



Northeastern University 27 October 2011

First Midterm meeting

CLUDs Project



# My background...

Jusy Calabro'

- Bachelor's degree in Urban, Regional and Environmental Planning
- Master of Science in Urban Planning in 2009 with a thesis about Port and City.
- Now PhD student in Regional Planning with a thesis focusing on Port – City relations.
- International experiences:  
EuropeanModuleSpatialDevelopmentProgramme at KULeuven, Belgium

## *Areas of interests:*

- Spatial Planning, Regional and Local Development, Port Planning, Strategic Spatial Planning, Urban Regeneration, Urban Governance, Clusters and Innovation

## The aim is...

*to analyze a case study in order to investigate how CLUDs model can be implemented in the area between city and port, by using both quantitative and qualitative methods of analysis*

- Articulated as the following tracks:
  - the analysis of the interstitial areas, the contact points, between city and port, in order to find a way to overcome their break, both physical and institutional.
  - my topic deals with the possibility of the so-called “port-city interface” through a filtering line, a filter area. This one should involve both shape and functions of the urban dimension following an integrated approach in order to encourage institutional dialog between port authority and municipal planning authority.

# My topic

Literature talks about areas between port and city as...

“port-urban interface” (Y.Hayuth, 1982)

“Land-maritime interface” (B.S. Hoyle 1989)

“port-city relations” (G.Desfor, 2007)

We can argue that there is a relation among these areas that should be considered for new planning approaches.

The proposal starts with a new way of intending these deprived urban spaces between *city* and *port* through the conceptualization of the Urban design as an integrated approach, considering

- economical and financial aspects (profit and benefits)
- services supply
- urban shape and quality

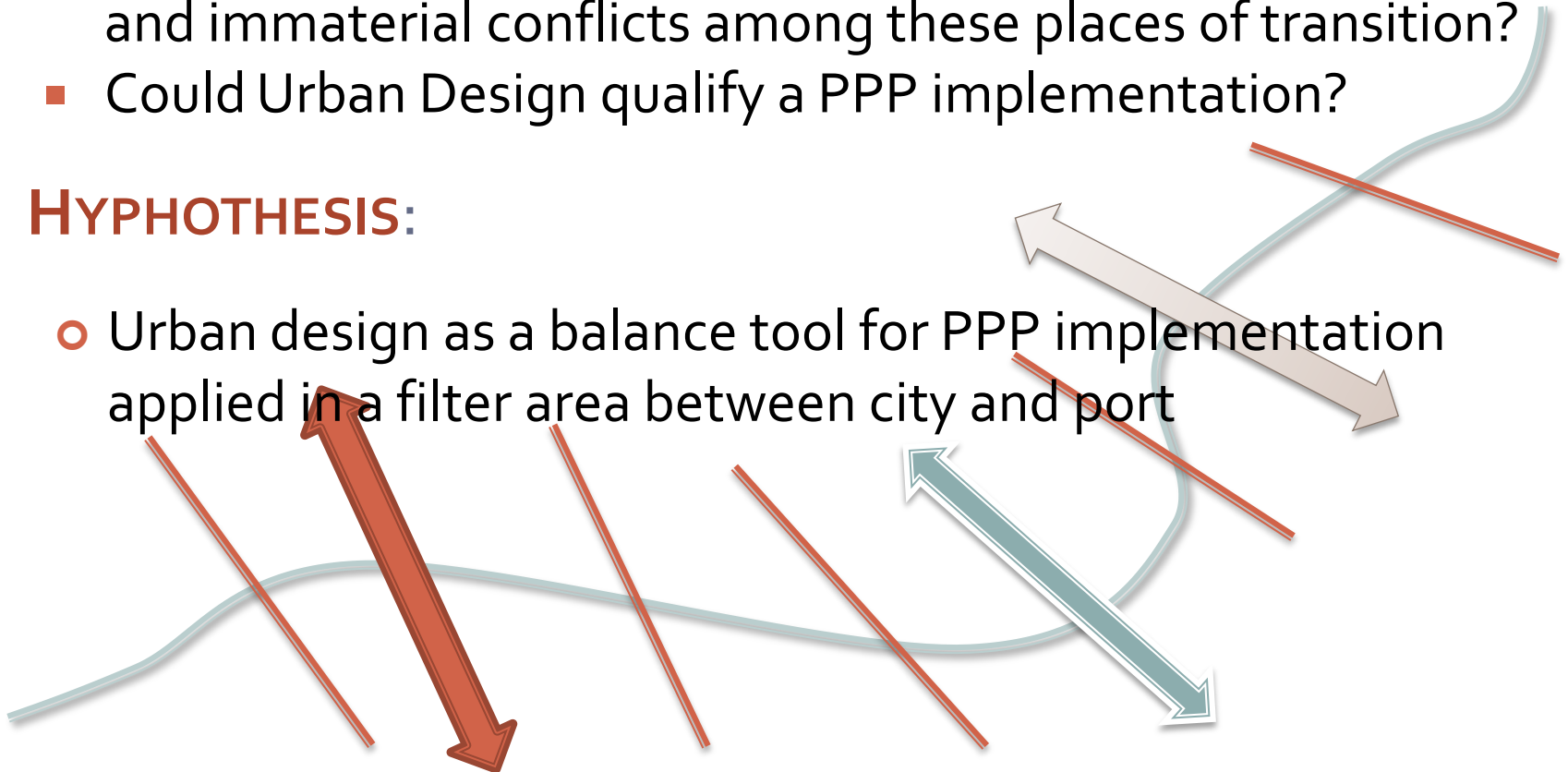
through the PPP implementation in the filter area

# Overall questions

- Could a filter area turn port-city disconnection into positive exchange, fostering new urban functions/centralities?
- Could Urban Design, following a new rational, solve material and immaterial conflicts among these places of transition?
- Could Urban Design qualify a PPP implementation?

## HYPHOTHESIS:

- Urban design as a balance tool for PPP implementation applied in a filter area between city and port





# Main research questions

- What is port-city relationship?
- What happen between these areas?
- What is an interconnection?
- How overcome the break between urban and port related areas?
- How port and city plans could join each other's?
- What is a filtering line/area? What could be?
- Could Urban design be a means of connection?



# Port-city evolution

- Between cities and ports there's always been a complex dynamic of functional and institutional relations
- Nowadays we often talk about city and port as if they were separated, two parallel realities, with no points of contact, no exchange of information and synergy
- On the contrary, in the past the port-city duality appeared to be inseparable
- on one hand, the port was the generative matrix of many towns,
- on the other it was the natural offshoot to the sea, the wish to go further.

# What is port-city relationship?

- For sure their relations are characterized by economic, institutional and spatial issues
- Global economic processes have imposed to ports a transformation rates, for traffic volumes, which led to a system largely defined and detached from the city,
- Today the interactions between port and city are expressed in a variety of ways:
  - “some ports are set within urban areas, others have no city associated with them” (B. S. Hoyle)
  - Port is often a marginal place a “non-valuable urban producer”



# Urban design and Filtering line:

## Could Urban design be the tool for interaction?

- Urban design not just as a pre-established project at the scale of architectural design, which itself is finished and static and does not allow for flexibility in implementation, but rather to build a urban frame that can accommodate urban architecture and open spaces, with a proper mix of functions, population and urban infrastructure
- The new conceptualization of the contemporary urban design is based on the achievement of the quality of the urban shape with models of public-private management (PPP) of which CLUDs are representation
  - What's a filtering line? It might be...
  - a place in which there's an interaction
  - an area with exchange information
  - a services area
  - an area to realize a *mixité* of functions

# Conclusions

- I suggest that re-establish the relationship with the port area is a strategic goal to pursue good standards of quality and completeness of our cities, to achieve equilibrium in urban functions as well as to ensure the effectiveness of port functions.
- To return to coastal territory new economic and cultural resources, new urban landscapes
- “Considering port functions as one of many urban functions, like manufacturing and retailing, is one approach to the examination of the specificity of ports within urban systems” (Peter V. Hall)
- This filter area, indeed, could turn separation into exchange, into integration between urban and port resources, including the remarkable places of the city and the functional parts of the port, giving rise to new urban functions/centralities.

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## At northeastern...

➤ To improve my skills in:

- Urban policy
- Economics
- Urban regeneration
- Governance and PPP
- Local economic development
- Statistics
- Clusters and innovation

