
ADRIATIC CITY

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ADRIATIC CITY

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A LINEAR MODEL OF A CITY



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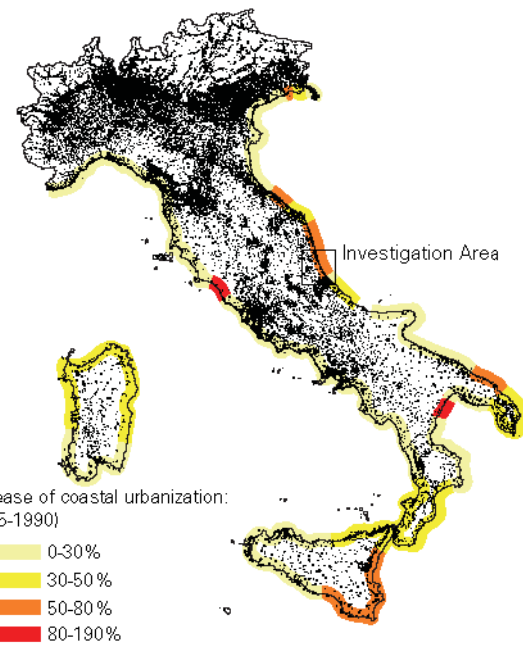
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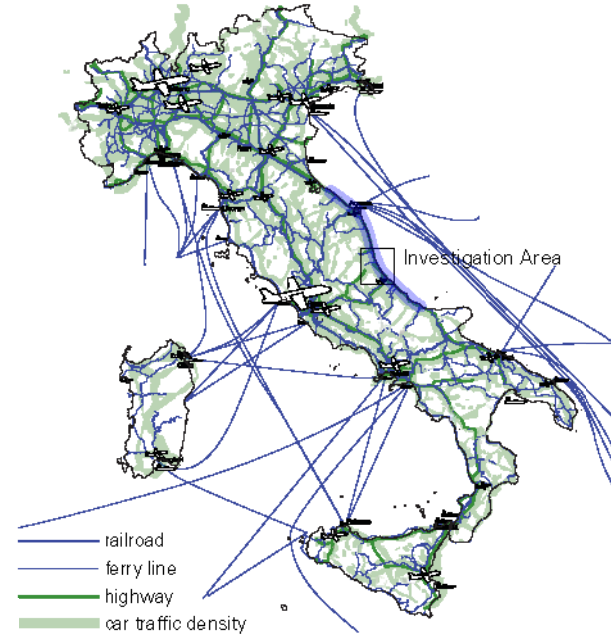
Topography

The region of the Adriatic City has a very characteristic landscape. From the sea, the terrain passes quickly into hills and finally ends with the peaks of the Appennines. This stratification is cut at regular intervals with perpendicular valleys.



Urbanization

The Adriatic coast experienced a very strong urbanization in the 1970s and '80s. Over the years, the coastline has been transformed into one continuous urban fabric. It is now one of the most urbanized coasts in Italy.

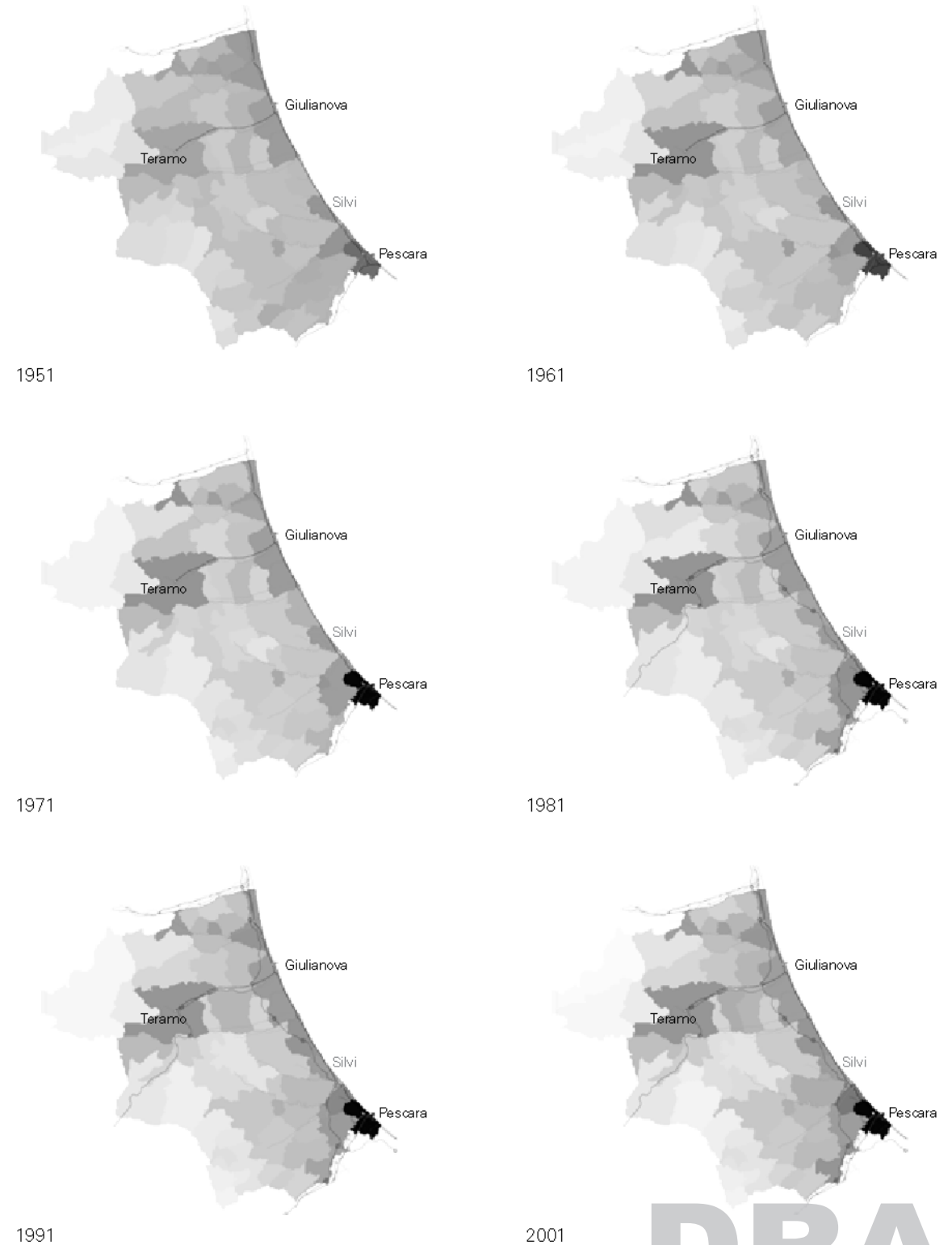


Infrastructure

Another characteristic of the Adriatic City are the densely bundled transportation infrastructures. The important East Italian corridor (Milano-Bologna-Bari) lies directly on the coast. The cross-connections to Rome in contrast are spread out.

The Adriatic corridor

The particular landscape of the Adriatic region is the generator of the kind of town which will be investigated in this book. There is only a narrow corridor along the shore. The combination of factors such as topography, infrastructure and urbanization give rise to a very specific urban form. The Adriatic City is very young. When looking at the development of its population density, one remarks strong growth only since the 1950s. How has the increase of urbanization restructured the coast since then, and what changes are happening today?



Development of population density

MORPHOLOGY OF THE LINE

The Adriatic City is relatively young. The urbanization of the coast first started some 150 years ago. The story of this urbanization is one of ever-changing concepts of town, all stemming from different technological, sociological, and economic contexts. This chapter shows the Adriatic City as a juxtaposition of these different ideas of town and the structures they have generated.



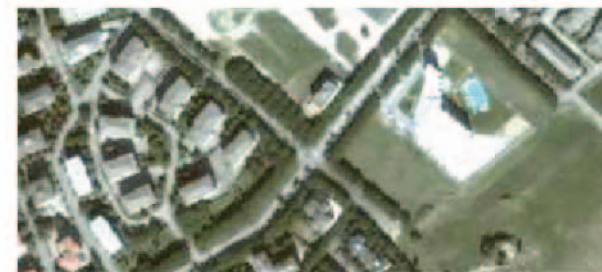
1. Medieval Core



2. Palazzina Town



3. Industrial & Commercial Zone



4. Speculative Projects



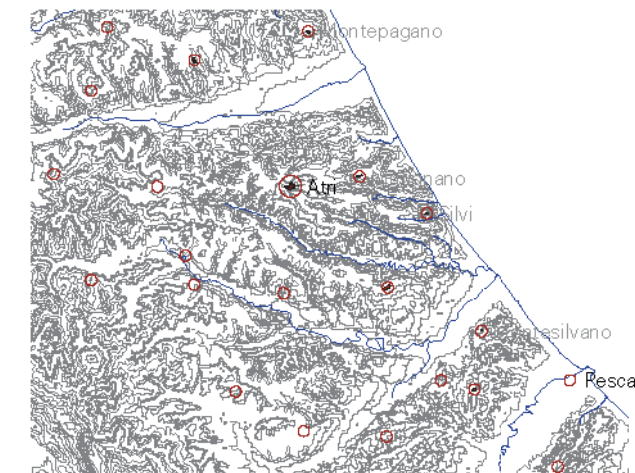
5. Up-the-hill Sprawl





On the hilltop

The landscape in the Adriatic City provides many strategic locations. The hillcrests offer an excellent view of the coast.



Compact morphology

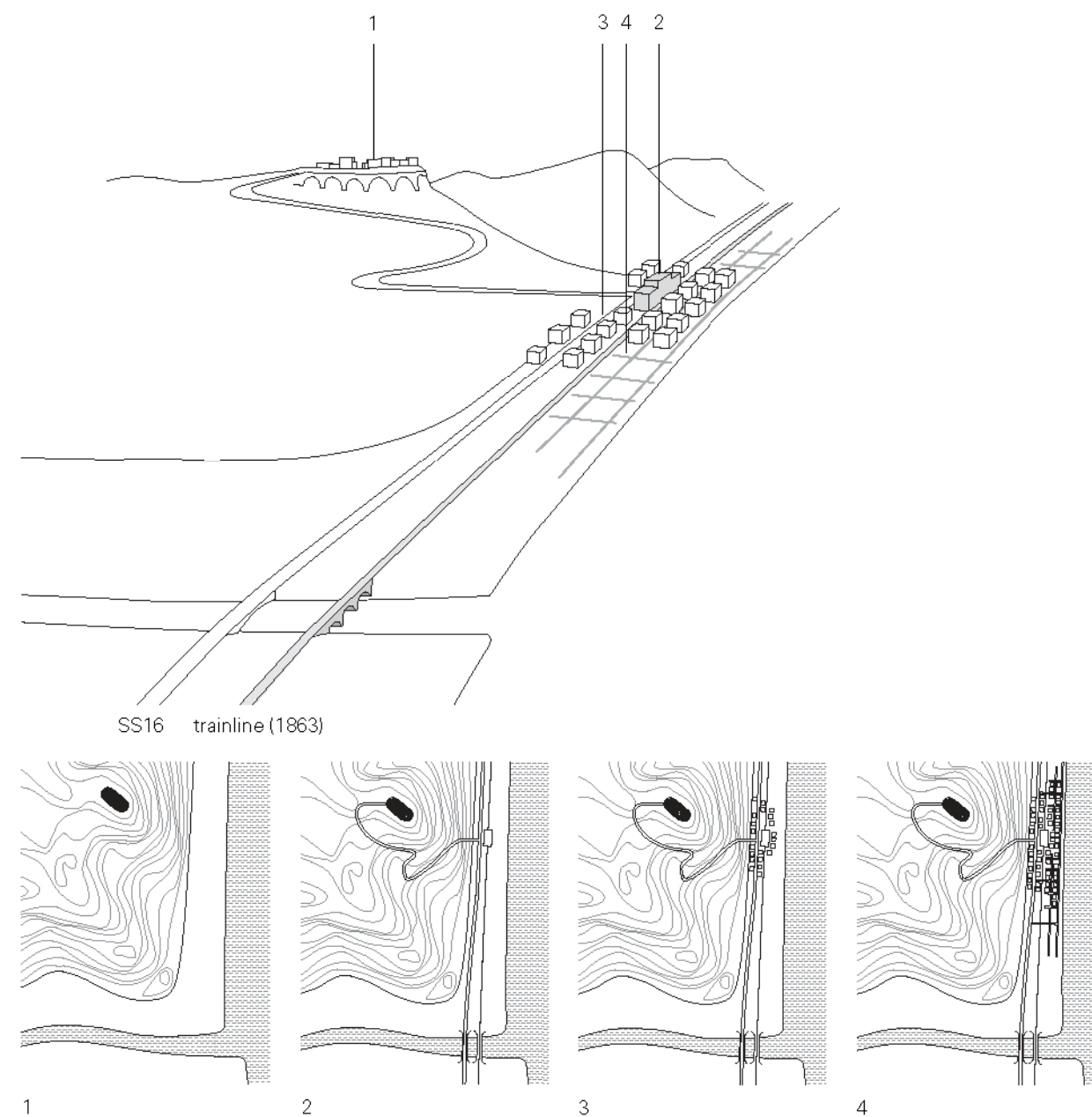
In order to protect the towns, it was necessary to build as densely as possible on hilltops. The compactness of the towns contrasts with the open lands that surround them.

Locations in the hinterland

The medieval cores are spread quite evenly over the hills. The larger centers such as Ascoli-Piceno, Teramo, and Chieti sit at the inner tips of the river valleys.

Medieval cores: containers of local identity

Until the second half of the 19th century, when urbanization of the coast began, people used to live in the hills. At that time the flat coastal strip, as such, did not yet exist. The hills offered better soils, as well as military strategic advantages. The way of life remained very immobile; larger towns could not develop in this hilly landscape. Today these spots are beloved by regional inhabitants and tourists alike because of their traditional atmosphere, kept alive by their elderly populations. The medieval cores remain the nucleus of the Adriatic City and have retained their original functions as landmarks contributing to sense of place.



SS16 trainline (1863)

From the hills to the coast

1. the medieval core on the hilltop; 2. train station near the shore (following construction of the railway in 1863), with connecting road to the Medieval Core; 3. the first houses built along the SS16. By about 1900, the new towns on the coast had more inhabitants than the medieval cores; 4. the introduction of street grids in the fifties, for the regulation of growth and development

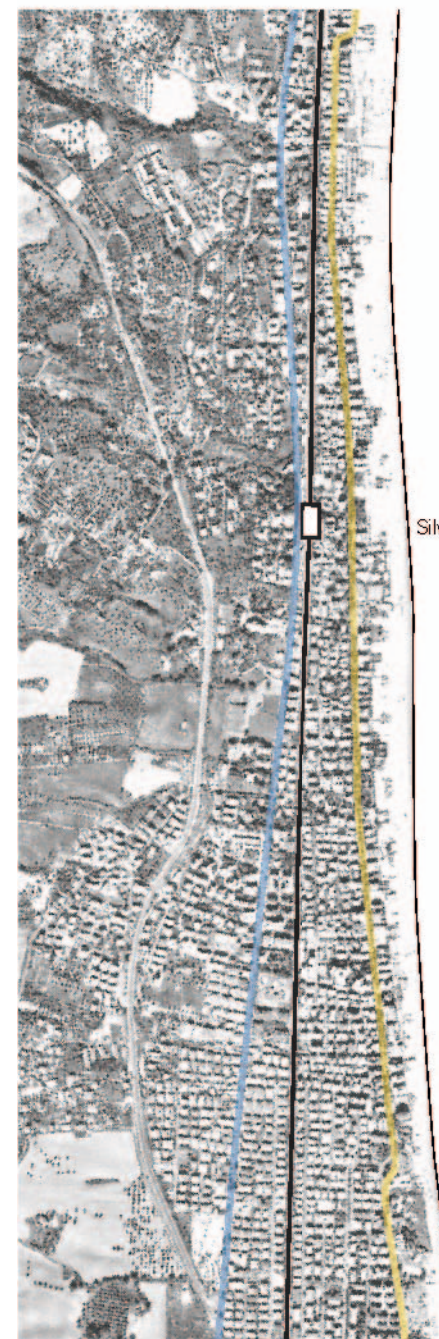
Palazzina towns: crowding the coastal strip

In 1863 the railway from northern Italy to the ports in the South was built along the shoreline, and the national road, SS16, was upgraded to allow improved connection between coastal towns. This shifted the bulk of the population towards the coast. Towns began to grow around the train stations along the narrow coastal strip. The streets were laid out in a grid, with main arteries parallel to the shoreline and minor perpendicular roads. Blocks were filled by palazzinas, typically three-storey buildings with apartments on the upper levels and public spaces at street level.



The palazzina

The typology of the palazzina is the basic element of Adriatic coastal towns. It evolved in the postwar era as something that is neither an apartment block nor a one-family house. Palazzinas are typically three or four storeys high, standing densely together in rectangular parcels, and are usually in family possession. One palazzina normally contains four apartments, although on average only two of these are occupied by residents.

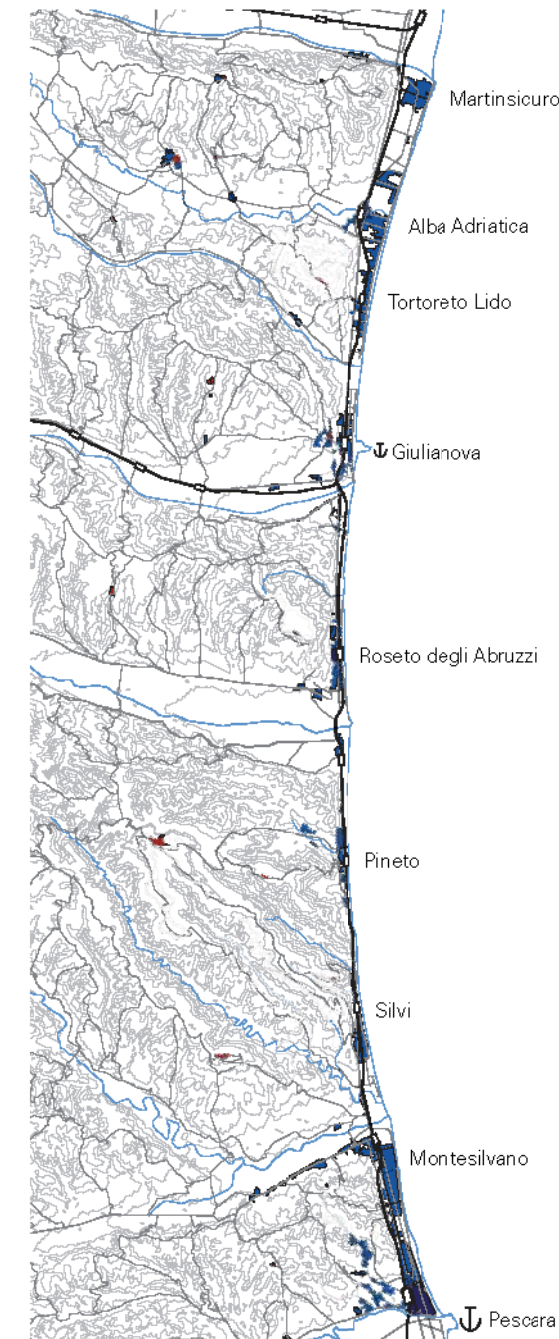


Silvi Marina

- trainline
- SS16
- Lungomare

A long, continuous town

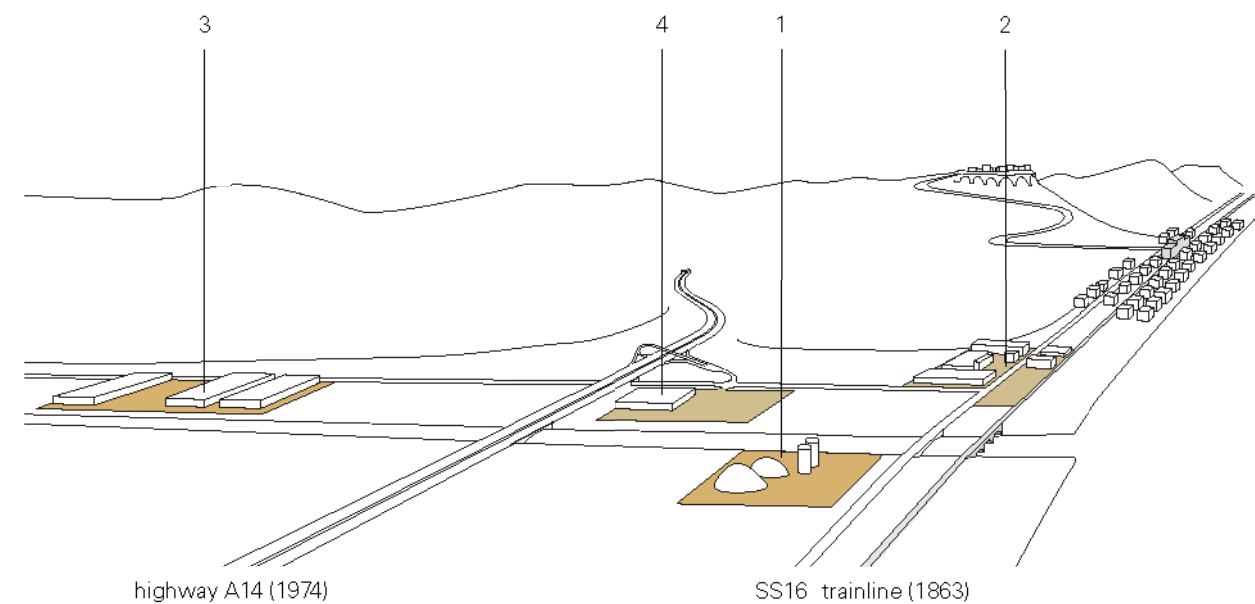
All of the larger settlements on the hills built a train station on the coast. From there the towns spread along the narrow strip between the sea and the hills.



- medieval core
- palazzina town
- dense palazzina town

Many long towns in a line

The development of all these towns was very similar. Together, they now form a long and narrow line of palazzina towns, each with its own center and Lungomare.



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- 1. gravel pit next to the river (Saline River)
- 2. industrial and commercial zone on the SS16 outside the palazzina town (industrial zone Silvi)
- 3. big industry further up in the valley (Saline Valley)
- 4. shopping mall close to the highway exit (exit Pescara Nord - Città Sant'Angelo)

Industrial and commercial zones: supply clusters in the valleys

The industrialization in the Adriatic coast only began around 1950. At this time, gravel pits were dug along the rivers, and industrial and commercial zones were founded along the SS16 outside the palazzina towns. In this manner a network of industrial and commercial zones and sites developed between palazzina towns, as well as in the valleys. This network was further strengthened in 1974 when the highway was built, with exits in the valleys.



© A project with 360 apartments in Silvi South

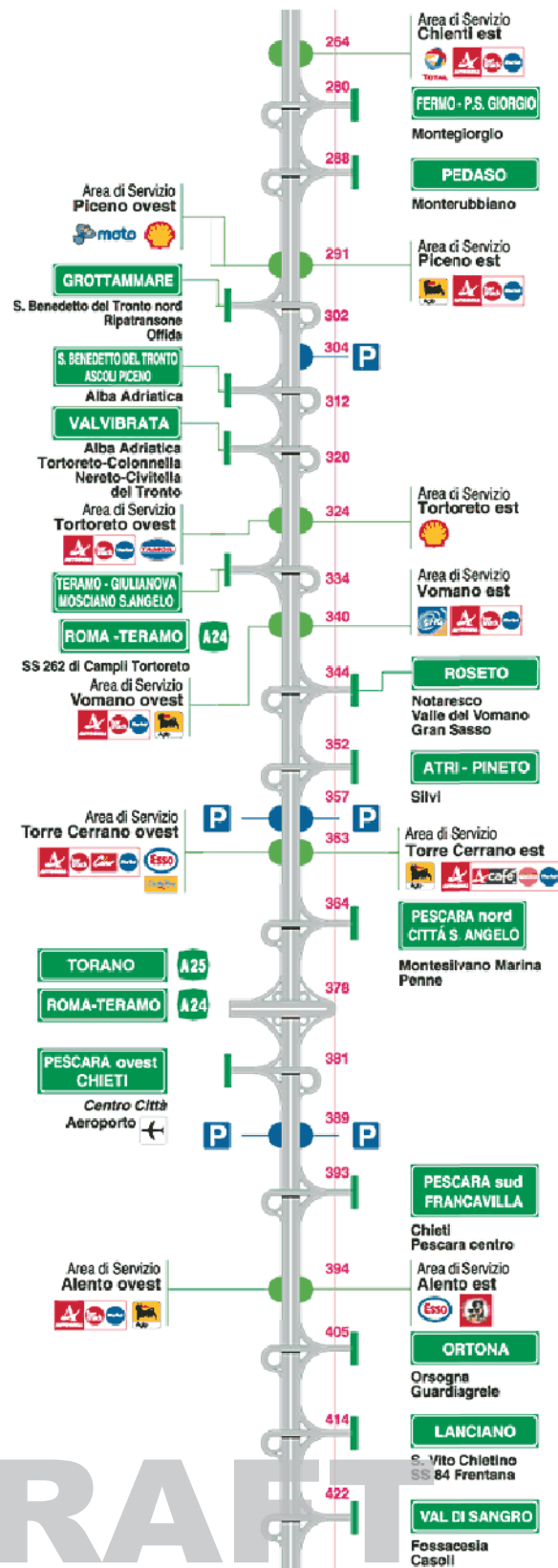


Dispersed urban form

While the medieval core and the palazzina town, being either compact or continuous, stand in a clear relationship to the landscape, the speculative projects are dispersed and self-contained, connected to the rest of the town by roads.

Speculative projects: a new form for a booming town

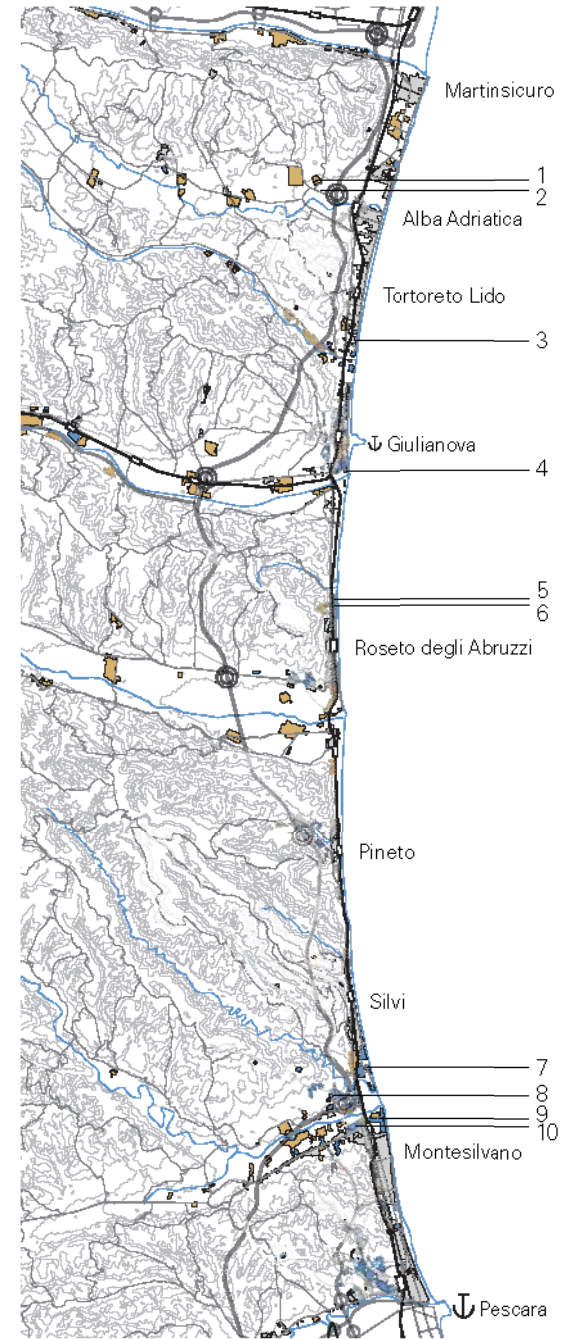
In 1960 the population of the coastline began to increase very rapidly. In combination with a rising car culture and increased mobility, the wide demand for apartments led to a new kind of urban structure and development. It was no longer a single person constructing a palazzina but an investor who would develop a bigger area. One project typically contains an ensemble of identical apartment buildings or houses and are often enclosed by fences and gates. The projects are linked to the rest of the town by roads, and thus proximity loses its value.



Highway exit "Pescara Nord - Città Sant'Angelo"

The car town clusters

In 1974, the national A14 highway was built, spanning along the Adriatic corridor. This again brought major changes to the urban fabric, comparable to the introduction of the railroad. Because the palazzina towns crowd the narrow coastline, the A14 winds through the hills (thus requiring many bridges and tunnels). As a consequence, the exits typically lie in the valleys, between the palazzina towns; it is to these areas that development again shifted. The new type of town that arose near these exits -- the town in between -- is a car town consisting of clustered, segregated developments and projects.



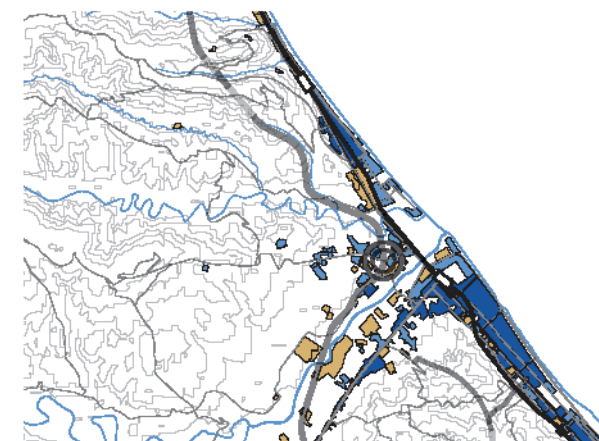
- palazzina town
- industrial & commercial zone
- speculative projects

Currently under construction

The regions around the highway exits are still the most dynamic areas, hosting constant construction activity.



- 1. shopping; 2. shopping, offices, hotel; 3. housing; 4. second housing; 5. holiday resort; 6. hotel; 7. second housing; 8. housing; 9. housing; 10. housing, second housing



- palazzina town
- industrial & commercial zone
- speculative projects



- built area in the coastal strip
- up-the-hill sprawl



Away from the full & narrow town...

Because of the narrowness of the coastal strip, the towns located along it have quickly grown full; after only a century since their urbanization began, they have already become dense and overloaded.

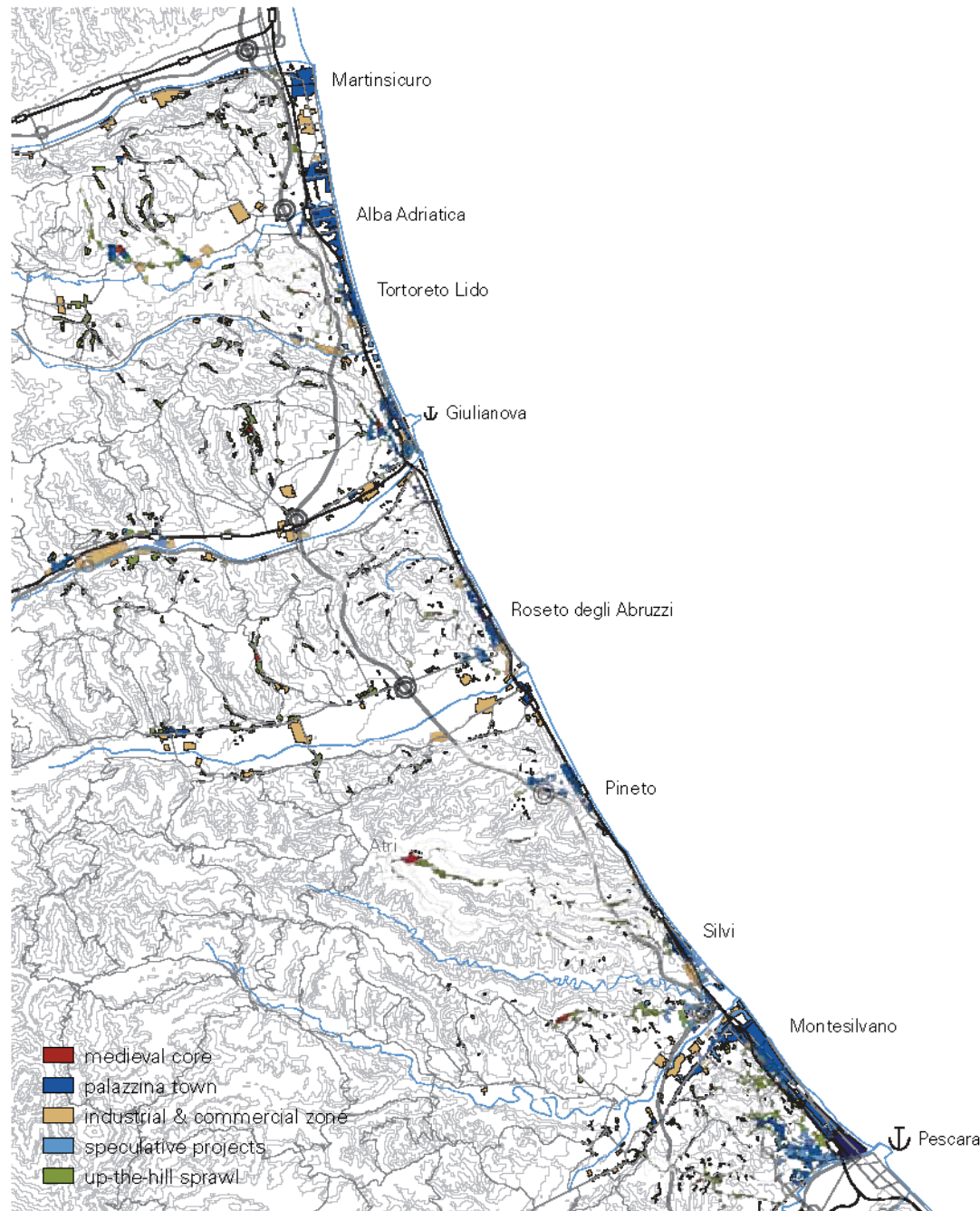


...to a life in the rural idyll

The hillside Adriatic City promises not only a quiet life in a beautiful landscape; the linearity of the Adriatic City also makes it possible to live near shopping malls, schools and other facilities. The rural idyll is part of the urban network.

Up-the-hill sprawl: escape into nature

There have always been a handful of people living in scattered houses in the hills, practising agriculture. It is an Italian idyll. Up until the 1990s, people migrated from the countryside to the coast. Then the direction began to be reversed. Recently, there has been a strong trend of leaving the coastal strip in favour of the hills, if possible with a view of the sea. Along the streets on the hillcrests, one- and two-family houses crop up like wildflowers.



Medieval core

(Silvi alta)
compact, fine-meshed
3-8 floors
irregular narrow streets
blocks completely filled
walking town
strategic locations on hills



apartments / building: 1.5
occupation rate: 72%
people / apartment: 2.9



Palazzina town

(Silvi marina)
dense, medium-meshed
3-5 floors
perpendicular street grid
solitaires
car and pedestrian town
along the coastline



apartments / building: 4.3
occupation rate: 47%
people / apartment: 2.9



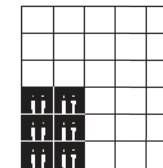
Industrial and commercial zone

(industrial zone Silvi)
wide-meshed, extensive
1-4 floors
big solitaires with parking lots
car town
section coastline - valleys



Speculative projects

(Silvi South)
wide-meshed, 1-8 floors
repetition of the same building
car town
in between palazzina towns



apartments / building: 30
occupation rate: 20
people / apartment: 1.9



Up-the-hill sprawl

(Silvi hillside)
medium-meshed
2-3 floors
1 or 2 family houses
along a road
car town
in the hills with views



apartments / building: 1.5
occupation rate: 82%
people / apartment: 3.2



The juxtaposition of structures

From their original nuclei in the hills (the medieval cores), every commune has passed over time through specific urban structural styles, from the palazzina town on the narrow coastal strip, to the speculative projects near the highway exits, until the cycle was closed with the rediscovery of the hills. These different styles do not overlap but have always stood in physical and temporal juxtaposition. There has never been pressure to restructure existing urban fabrics; rather, the development of different styles has been accompanied by distinct spatial shifts. The result is a very clear urban fabric with the repetition of valleys, train stations, highway exits and building structures.

ACTIVITIES & PHENOMENA

The activities and phenomena which are happening in the Adriatic City and serve as generators for the town, which coin the town in a certain way, can be assigned to four groups. The first one is the tourism, which has always been an important engine and has formed many elements typically for the Adriatic City, such as the Lungmare or later the big hotel complexes. The touristic development gave rise to many other activities, each of them having their own dynamics and ways of generating and using urban structures. Consumption activities, working and industrial activities and in recent years a strong growth of immigration activities. The Adriatic City has become a diverse economic system.



1. Tourist City



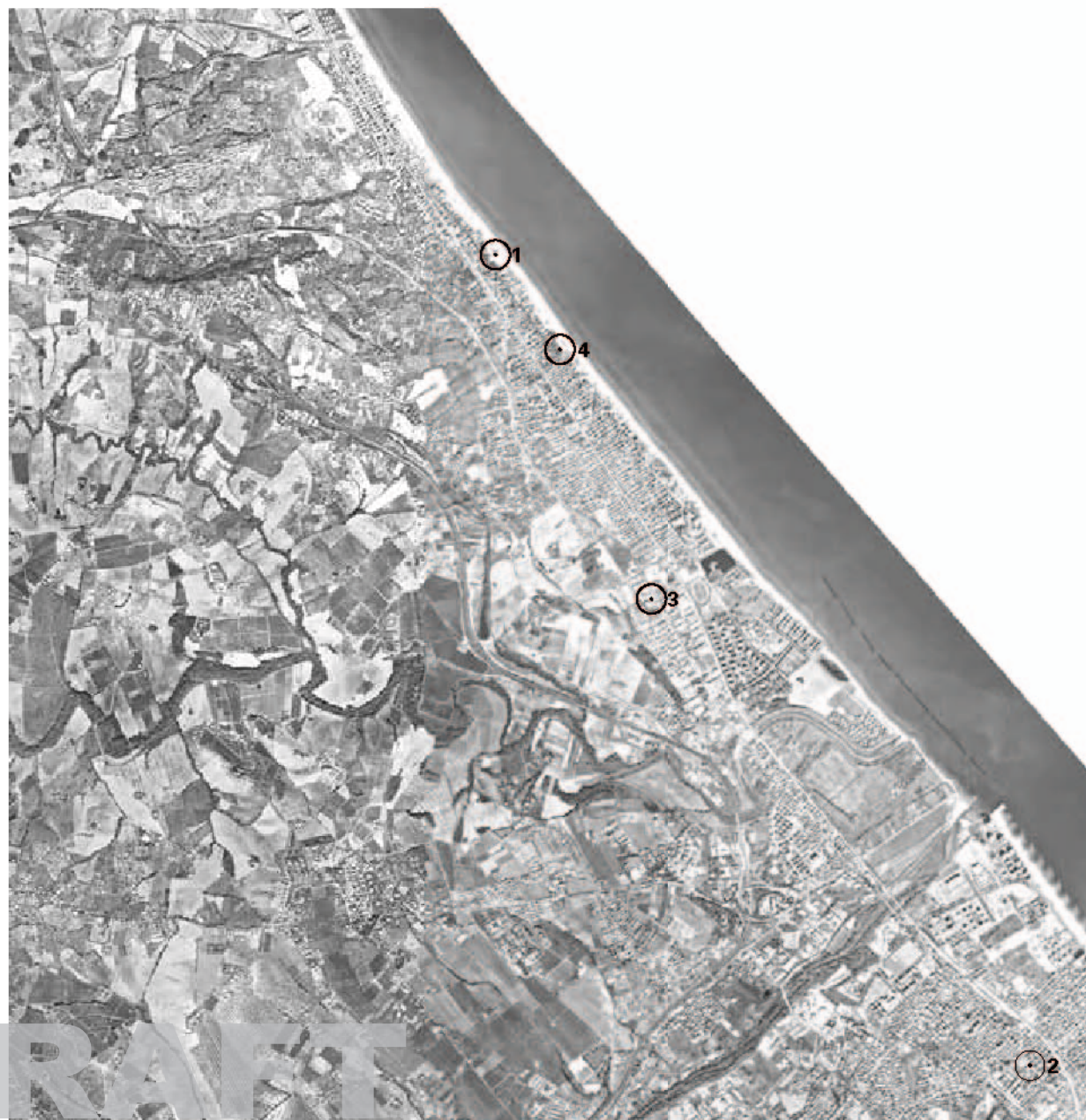
2. Consumer City



3. Working City



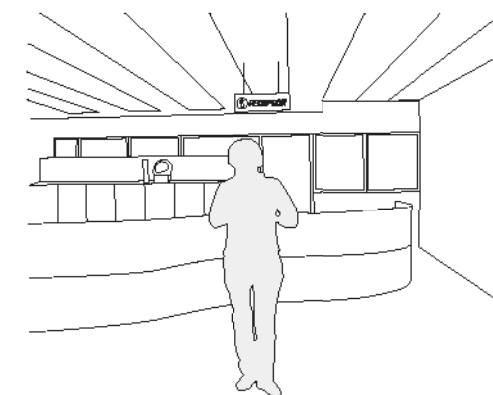
4. Immigrant City





Tourist City: the consequences of an endless beach

When driving along the coast from town to town, tourism is omnipresent, it is a significant and obvious part of the region's identity and is highly influential in forming the urban fabric. The Adriatic City is as old as its tourism. Urban development has progressed hand-in-hand with rising tourism. The changing demands of an ever-transforming touristic culture are met by the constant construction of new infrastructures, facilities and buildings. This began at the end of the 19th century with the belief in the healing effect of the sun. From its clinical origin Adriatic tourism grew to a mass movement; thousands of Italian and middle European tourists spend their holidays at the endless beaches. In recent decades tourism has become more and more global. The rather old facilities of the Adriatic tourism industry are facing difficulties in meeting the needs of the today's tourists.



She runs a successful tourist resort

Hanna (41) is originally from Germany, and is the owner of Europegarden Camping Village, which lies in the hillside on the road to Silvi Paese. During the high tourist season, she lives on the camping site, but she also has a house in Silvi Martina. In the winter she goes to Tourist Expos in Germany, Austria and the Netherlands in order to promote her business. She is quite successful in this regard; Europegarden is especially popular among the Dutch, who appreciate it for the beautiful view it offers, even though it is not directly on the beach.



Outset with heliotherapy

Tourism in the Adriatic City began in the second half of the 19th century. Its origins are closely connected to heliotherapy, a cure which arose with industrialization. People would visit places like the Adriatic coast, where the air was still clean, and the sun could unfold its healing power.



Followed by the first baths

Following the success of heliotherapy, public baths were also soon established. Local entrepreneurs rented concessions from the city and built lidos with bathing cabins, cafés and restaurants. The towns founded committees for cultural activities such as theatre and variety shows.



Into the 20th century with Lungomare

Tourism was always a driving force for the development of the Adriatic City. In the early 20th century, municipalities worked hard to enhance the beauty of their towns. The Lungomare, a promenade along the sea, was built to make the towns more attractive. The Lungomare was built in a public effort to stimulate touristic growth and rationalize the urban development.

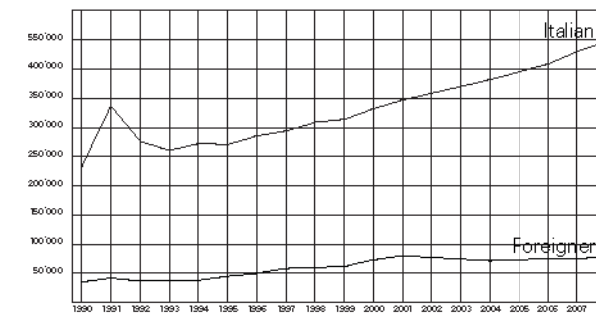


The seventies' boom

The 1970s were the booming years. Guests from Rome, Northern Italy and Europe drove on the new highways to the Adriatic coast. This led to a qualitative change in tourism; instead of palazzina hotels, large hotel complexes and resorts were erected.

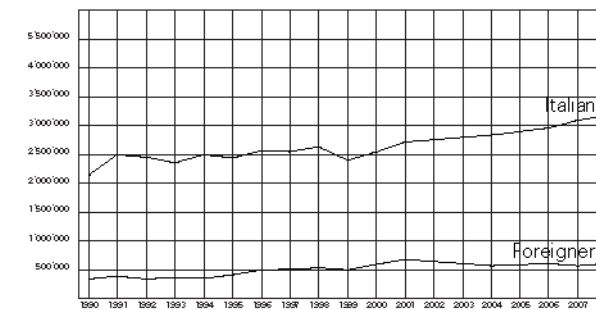


○ 100'000 Italian tourist stays (2008)
○ 100'000 Foreign tourist stays (2008)



Growing number of tourist arrivals..

The number of tourists coming to the coastal towns of the Abruzzo region is still steadily growing. The vast majority are Italians; the number of foreigners is stagnating.



..but stagnating tourist stays

This statistic shows the total amount of nights that were spent in hotels and at campsites. This number is quite constant which means that the stays are getting shorter.

Tourist visits along the coast

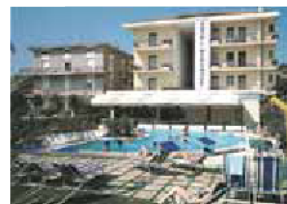
The Adriatic coastline is nearly entirely occupied by tourism. Its distribution is directly dependent on the local topography. The narrow width of the flat coastal strip, which is limited by the foothills of the Apennines, is crucial for the linearity of the Adriatic City. Especially from San Benedetto del Tronto down to Pescara, the regular rather narrow shape of the flat strip has led to a even sequence of small touristic towns.



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Catalogue of touristic activities

1. Europegarden

The Camping Village lies on the hillside among 400-year-old olive trees. The owner is originally from Germany. She promotes her camping at international tourism fairs.

2. Il Ristorante "Vecchia Silvi"

This high-class restaurant, offering typical specialities from the Abruzzo, is located in the medieval Silvi Paese; the tourists enjoy its historical atmosphere. The cook lives in Silvi Marina, where he grew up. He has worked in many European cities.

3. Hotel Miramare

This hotel is situated right beside the sea in the centre of Silvi Marina. It is a traditional family-owned hotel in a palazzina. Its history goes back to 1864. The hotel was originally on the opposite side of the Lungomare. Its expansion began with a one-storey restaurant on the beach. Over the generations it grew into a four-storey hotel with a big pool.

4. Hermitage Hotel, Club & Spa

This Hotel Tower with 139 rooms was built in 1970. Constant changes have kept it luxurious and modern.

5. Le Dune, Mediterranean City

The new residential complex that is rising in Silvi Marina offers high-quality apartments for sale. It is a big project and trying to produce a lively public space to the town as well as gated areas. Most of the apartments are already sold to very international customers.

6. Silville

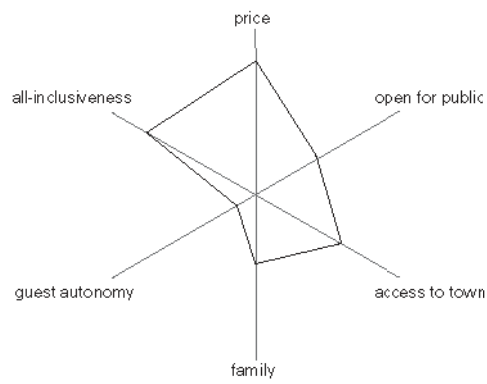
This holiday village, built in the 1970s, consists of 40 houses with 6 apartments each. They can be booked on the internet as packages including the flight.

7. Grand Hotels in Montesilvano

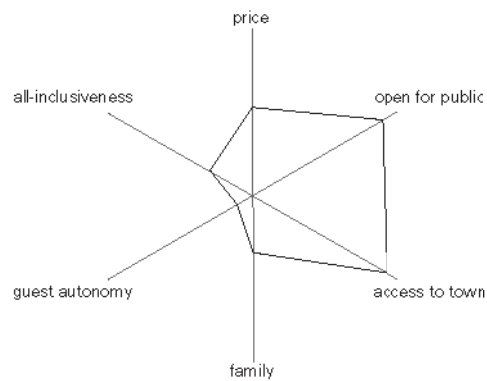
At the border of Montesilvano there is a high concentration of big hotels, next to a congress center and a multiplex cinema, called Warner Village.

8. Lido San Marco

This is one of many lidos which occupy the beaches of the Adriatic coast. These lidos rent out sun chairs, and in the back, close to the Lungomare, there is typically a flat building with a restaurant, a bar or a disco.



2. Grand hotels and congress tourism



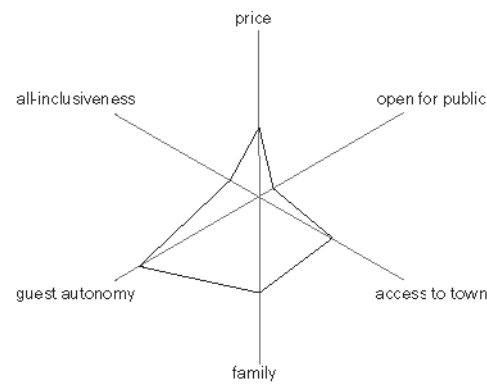
1. Palazzina hotel

Four typologies of resorts

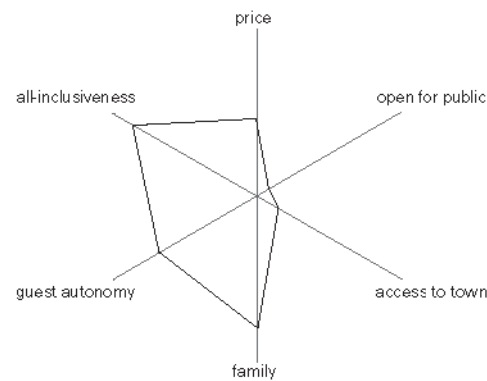
It is possible to talk about four types of tourism. Each of these types uses the touristic facilities in different ways and has created its own kinds of resorts, affecting the town in various ways. All of these typologies together make up the tourist city.

Criteria:

- price: approximation of price range
- open for public: public restaurant or bar
- access to town: the town center is within walking distance
- family: services and activities for kids and families
- guest autonomy: cooking or cleaning on one's own
- all-inclusiveness: internal restaurant, bar, shop; leisure activities, sport, wellness, theater; package booking



4. Holiday apartment



3. Camping and villaggio turistico



2. Grand hotels and congress tourism as speculative projects

These big hotel complexes are witnesses of the seventies boom. These hotels are normally quite self-contained; most of them have been updated and modernized, they offer four or five-star exclusivity which includes a wide selection of leisure activities, like sports and SPA. They also provide rooms and halls for congresses and big celebrations.

1. Palazzina hotels using the palazzina town and the Lungomare

Palazzina hotels, with their long tradition, are an important part of palazzina towns. They are in family possession and are passed down from generation to generation, while trying to keep up with the changing demands by adapting and their facilities. Nevertheless, their small size sometimes causes difficulties in meeting the needs of today's tourists. Still, many guests often come year for year, attracted by their tradition and charm.

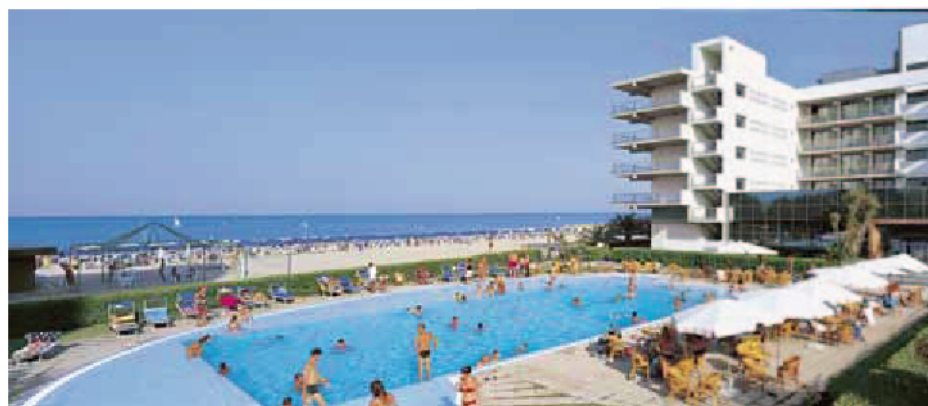


4. Holiday apartments, the invisible part of the tourist city

Many Italians from the hinterland or from big cities have an apartment in the Adriatic City. Second-house tourism is estimated to make up around 60 percent of the total tourism. In each town there are numerous real-estate offices, offering apartments either for sale or for rent. There are many houses standing empty.

3. Camping and villaggio turistico, the self-sufficient resorts

This kind of tourism is an essential part of the Adriatic beach holiday culture. The camping villages are normally situated along the sea and lie between the towns. They maintain many leisure facilities. There are animation programs in place to keep families entertained. A large swimming pool and stage for performances is standard.



Seasonality - growing and shrinking of the tourist city

The peak of the tourist season is in July and August. The tourist city is dimensioned for the high season. During the colder months, it is almost empty and most of the hotels and camping sites are shut down. The atmosphere of the Adriatic City in the winter contrasts its liveliness in the summer. The population of Silvi reaches up to 80,000 at the peak of summer; in the winter there are only 14,000 residents remaining. Nevertheless, other activities can occupy the touristic infrastructure, such as students being able to rent very cheap apartments in palazzinas during the semester which serve in summer as tourist apartments.



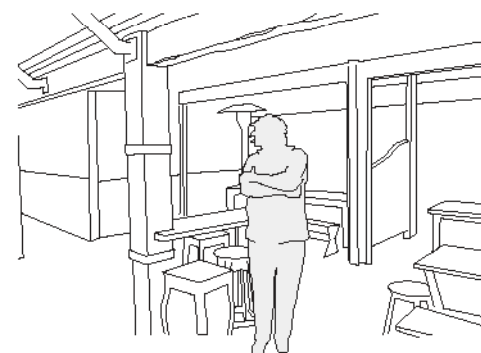
Lungomare: the artery of tourist city

The Lungomare contains and connects almost all of the tourist facilities. The ways in which hotels and resorts are connected to the Lungomare differ. In the palazzina towns, the Lungomare is a promenade with many of shops and restaurants. Outside, the facilities are far more self-sufficient. Each coastal town has its own carefully designed Lungomare, lined with palm or pine trees. On Sundays and in the evenings many people stroll along its length. It is a place to see and be seen.



Consumer City: one extensive commercial strip

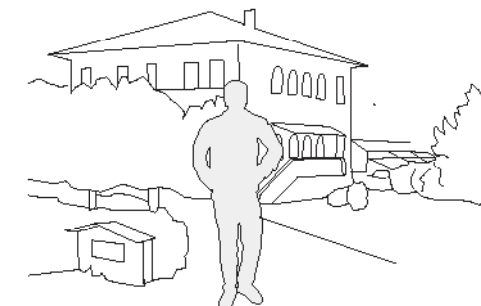
No spot on the SS16 is devoid of posters or signs for shops inducing consumption. This concentration is understandable since shopping possibilities appear at places of good accessibility. In the Adriatic City with its clear and linear layout the places of convenient access are easy to locate. The national road SS16 and the highway A14 are the two and only main arteries. The different kinds of consumer places have their own consumer behavior and logic; there are the shopping malls close to the highway exits, the shops along the SS16, and the pedestrian shopping in the cities' cross-streets and on the Lungomare.



He finds Pescara great for going out

Gianluigi (31) lives in Pescara, where he shares a spacious apartment with two other guys. He studied psychology at the university in Chieti. At the moment he works in a photo development shop in a shopping mall outside of Pescara. Photography is one of his hobbies and he uses the city of Pescara as inspiration for his own work.

He really likes Pescara, its size and its cultural diversity. He finds it to be a great place to go out; in the summer he enjoys parties on the beach, in the winter he hangs out in the medieval town, which is always crowded with young people from Pescara and the surrounding areas.



He has friends from all over the coast

Riccardo (19) lives with his parents in Sant'Omero, an agglomerate of small settlements in the hills, where he grew up. His family has a small farm, where they raise vegetables and livestock for their own personal consumption. He goes to school in Teramo.

Riccardo has many school friends in other nearby coastal towns. On one occasion, we accompanied him to a bar in San Benadetto del Tronto. On the way there, he stopped in Martinsicuro and again in Roseto to pick up some friends. The drive took over an hour in total, one-way.



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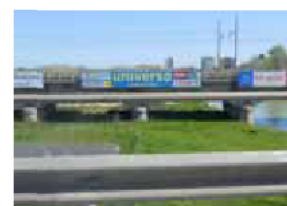
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Catalogue of consumption activities

1. Universo commercial center

The Universo is a commercial project, built in 1999 on the SS16. It contains a shopping mall a big event hall and a hotel. The parking lot provides space for more than 1000 cars. The SS16 was once reshaped to serve as an entrance road.

3. SS16 in the palazzina town

Most palazzinas along the SS16 are turned into shops, with small parking lots right out front.

2. Lungomare pedestrian shopping

Along the Lungomare there are many little shops, bars, restaurants and gaming arcades.

4. SS16 in the commercial and industrial zone

This zone has a great variety of uses, ranging from garages to supermarkets to nightclubs. Big parking lots around the sheds and shelters provide enough parking space

5. Advertising signs

Over bridges and across farmers' fields, the SS16 is lined with large posters.

6. Malls near the highway exit

In Città Sant'Angelo the highway exit Pescara-Nord has attracted vast shopping malls and supermarkets which are supplemented with new housing projects.

7. The Warner Village

Right next to the congress center of Aldo Rossi and the grand hotels, there is a huge multiplex cinema.

8. The SS16 as a market street

In Montesilvano there are virtually no houses along the SS16 which do not incorporate a commercial enterprise. Signs everywhere are attracting the drivers on the SS16.



...in the palazzina town



...in the industrial and commercial zone



...in between the towns

Three typologies of consumer facilities

The three main streets (the SS16, the Lungomare, and the A14 with its exits) attract many consumer facilities. Each of these three streets is connected to different settlement structures, in which distinct and specific types of consumer facilities are built. These facilities are proof of changing consumption behaviors. Initially shopping was concentrated in the town center with its Lungomare, later it began to occupy almost the entire SS16 and today it is clustered around highway exits.

Type 1: SS16 as a commercial strip

The SS16 is super busy, since it functions as the backbone of commerce. It is a construct of a car society. The density of traffic makes it rather dangerous for pedestrians.



Lungomare promenade in Silvi



Cross-street to the train station in Pineto

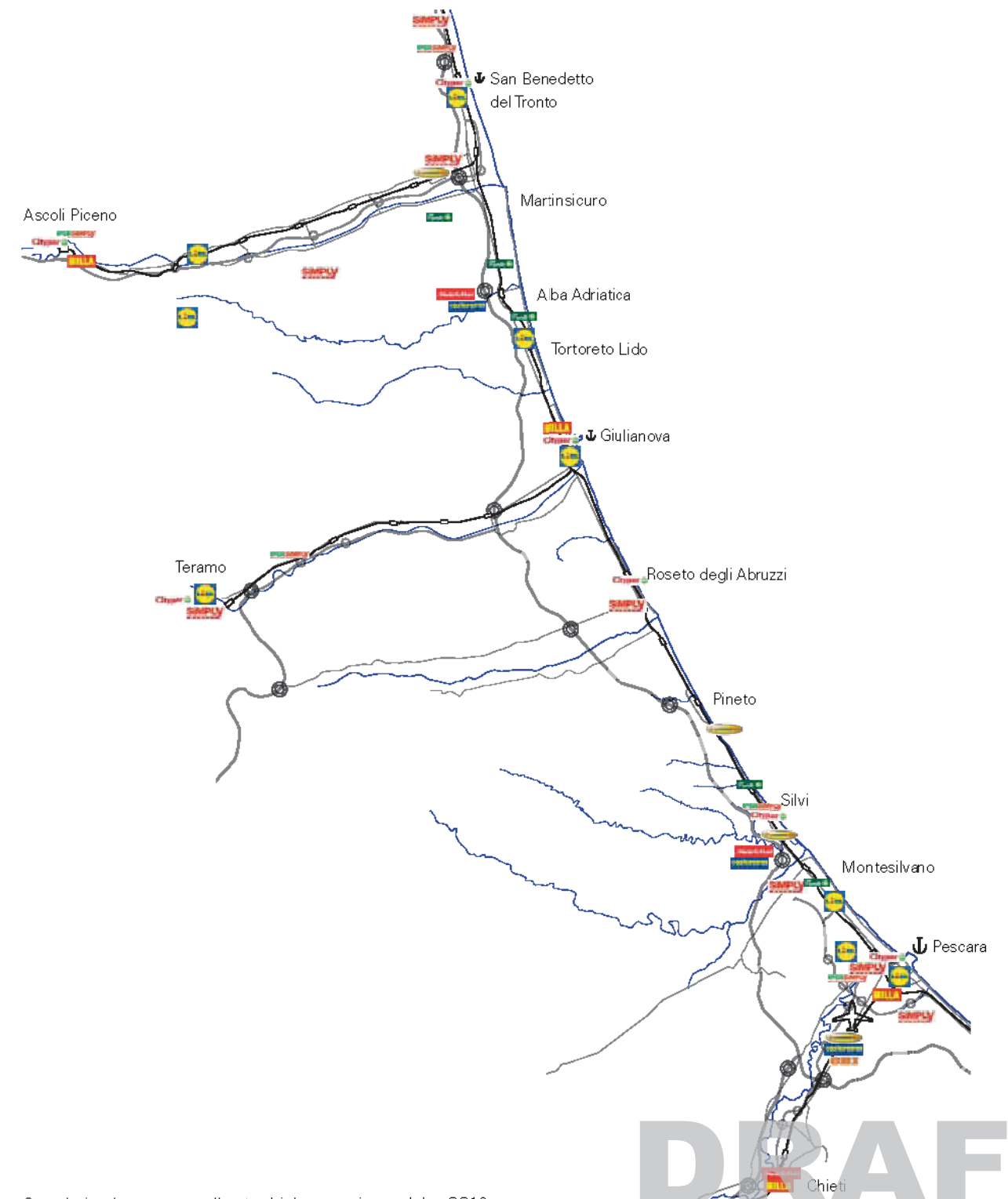
Type 2: Pedestrian shopping zones in the palazzina towns

The streets perpendicular to the main axes (the SS16 and Lungomare) have a minor function for car traffic. As a result some have evolved into pedestrian boulevards in town centers. The Lungomare is similarly an important pedestrian street; it normally consists of parallel lanes for traffic, parking and pedestrians.



Type 3: Shopping malls - an alternative to the loud and crowded SS16

There are two kinds of location at which one can almost always find a sizeable shopping mall: at the highway exits of the A14, or at the intersections where roads leading to A14 entrance ramps meet the SS16. The appearance of these shopping malls is a recent development. They provide secluded shopping havens for visitors, a stark contrast to shops along the loud and crowded SS16.



Correlation between malls, the highway exits and the SS16

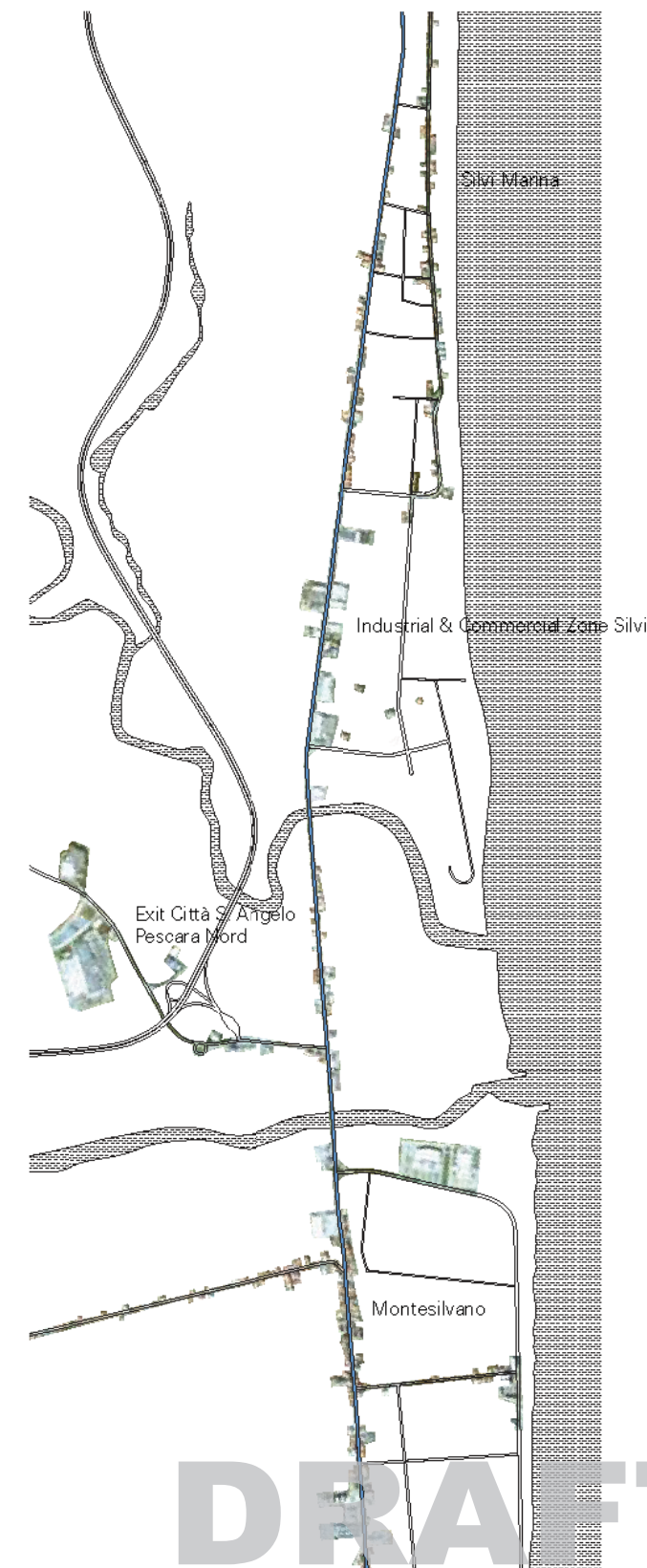
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SS16 - the artery of the consumer city

Most consumer activities occur along the SS16. The SS16 can be seen as an endlessly long market street. The mode of transportation is the car. The big shopping center, characteristically located around the highway exits, is a newer phenomenon, which centralizes the consumer city on nodal points. A third part of the consumer city are the pedestrian zones.

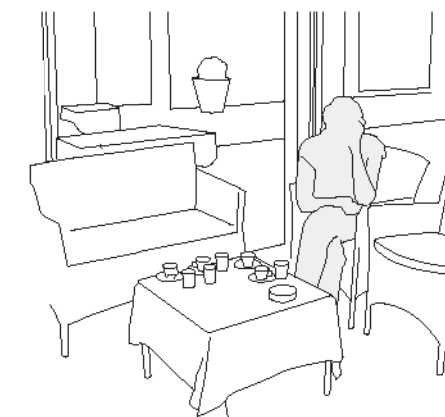
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Working City: grown into a diverse economy

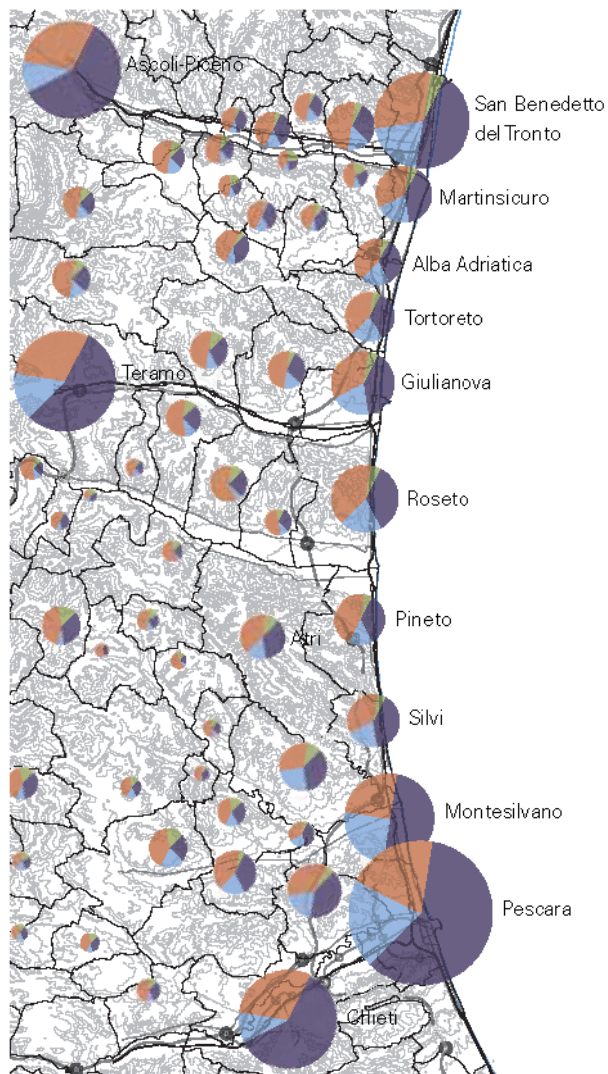
The sun and the sea shine in the image of the Adriatic City. The importance of tourism is omnipresent, since the Adriatic City grew with the emergence of beach tourism. In the winter, when the beaches are empty, it becomes very clear that the Adriatic City is not just a tourist resort. Its rapid growth since the second World War has led to a strong region with a diverse economy. There are many small and medium-sized enterprises which contribute to a strong industrial sector. These businesses are located in the river valleys and between the palazzina towns. Commercial activity is concentrated along the SS16 and at the A14 Highway exits. Services, public institutions and higher education are rather centralised in the traditional cities like Pescara, Teramo, Chieti and Ascoli Piceno.



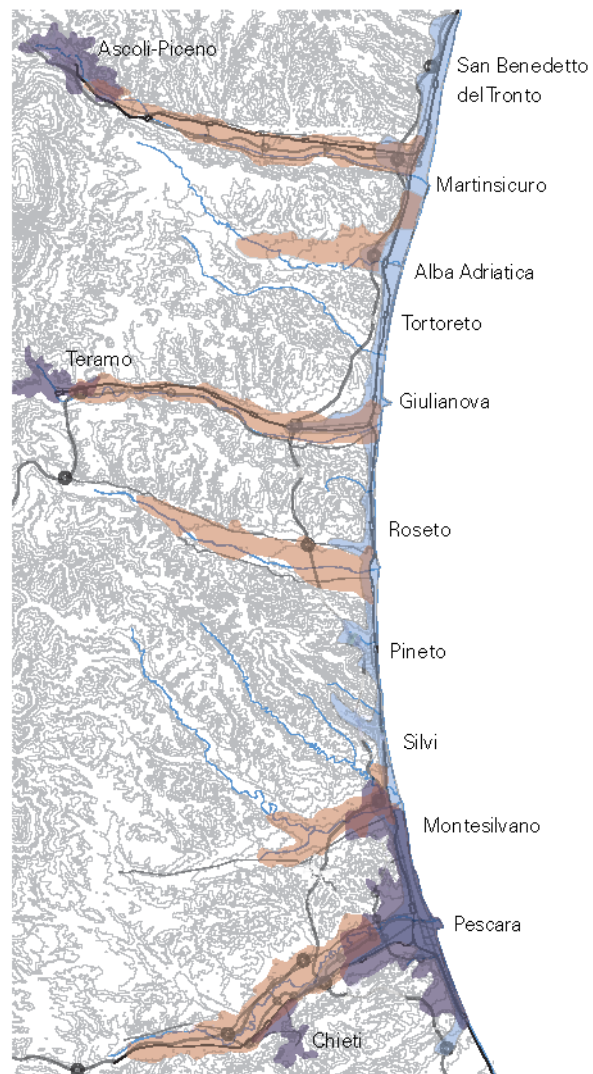
She studies at the university of Pescara

Sabrina (21) is a student at the Università degli studi "Gabriele d'Annunzio". Her father worked in Switzerland where he met his wife. They lived outside of Zürich until ten years ago when they moved to Teramo, where her father grew up. For the past three years she has been studying foreign languages in Pescara, where she shares an apartment with 3 other friends.

Sabrina explained life in the Adriatic City from a Swiss perspective: she says that almost all young people study at a university, even the lazy and unmotivated students. This is because there are no special requirements for admission. This situation leads to a rather low academic niveau and the emergence of private universities. Youth unemployment is very common. Many university graduates have a difficult time finding a job, because most job advertisements request experienced employees. Often they end up working as barkeepers where they just earn enough to pay the rent, an expense which has greatly increased lately. In general things have gotten more expensive since the Euro was introduced. The fancy boutiques in the city centre are so pricey that only tourists can afford to shop there. Sabrina says that the region of Abruzzo is in crisis. There is not much development. For her own future she can imagine that she will return to Switzerland for a better working perspective.



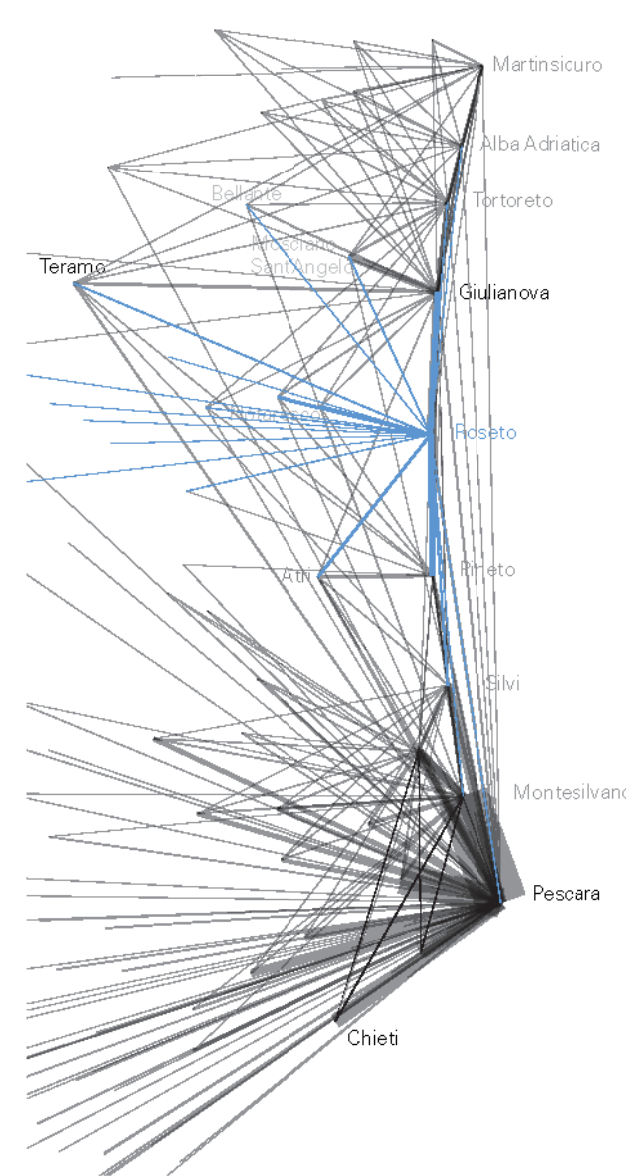
economic sectors
 ■ agriculture
 ■ industry
 ■ commerce
 ■ service



zones of concentration

The coast versus the valleys

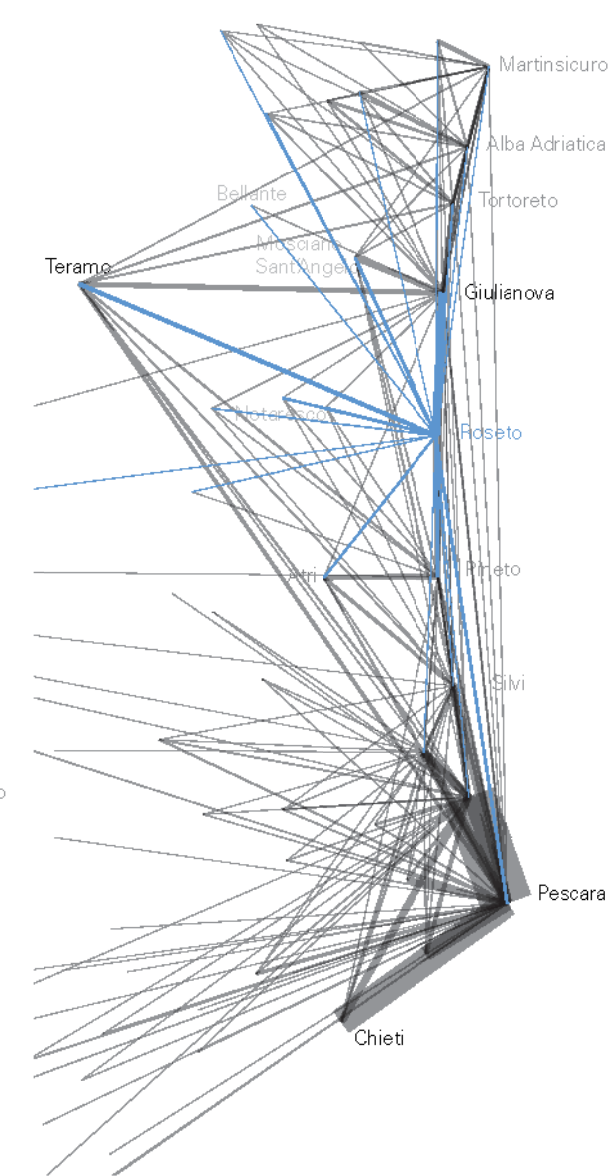
Occupations in coastal towns differ clearly from the towns in the hills or in the valleys, where agriculture and industry dominate. The coastal towns are economically the strongest. They have many small and medium-sized enterprises, and due to tourism the service sector is quite strong, as is the commercial sector.



commuters to the coast
 — 1000 commuters

Commuting as a part of everyday life

In the coastal towns from Martinsicuro down to Montesilvano, an average of 43 percent of the population leave the town daily to work. In general there are about the same amount of people commuting to the coast as there are people driving to the hinterland. The service centers are clearly attractors for workers.



commuters away from the coast
 — 1000 commuters



Commerce (Roseto, SS16)



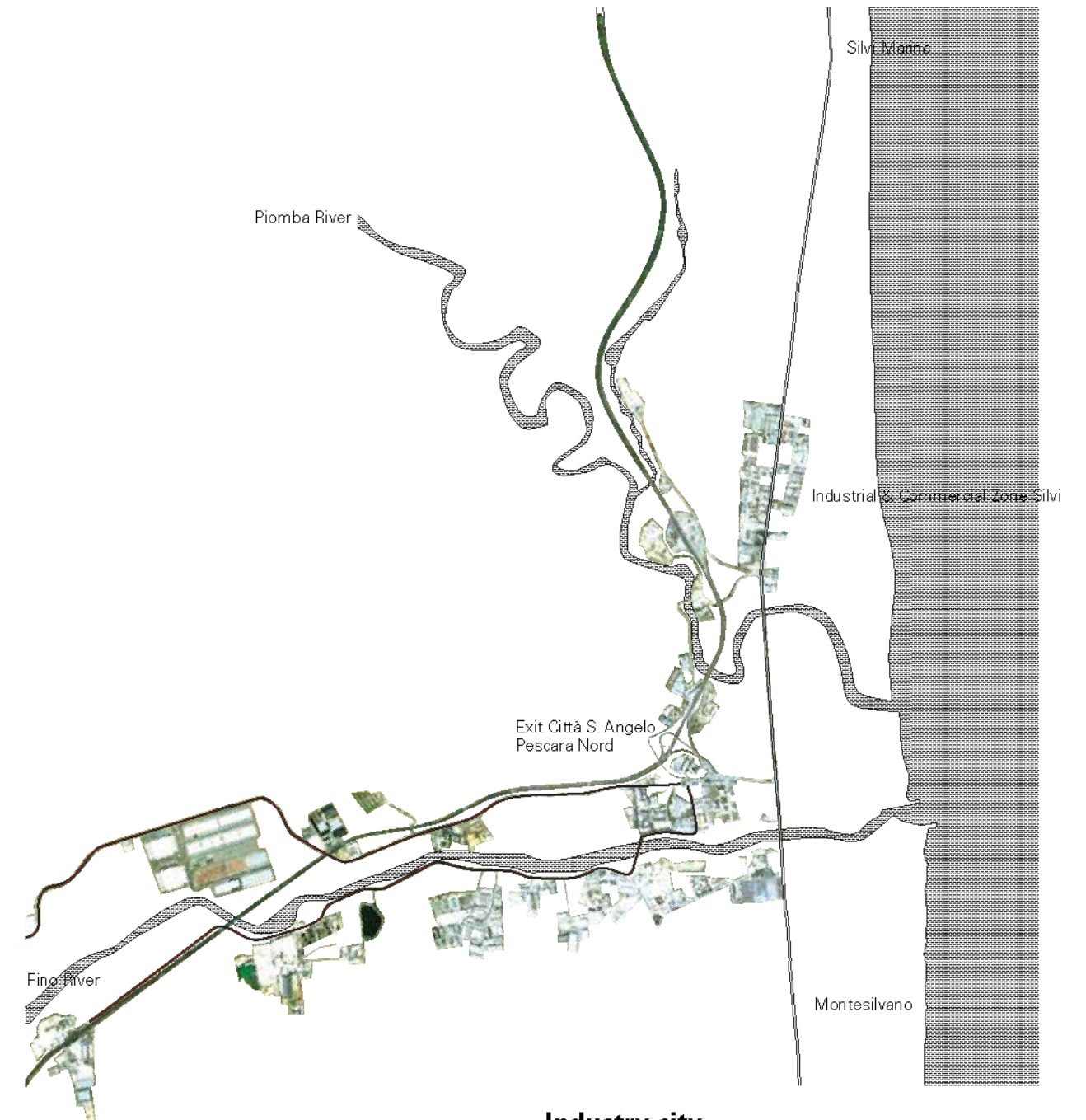
Industry (Pescara Valley)



Service (new court house, Pescara)

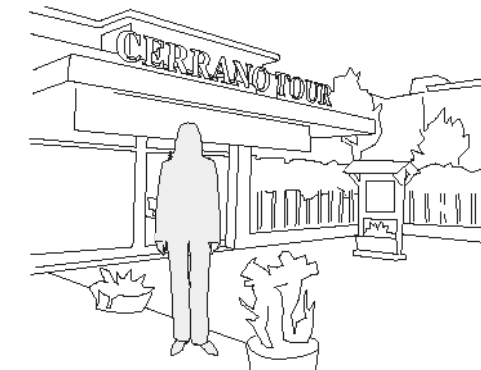
The workplaces

The working city is composed of different sectors, mainly consisting of commerce (the consumer city), industry (which creates its own kind of city), and the service centers (mainly the larger cities with their institutions).



Industry city

The industry city is a construct of industrial lots and zones, connected by roads along the rivers. These service roads only used by the industry. The intense use of the river delta has many consequences on the environment.

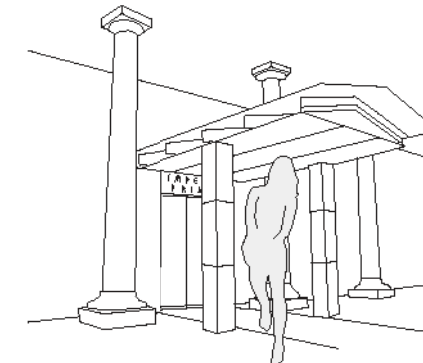
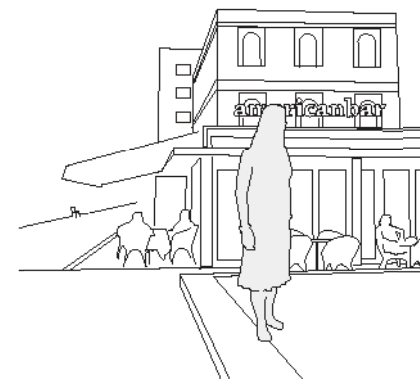


Malick from Senegal

For the past two years, Malick (32) has lived with some of his Senegalese friends in Vasto, a small town some distance south of Pescara. We met him in Silvi Marina on the main piazza. He had taken the train to Silvi in order to sell belts and jewelry.

Marie from Germany

Marie (37) lives in a palazzina in Pineto. She works for Cerrano Tours, a young and dynamic agency founded in 1996. She manages and rents out holiday residences and hotels. Business is good; Pineto is an ideal tourist location for families, since children love to play among its shady pine trees. Marie notes that the location of the railway is unfortunate, since it cuts off the town from the beach.



Kaltrina from Albania

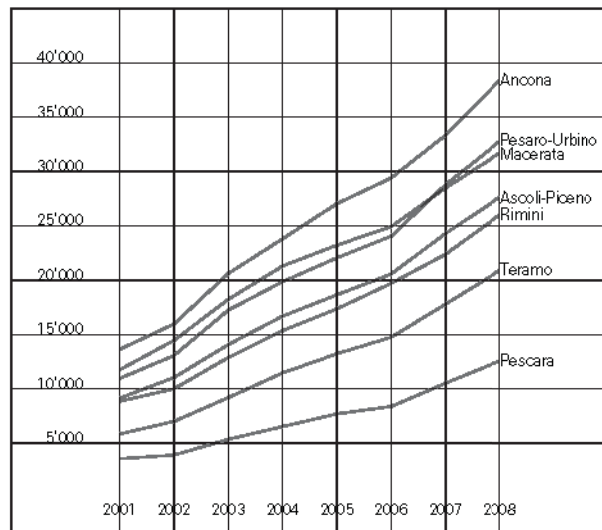
Kaltrina (27) has lived in L' Aquila for the past 3 years, where she rents an apartment. She works at the Americabar on the main piazza of Silvi Marina, right next to the municipal building and the school. The Americabar is a family business with a tradition going back to 1946.

Samantha from Latvia

Samantha (23) lives in an apartment complex in south Silvi, where she moved three years ago from her native Latvia. She currently works as a dancer in a night club in Citta Sant'Angelo.

Immigrant City: filling the newly opened niches

Immigration is a hot topic within current public discourse. It is a recent phenomenon in this region. In the year 2000 the population consisted of only three percent immigrants; today about one tenth are foreigners. They fill the niches that appeared with the growth of urbanity. For different parts of the world there are also different factors making immigration to the Adriatic City attractive. For some migrant countries there is greater attraction for males than females, and vice versa. As an example, for a variety of reasons, the majority of immigrants from middle and eastern Europe tend to be female.

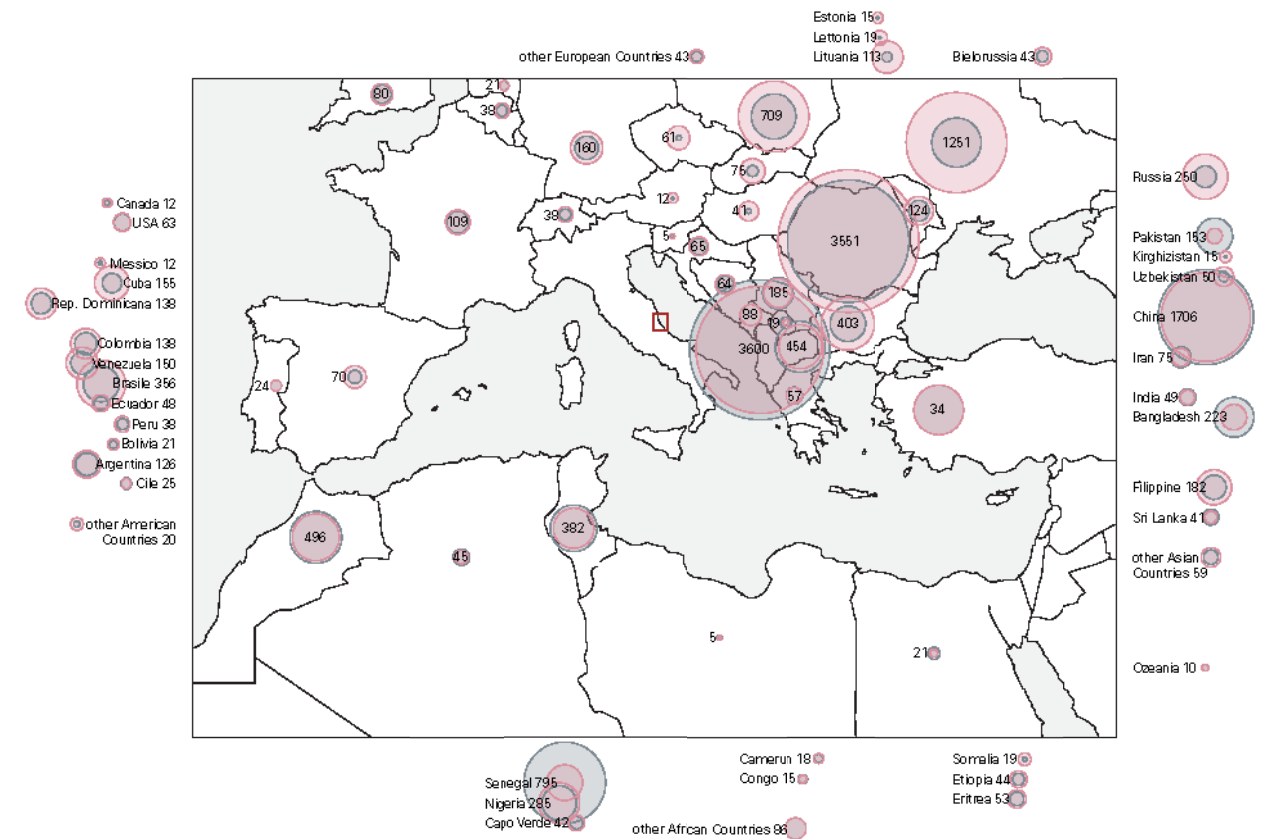
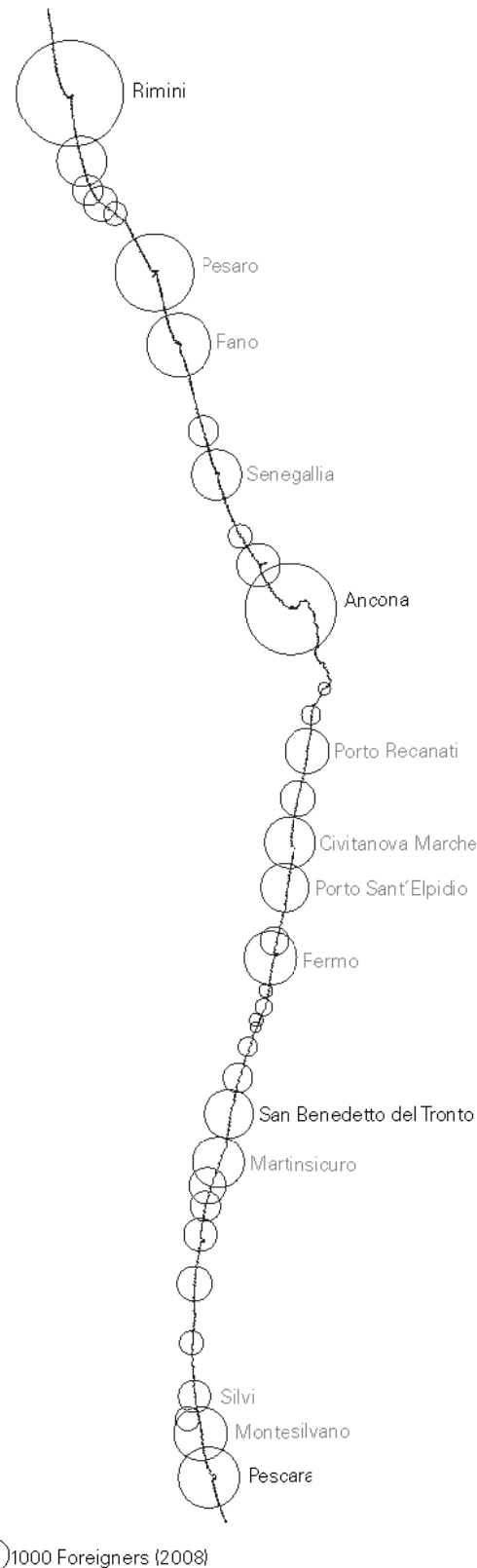


Explosion in the last 10 years

From about 3% foreigners in 2000, in the last decade, this number has risen to more than 10% today.

In the northern part of the Adriatic City the number of immigrants as well as the growth rate is significantly higher than in the south.

The city of Pescara has a relatively small proportion of foreigners. The opposite is true in the towns of Martinsicuro and Montesilvano, which can be seen as suburbs of bigger cities.



Eastern Europeans are attracted

A major portion of the foreigners come from the opposite side of the Adriatic sea. Many people from the Balkans are attracted by the better job opportunities.

One interesting group of immigrants are the Eastern Europeans, consisting mainly of females. Some of them work in family care, others in prostitution.

From central Europe there are mostly women as well; many of them have an Italian husband, who once worked in their homeland.

On the other hand the migrants from countries like Senegal are mostly male. They often work as street vendors.

A LINEAR MODEL OF A CITY

- 1. The Adriatic City grows around its infrastructure
- 2. Different infrastructures attract different activities
- 3. The stratification of activities leads to spatial proximity and distinctness
- 4. The spatial distinctness is experienced through linear infrastructure



Lungomare
in Pescara, Montesilvano, Silvi, Roseto, Giulianova



SS16
in Pescara, Montesilvano, Silvi, Roseto Giulianova



- industrial roads
- SS18
- Lungomare
- industry city
- consumer city
- tourist city

1. The Adriatic City grows around its infrastructure

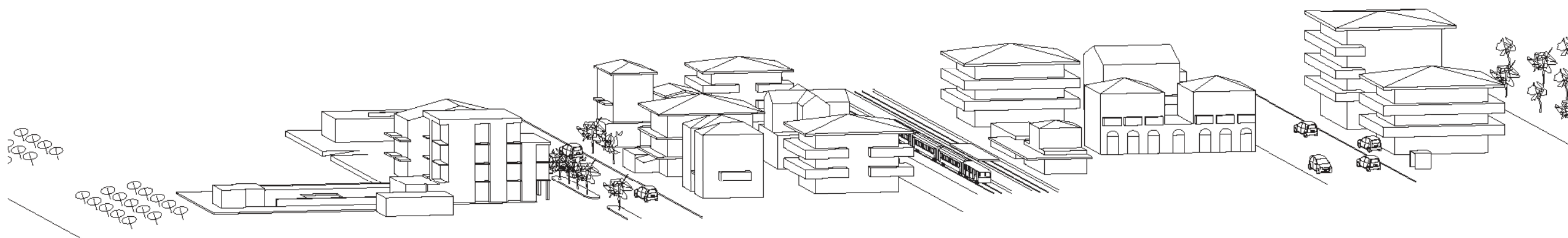
The evolution of the Adriatic City began with the introduction of the railway (1863) and ever since then the construction of infrastructure has functioned as an engine for urban development. The SS16, the Lungomare, and the highway A14 have been generators for their time-specific building structures.

2. Different infrastructures attract different activities

The Lungomare in the different towns was built in the beginning of the 20th century to stimulate tourism.

Similarly to this artery of tourist activity, the SS16 has attracted certain activities. Commerce and small and medium-sized enterprises line this street.

So has each infrastructure with its specific form and speed adopted different activities.



3. The stratification of activities leads to spatial proximity and distinctness

The sea, beach, palazzina hotels, Lungomare, residential palazzinas, railroad, shops and SS16 all want to fit into the narrow coastal strip. The result is a very dense stratification of these elements with a certain logic of coexistence. While beach, hotel and Lungomare are always linked very closely, the railroad cuts the towns into two sides.

4. The spatial distinctness is experienced through linear infrastructure

The SS16, railroad and partly the Lungomare tie together the whole Adriatic City, allowing the daily movements in a longitudinal direction. They are very bundled, building together an infrastructural backbone, a superstructure. The infrastructures are physically very present. They are cutting through the towns but at the same time pulsating and bringing life into them. These infrastructures are the boon and bane of the Adriatic City.

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