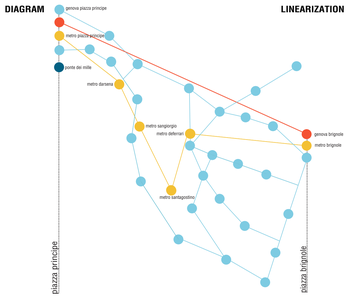
glisseo

The journey we have taken made us realize just how deep the complexities of a territory can be. It was in fact an opportunity to make a multidisciplinary reflection on the city itself, on its potentials and the transformations it's undergoing, and it has emphasized just how complex it is to manage the naturally caused situations as the evolution process takes place, with the changes and the necessities that come with it.
One of the aspects we insisted on and in which we firmly believe in, is the active participation of the local community with each change, improvement, and development of a given area. In fact, the topic of reactivation of the public spaces is becoming more and more relevant, even at a european level.
The topic of reactivation of the public spaces is becoming more and more relevant, even at a european level.
With this project the objective was to narrate, with a "file rouge" made up of images and scripts, the complexity and the problems of the different places, by offering a description of the potentials and by offering a first possible design.

TRANSPORT + CITY

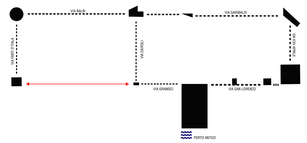
The first part of the analysis as carried out through the identification and differentiation of the mobility system at the macro level, the territorial strip that goes from Piazza Principe station to the Genova Brignole station.
Then, descending scale, thanks to the construction of diagrams, it was noticed that the current connections focus on some specific points, identifying fundamental points, such as Piazza Principe, Darsena and Piazza Caricamento.
The result which was obtained by overlapping the diagram to the map of the city is very interesting: the main nodes, in fact, correspond exactly to the borders between a quarter and the other.
The next step was therefore to identify the main characteristics of the neighborhoods of the historic center of the city and how they relate to the waterfront.

train
metro
bus
ferries



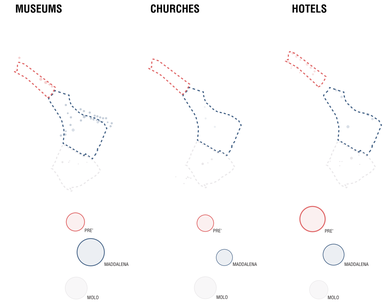
PEOPLE + CITY

Through the study of the flow of people from the two stations, rail and maritime, the routes most used were identified.
With a diagram, then linearized, it became evident as the tourists tend to head for the Maritime Station or from Piazza Principe station, or to the public transportation to reach the Porto Antico or even Via Balbi (the most crowded also by the citizens) and then continue to the town center. The Pre' area overlooking Via Gramsci is thus completely excluded from any type of user.



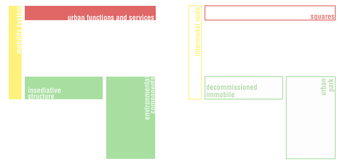
DISTRICTS + CITY

By making a more accurate analysis of where museums, churches, theatres and hotels are in the different districts brought into consideration (Pre' , Maddalena and Molo), the following schematic conclusion has been reached.
It's clear how in Pre' the cheap hotels are concentrated, while there is a lack of museums and theatres, which on the other hand are more concentrated in the Molo and Maddalena districts.
Another important aspect to bring into consideration is that the previous structures are located along the main streets of the districts, in other words along their borders.

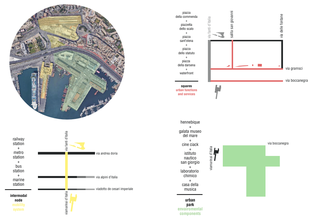


waterfront ANALYSIS

An analysis of the waterfront historical centre can identify five possible actions:
-act on the mobility system, improving vertical connection between the marine station and Principe station
-insert new urban functions and services, creating a system of interconnected squares;
-exploit the importance of the environmental component with the addition of an urban park in ponte Parodi and riorganizing the settlement structure, in particular the decommissioned building Hennebique.



waterfront DIAGRAMS


piazza della commenda
piazza de ferrari
piazza caricamento
piazza san lorenzo
piazza dante
piazza della zecca
piazza della darsena
piazza della vittoria
piazza dinegro
piazza delle erbe
piazza della posta vecchia
piazza sarzano
piazza della zecca
piazza della vittoria
piazza dinegro
piazza delle erbe
piazza della posta vecchia
piazza sarzano
waterfront
via gramsci
via balbi
via cairoli
via garibaldi
via lomellini
via luccoli
via soziglia
via san lorenzo
via ravecca
via balbi
via gramsci