

PARTICIPATION



Such an important and strategic tool as the Municipal Structural Plan can not be decided just by administrators and technicians.

The Municipal Structural Plan concerns every citizen. So it is very important, as single citizens and as members of associations, to be informed and involved throughout the whole decisional process of the Structural Plan.

A Town Forum has been set up by Bologna Municipality, as an additional participatory tool to draw up the Municipal Structural Plan working together on the contents.

From 2005 the Forum involves different stakeholders belonging to institutions and civil society through public conferences, thematic workshops, community planning workshops, on site visits and on-line Community Forum.

Information is the first step of participation.

The Municipal Structural Plan consists of a collection of documents (reports, series of tables and maps, drawings, public forum reports, etc.) available on line, at the following web address:

www.comune.bologna.it/psc

At the **Urban Center**, located in the heart of the town, it is possible to visit whole exposition on the Municipal Structural Plan with maps, photos, videos, architectural models, interactive tools and 3D animations.



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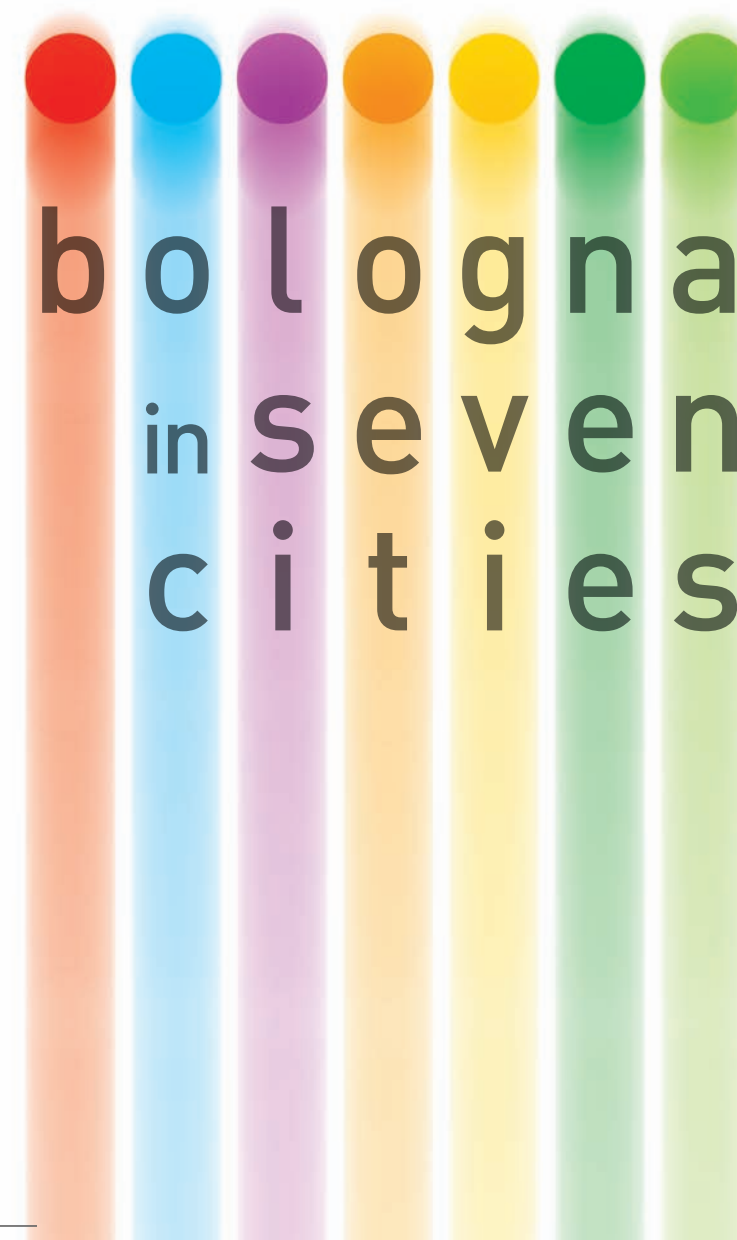
Bologna Structural Plan (PSC)
www.comune.bologna.it/psc

Urban Center Bologna
www.comune.bologna.it/urbancenter



 **Bologna. Città che cambia**

Municipal Structural Plan



MUNICIPAL STRUCTURAL PLAN

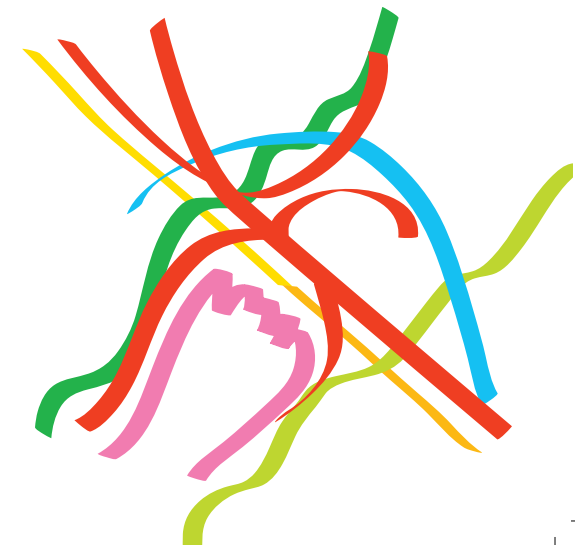


The **Bologna Municipal Structural Plan** (Piano Strutturale Comunale - PSC), according to regional laws, defines strategic principles that will guide urban development in the next fifteen years considering:

- economic, social and cultural development;
- quality of life improvement;
- aware use of non-renewable resources.

The Municipal Structural Plan imagines a Bologna, which it is supposed to be:

- **European**, because it will be, even more than today, an important hub among European towns. Carrying on its historical tradition, Bologna will be open to economic and cultural exchanges in order to promote new ways of living the city.
- **metropolitan**, because it will recognise and increase, even more than today, the value of differences in the municipal territory and in the wider metropolitan area.
- **sustainable**, because it will build, even more than today, proper conditions of sustainability not only at the environmental level, but also at the social level, in order to promote easier access to housing and to services for social cohesion.





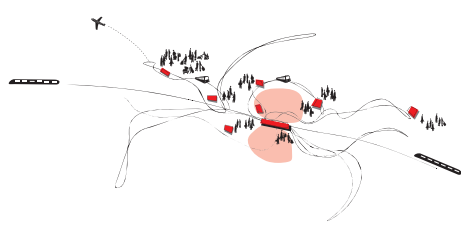
bologna in seven cities

SEVEN STRATEGIES FOR THE
FUTURE OF BOLOGNA

The Seven Cities are metaphors of the strategies, described in terms of space, time and the people involved, that will guide concrete actions on the territory. The Seven Cities represent the general project which links and animates single policies of the Municipal Structural Plan, reinterpreting also past ideas and proposals, bridging administrative divisions beyond municipal level and those of the neighbourhoods of Bologna.

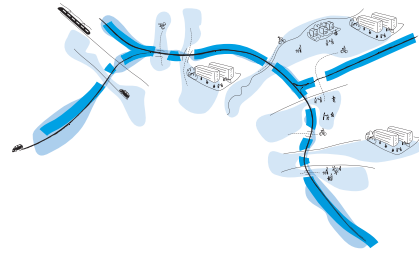
Municipal Structural Plan identifies Seven Cities, each of them inextricably linked to the other but also well distinguishable because of its history and characteristics. The Seven Cities are: The City of Railway, The City of By-pass road, The City of Hills, The City of Reno River, The City of Savena River, The City of Western Via Emilia and The City of Eastern Via Emilia.

The Seven Cities are series of spaces where various populations and social practices prevail, where the way of living changes. At the present day the richness of Bologna can be recognised in these differences and their development is the measure of the utility of a structural plan, which does not involve the territory in a uniform manner, but concentrates and diversifies interventions.



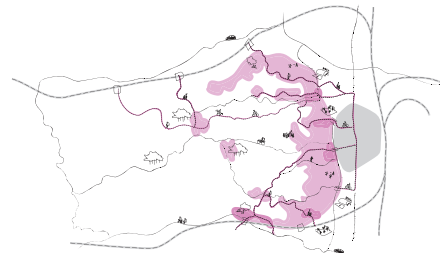
THE CITY OF RAILWAY
The new image of Bologna

The City of Railway identifies the series of urban spaces (new railway station, airport, expo centre, business centres) that are centre for international relations, characterized by maximum accessibility, concentration of high quality functions and presence of the many varying populations typical of the contemporary demographic mixture. It is the city where over the forthcoming years most important transformations will take place, including a re-design of the building developments that have grown up both before and after the urban and industrial revolution (historic Bologna and the district of Bolognina, actually separated by the railway lines). It is the urban strategy that will provide a new image for Bologna in Italy and worldwide.



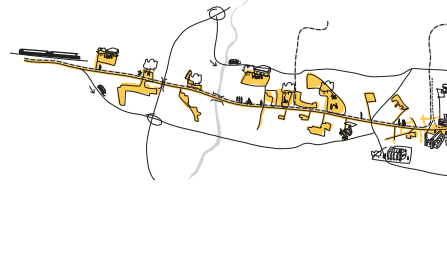
THE CITY OF BY-PASS ROAD
From great barrier to link road

The City of By-pass road identifies the sequence of neighbourhoods that lie on both sides of the great barrier located in the northern area of the city. The habitability of these places can only be improved through a system of links (intersections, car parks, cycling and pedestrian ways) and open spaces (green landscaping, mitigation areas and agricultural wedges). The progressive inclusion of the bypass road, intended to turn into a metropolitan road, occurs with the multiplication of places directly linked to it – areas of new urban development and places to be re-developed that, overall, represent the range of metropolitan uses and practices.



THE CITY OF HILLS
A new statute

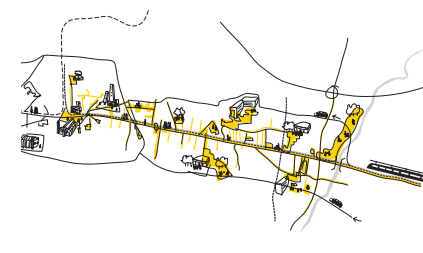
The City of Hills tries to give a new identity to an area that has been subjected to a process of progressive reduction and privatisation in its uses (almost entirely residential). The strategies for the City of Hills are directed to establish a new “habitability statute” breaking taboos (hill areas to remain as they are now) and providing: a system of connections and focal points (corridors, footpaths, stations, car parks) that diversify and qualify urban and metropolitan accessibility; the identification of places to be developed as park links with areas that are heavily urbanised; the creation of ecological, agricultural and semi-urban environments that are available for various uses by metropolitan inhabitants.



THE CITY OF WESTERN VIA EMILIA
Urban re-generation

The City of Western Via Emilia reconstructs the important relationship between the historical Road and its surrounding settlements in the western part of Bologna.

A metropolitan transport service, both above and below ground, will connect the Roman and Medieval city with the first concentrated eighteenth and nineteenth century development, with the old industrial centre of Santa Viola and with the old district of Borgo Panigale. While restructuring the Road and introducing a new public transport, some urban contexts, now different and autonomous, will become a system.



THE CITY OF EASTERN VIA EMILIA
Another metamorphosis

The City of Eastern Via Emilia is the chance to reconstruct transversal links with neighbouring areas that have been interrupted for some time by introducing a new public transport system, reducing private traffic, improving public areas along the road and restoring links with neighbouring urban centres.

A new automatic trolley bus, named Cavis, will link the Roman and Medieval city with the 18th and 19th centuries area of expansion, the modern Due Madonne and Fossolo districts and the new green spaces planned in the City of the Savena. This succession of interventions, each with parks and services, will find as their common point of reference the redeveloped road.



THE CITY OF RENO RIVER
The construction of a landscape

The City of Reno River identifies the landscape of the river that flows westwards as a unifying element in a discontinuous metropolitan city, consisting of mainly residential settlements. It is a city to be improved by working above all on the pedestrian and cycle links across it, on the centrality of the existing districts and on relations with the other Cities.



THE CITY OF SAVENA RIVER
A residential and productive city-park

The City of Savena River once again concerns the theme of the double riverside park (to the east as well as to the west) which is already a part of Bologna's urban layout. Here, however, the emphasis is shifted to the building development of the park, highlighting the difference between the environment of the Savena and that of the Reno, and therefore the differing role that open spaces can play in the two different contexts. To the east, the new Lungo Savena Road, the high speed railway, the areas of new urban development in the Bologna city area and neighbouring districts constitute a real metropolitan city, where residential areas, quality manufacturing and services areas are developed together, interspersed by open parkland and agricultural spaces.

