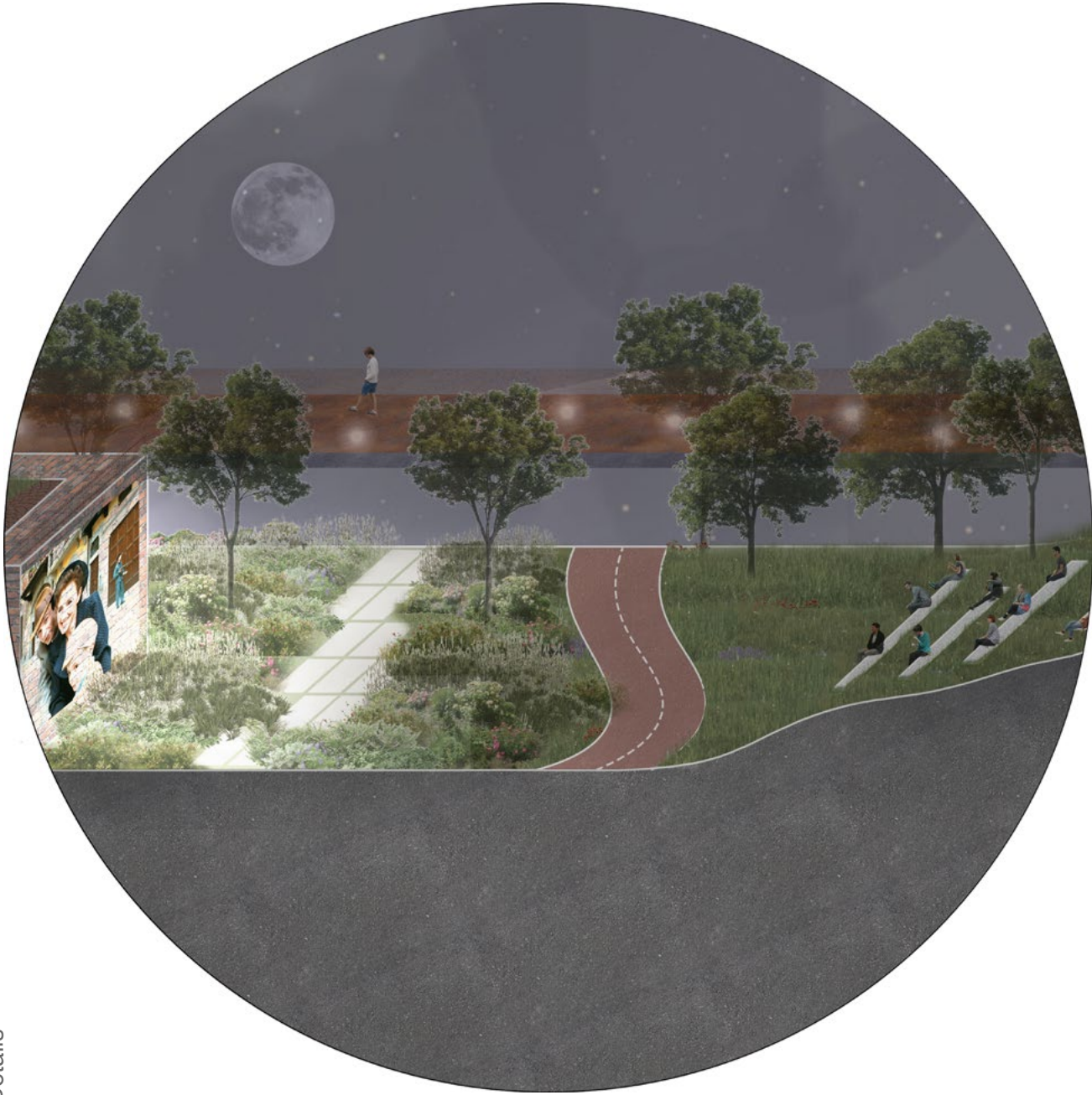
Cultivation Fields



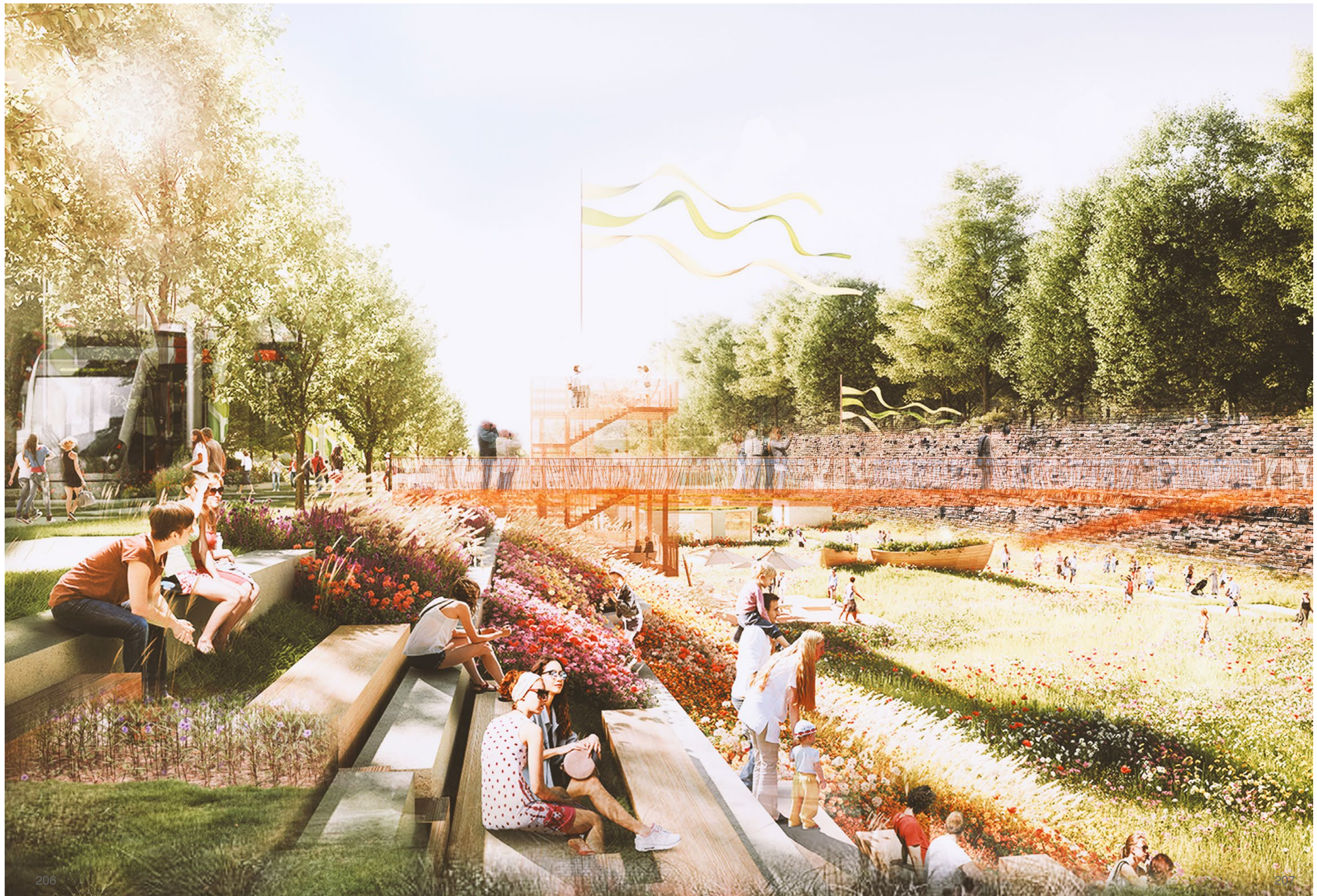
Observation Platform



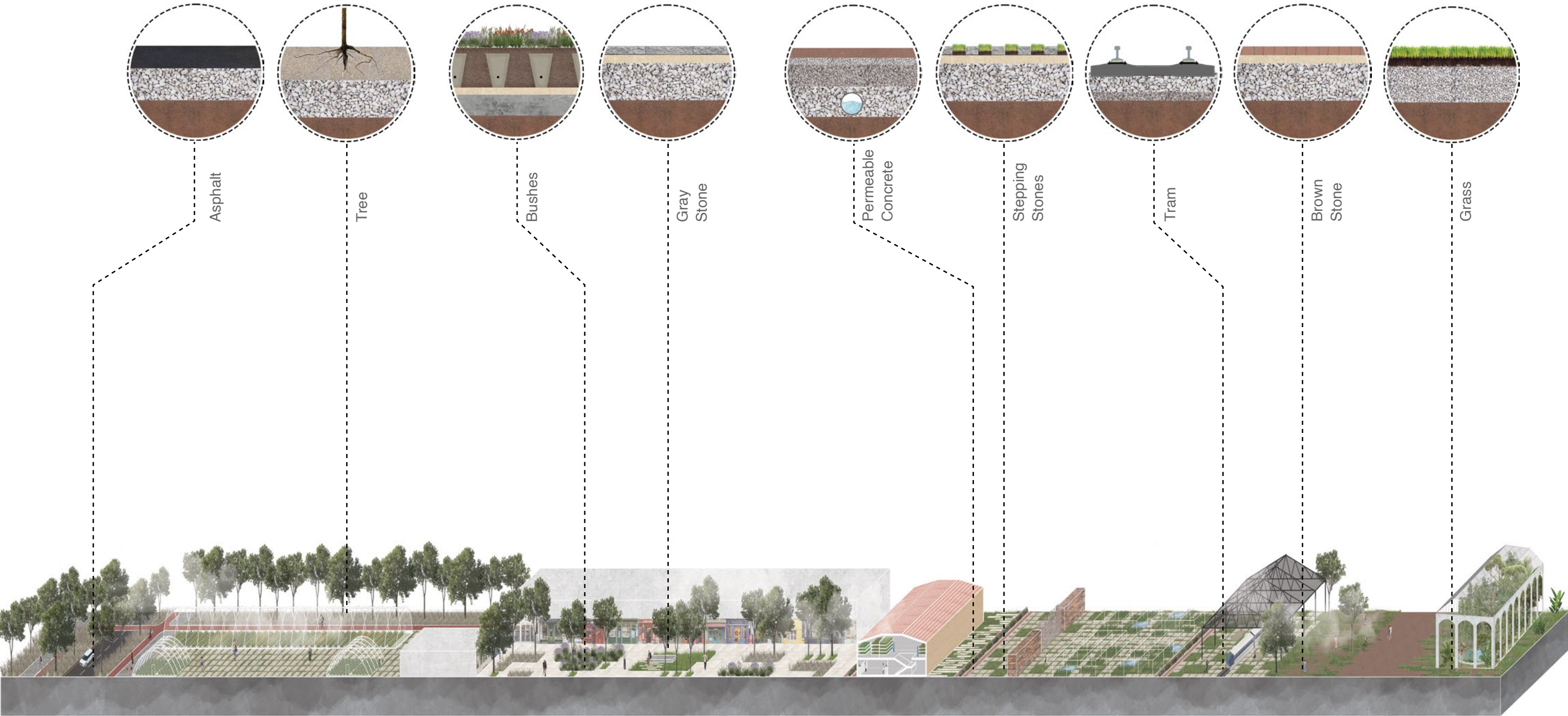
Urban Agriculture Fields



Open Theater



Agri-science Hub



Asphalt

Tree

Bushes

Gray Stone

Permeable Concrete

Stepping Stones

Tram

Brown Stone

Grass

Green Houses

Gathering Area

Laboratory

Digitalize Wall

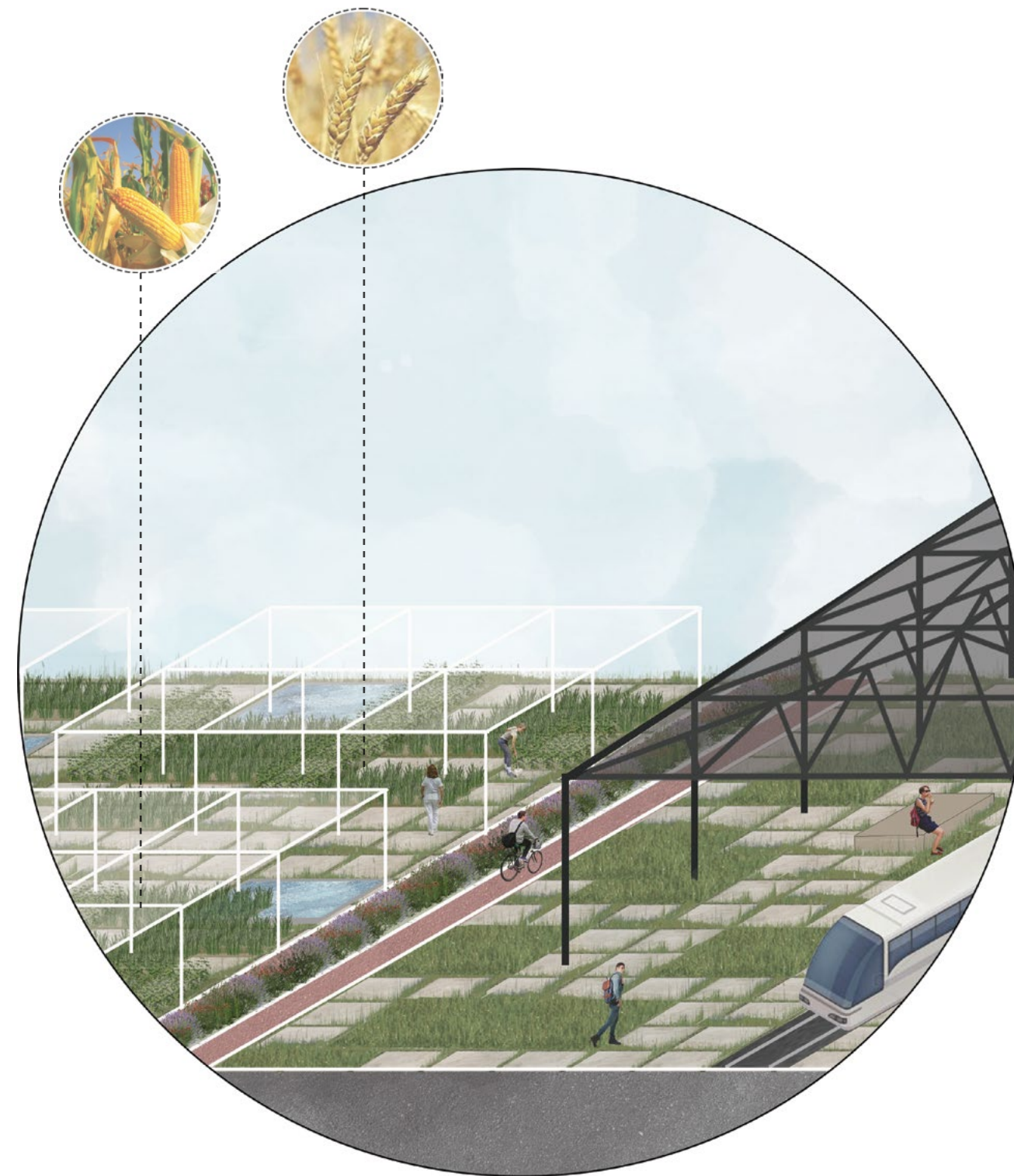
Experimental Lands

Tram Station

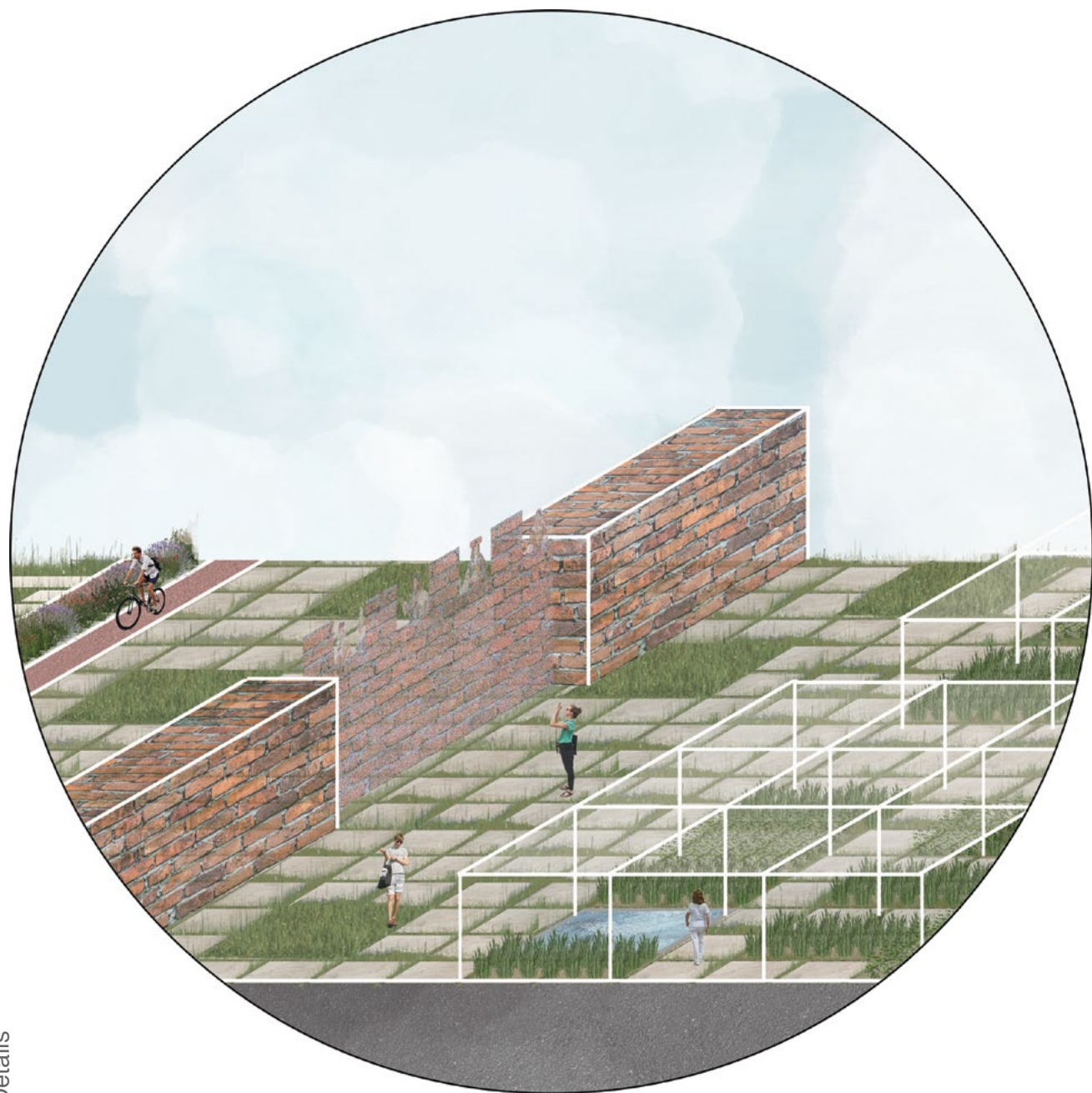
Botanical Garden



Botanical Garden



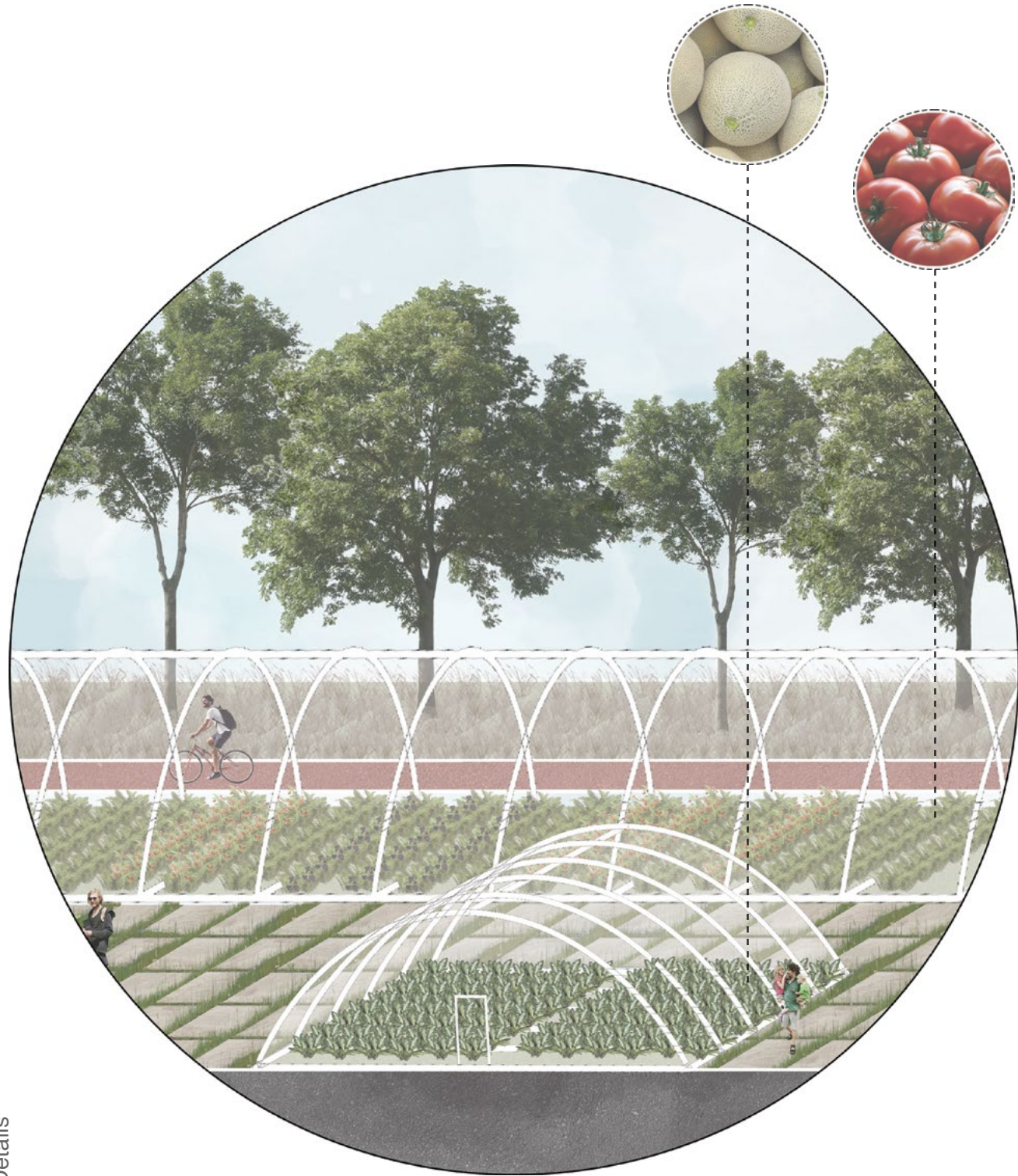
Experimental Lands and Tram Station



Digitalize Wall



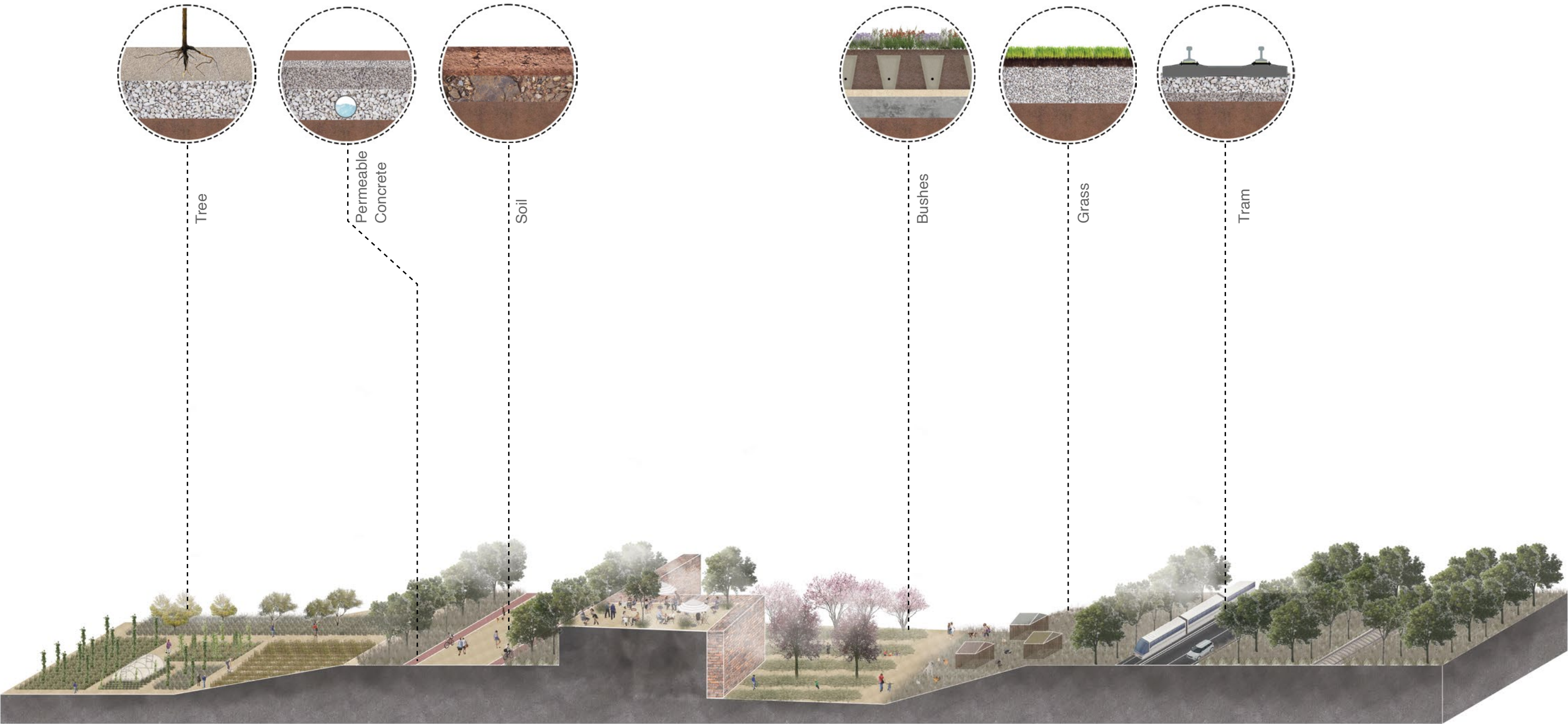
Gathering Area



Green Houses



Agri-Tourism Hub

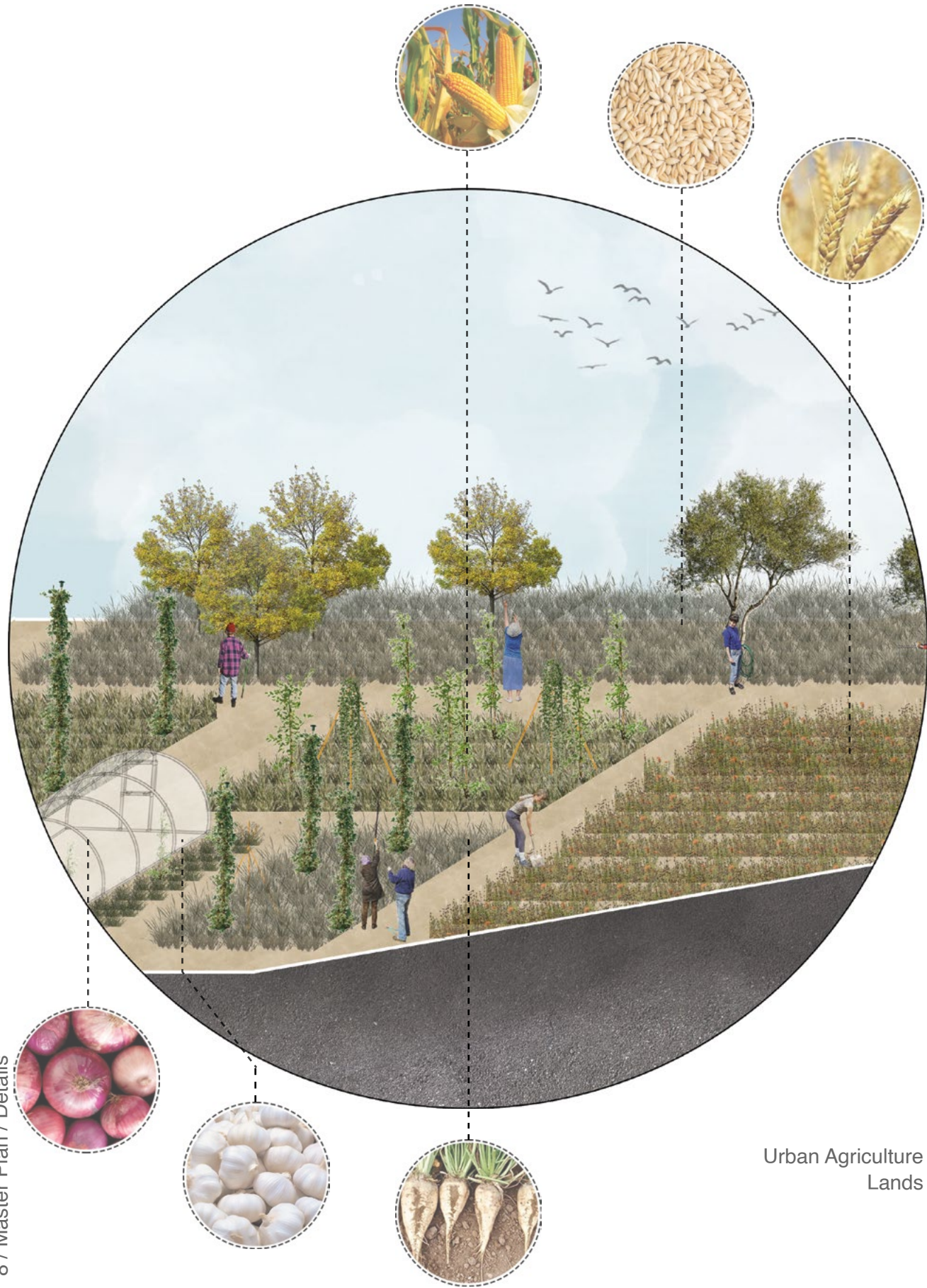


Urban Agriculture Fields

Local Restaurant

Pick and Eat

Petting Zoo



Urban Agriculture
Lands



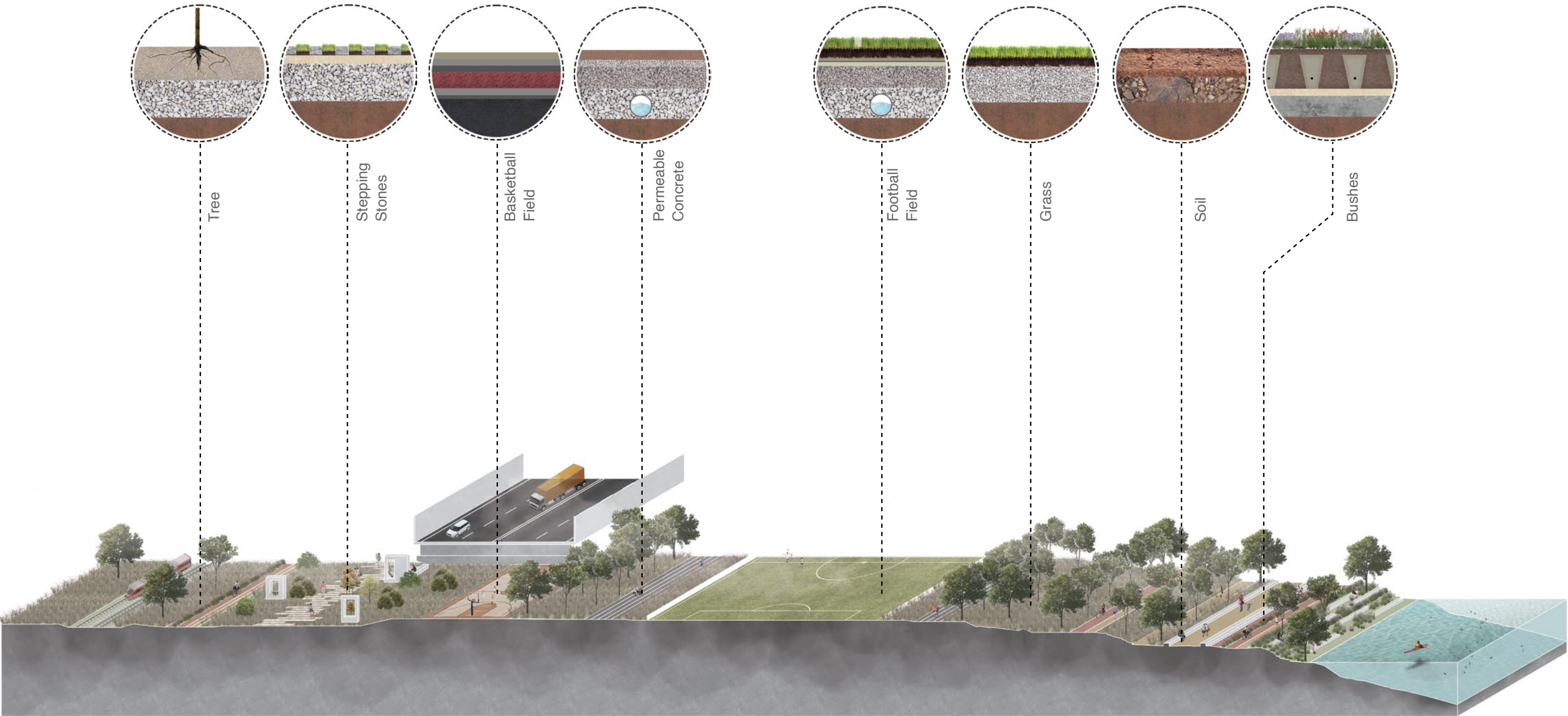
Local Restaurant



Pick and Eat, Petting Farm



Leisure Hub



- Tree
- Stepping Stones
- Basketball Field
- Permeable Concrete
- Football Field
- Grass
- Soil
- Bushes

Tree Garden | Basketball Field | Running Path | Football Field | Running Path | Relaxing Area



River Side



Tree Garden



Chapter 9

References

Books:

- Luigi Battei - Parma (1982) L'architettura Farnesina a Piacenza 1545-1600
- Lorenzo Spagnoli - Le origini della pianificazione urbanistica generale a Piacenza "Dal concorso del 1932 al piano regolatore del 1949-1957"
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- Tip.le.co. - Piacenza dall'alto
- Marcello Spigaroli, Anna Zaninoni, Marinella Pigozzi (1999) - Piacenza. La città e le piazze
- Felice da Maretto (1975) Parma e Piacenza nei secoli

Theses:

- Ambra Ghidoni, Renée Hart Lewis, Monica Carmela Lucarelli (2012) - "Progettare il margine urbano, Nuovi luoghi dell'abitare a Piacenza"

-Eleonora Vaccari (2018) , Piacenza - Bettola Agriway "Reconnecting Valnure through the old railway and urban agriculture"

-Boris Vojkic, Edmonda Hanku (2017) - Piacenza : istruzione e produzione nelle aree dismesse di Piacenza

- Yehan Wang, Guoqing Wang (2018) - Green Connection

Essays:

-Francesco Broglia - Fortifications at Piacenza. Historical background, restoration, open-air museum and urban planning

- Agenzia del Demanio - Information Memorandum

- Piacenza Integrated Action Plan (IAP)

“To provide meaningful architecture is not to parody history but to articulate it.”

Daniel Libeskind

