

Tevere a Porta Portese, Roma

Via Portuense, Lungotevere Testaccio

Located in the heart of the city behind the Aurelian Walls, this site encompasses the Tiber River and its banks, from Ponte Sublicio in the North to the railway bridge of San Paolo in the South. The Tevere River, which was once an important component of the city, has gradually lost its significance. The construction of the "muraglioni" (city wall) at the end of the 19th Century, ended the functional and symbolic relationship between Rome and the Tevere River. This was exacerbated in the 20th Century by altered socioeconomic conditions and changes to how people moved around the city, further separating of Romans from their river. Today, the right bank of the Tevere River, which comes to life on Sundays due to the historic Porta Portese market, is almost completely occupied by unused relics, left unpreserved, which form an impenetrable barrier. The left bank, characterised by edges of Testaccio and the former Slaughterhouse, are excluded from

the vitality of the district and from cultural activities that have sprung up inside the former slaughterhouse. The large Testaccio riverfront passage further emphasises the distance between the built-up area and the river. Despite this, the Tevere River and its borders conserve a remarkable environmental, historical, and cultural heritage that deserves to be returned to the citizens with a project that aims to combine accessible public spaces in line with the 15-minute city, with the need to improve the sustainability and resilience of neighbourhoods in response to changed socioeconomic and climatic conditions we are experiencing. This project aims to re-establish/reclaim the central role of the river and nature within the city. The location has special strategic significance as it acts as a hub for interactions between the old city and the historical-architectural and environmental resources encountered along the river.



Approx. site area: Approx. 16 ha. The site is characterised by an average height difference of 12m between the banks and the town.

Key Information: The area is part of a very densely populated (17,822 inhabitant/km²) and inadequately regenerated location. The elderly make up 27.6% of the total population, whilst the number of foreigners has grown in the last 10 years, in line with municipal growth (11.6%).

Priority areas and expectations: Proposals should focus on:

- creating a polycentric, accessible and sustainable district, according to the '15-minute city' model;

- restoring green spaces along the river in line with the creation of the Tevere River Park;
- promoting new neighbourhood services, (including in public buildings beyond the intervention area), related to leisure activities and the development of NZEB buildings;
- improving accessibility to the banks and upgrading historical and environmental elements;
- restoring impermeable urban soils;
- reconfiguring pedestrian and bicycle paths (also beyond the area of intervention) and connecting these to public transport routes.

Presentation of the site and development expectations

The area is characterised by inconsistencies and structural/functional imbalances that require transformative projects with the potential to establish new landscape/environmental quality conditions. These should be focused on residential use as well as the functional complexity of the surrounding urban area. An example of this is the environmental redevelopment project being implemented within the vicinity of the Ex Arsenale Pontificio area, which will house new cultural functions. A number of disused, incoherent, and degraded ruins accumulate on the Western edge of the urban area in question, along the Via Portuense road, which is the site of the historic Porta Portese Sunday market. These ruins obstruct the view of the Tevere and obscuring its presence.



Figure 1 - Ex Arsenale Pontificio



Figure 2 - Via Portuense towards the river - on the right 'informal' building Clivio Portuense

On the Western side, the river is constrained by the popular Testaccio district, built at the beginning of the 20th Century, as well as by the Tevere embankment and by the industrial archaeology complex of the former slaughterhouse converted into a multifunctional cultural space (see Figure 3). Along the bank of the Tevere River, to the North, the archaeological remains of the Emporium's structures are visible (see Figure 4); a large monumental complex of the largest river port of the Urbe built in the Republican era, while to the South some remains of the Aurelian Wall are also still visible.

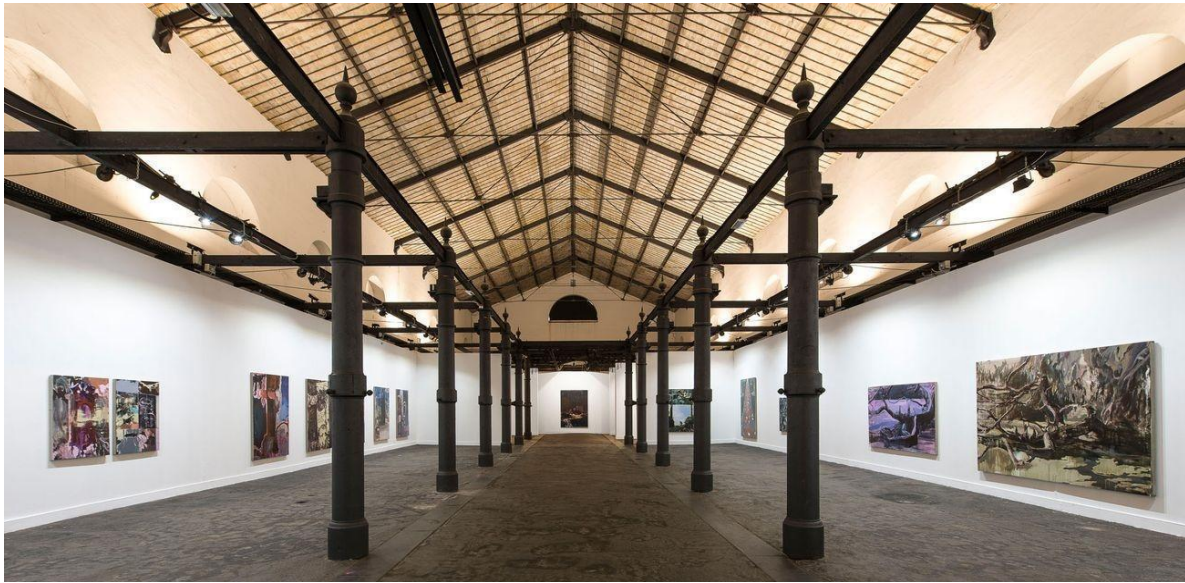


Figure 3 - Ex Mattatoio di Testaccio

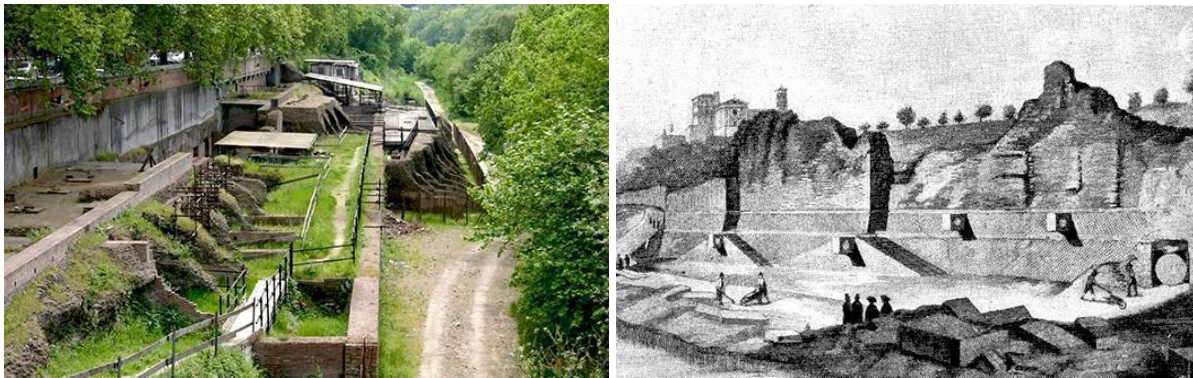


Figure 4 - "Emporium"

The area's transformative potential is linked to the presence of buildings and archeological ruins, which can be reconverted for new uses. This includes opportunities for redevelopment on a local and urban scale considering its specific location next to the Tevere river. The area under consideration is impacted by the Tevere river corridor, an area considered to be of considerable current and potential natural interest, despite the significant changes to the vegetation caused by anthropogenic interventions caused by a continuous historical process of urbanisation.

The main objectives of the transformation can be summarised as follows:

- creating an integrated and accessible urban space;
- **redesigning Via Portuense** as an urban corridor with high environmental value - reconnecting with the river basin by redefining the borders through urban transformation of public, open, and built areas to re-establish the visual relationship with the Tevere;
- **valuing built and unbuilt urban places** via reuse; with the introduction of new locations, integrated with the existing fabric as well as adjacent public areas/buildings¹;
- **replacement of incongruous volumes** in Clivio Portuense-via Portuense and along the river;

¹For details refer to "Planimetry of intervention area" in the dataroom

- **redevelopment of open spaces** includes the identification of locations to affirm the Porta Portese Sunday Market, both inside and outside the intervention perimeter²;
- **structural and functional reconfiguration** of the left bank's open spaces, as well as the restoration of the riverbank access system, both inside and outside the intervention perimeter³.

The 'regeneration' path represents an opportunity to implement the guidelines of the under the new City of Rome Council. The Council aspires to rethink the urban ecosystem according to a vision of a **polycentric, accessible, and sustainable city**, with neighbourhoods equipped with services accessible by foot and bicycle within **15 minutes**.

Therefore, we also intend to rethink the city's relationship with the river through a series of interventions that look at the regeneration of the Tevere River and the network of tributary rivers as an asset of the city's ecosystem. In this sense, various projects have recently been launched, such as the redevelopment of the banks, the creation of new overlooking parks, the creation of spaces for sports activities and social spaces.

The area is accessible by the 'lungotevere' (paths) that run alongside both banks of the river, from the North to the South of the city. Although the area is not directly accessible by mass public transport infrastructure, it is close to railway and metro stations (MB/MB1 and Ostia-Lido) located at distances ranging between 500 and 1000 metres. Although these distances aren't really considered walkable, it doesn't mean the area is completely inaccessible.

For example, the *Trastevere* station, which is closest to the area in question, is a national railway station, where the regional lines FL1, FL3 and FL5 (FL1 connecting with Fiumicino international airport) also stop. The widespread service provided by the rubber bus lines and tram Line 3 also run respectively along the Eastern edge of this area (via 5 stops), as well as crossing the area along the Testaccio Bridge, and through the Northern side.

Soft mobility also makes a significant contribution to accessibility, with a cycle path called *Dorsale Tevere*, which replicates the section along Via Portuense.

The main challenges that can be noted are low-quality of public spaces, an insufficient connection between the bicycle and pedestrian networks and the main network of mass public transportation, as well as excessive vehicular traffic.



Figure 5 - 'informal' building along the Clivio Portuense

²For details, please refer to "Intervention Area Plan" in the dataroom

³ Ibid.

City climate priorities and specific environmental challenges

Ever since Italy signed Agenda21 in 1992, Rome has addressed the issue of sustainability in a holistic manner, through sectoral, integrated, and multi-level planning strategies, developing various important initiatives to achieve the highest quality of life standards in line with the challenges of today.

In accordance with the climate neutrality goals set by the European Union in the European Green Deal, Rome has committed to achieving significant advances towards being a zero-emission city by 2050 through the revision of its Action Plan (PAESC). This objective will be pursued, not only by continuing and reinforcing the actions planned up to 2030, but also by implementing innovative strategies and solutions (see [PAESC](#) and in particular par. 18.3).

These include the most relevant to the area, such as:

- **energy-environmental efficiency** of the entire public and private building stock;
- **building practices and urban regeneration** without new land consumption;
- **zero-emission mobility** and facilitating walking and the use of local or shared public transport;
- local production and storage of **energy from renewable sources**;
- **forestation and renaturation** of all suitable, vacant or degraded areas in the city;
- transformation of the city into a Smart **City** and smart working as the preferred working mode for all citizens for activities that can be performed remotely;
- widespread use of **Nature Based Solutions (NBS)**, including infrastructure and spatial planning, for increasing city resilience to climate change.

Efficient and intelligent buildings, environmentally friendly mobility systems, the restoration of urban land (appropriately linked to new welfare policies) and the enhancement of the historical and cultural heritage are therefore the pillars of the new city regeneration strategy. These priorities should be considered in relation to/in addition to the 10 principles for a Green and Prosperous Neighbourhood set out in the call.

Despite the global impacts of the pandemic and financial crisis, Rome is continuing its efforts through numerous public and private urban and territorial regeneration projects, including the implementation of the **Tevere River Park**. The area chosen for this competition into this context, and the design developments can contribute to the implementation of the Tevere River Park. Your design should therefore bear in mind three guiding principles: the **development of green and blue infrastructures, energy efficiency and sustainable mobility**. In the selected area, you can experiment with green and sustainable interventions in an urban space where 'hard' and impermeable built materials have progressively eroded the spaces of the river landscape. The design solutions, through targeted demolitions of degraded buildings, should recover as much public space as possible to serve the surrounding urban context, integrated with new mobility spaces that favour cyclists and pedestrians. New and/or recovered buildings should be highly energy efficient (NZEB) and guarantee maximum flexibility of use.

In particular, the area is affected by the risk of biodiversity loss, the heat island phenomenon and the effects produced by air pollution, to a lesser extent by the risk of urban flooding, which is substantially linked to extreme weather phenomena. Proposals must take into account the above-mentioned environmental risks and adopt appropriate design solutions to counteract their effects mainly related to the progressive levels of sealing of the urban soil under consideration.

Specific planning rules and regulations

The project area falls within the Tevere Strategic Planning Area. The Strategic Areas identified by the General Regulatory Plan concern some "signs" (natural or anthropic, completely, or partially preserved) that have marked the development of the city and its transformation plans over time. The map attached to the Regulatory Plan can be used as a guide for the purposes of planning interventions and can be consulted through this [link](#).

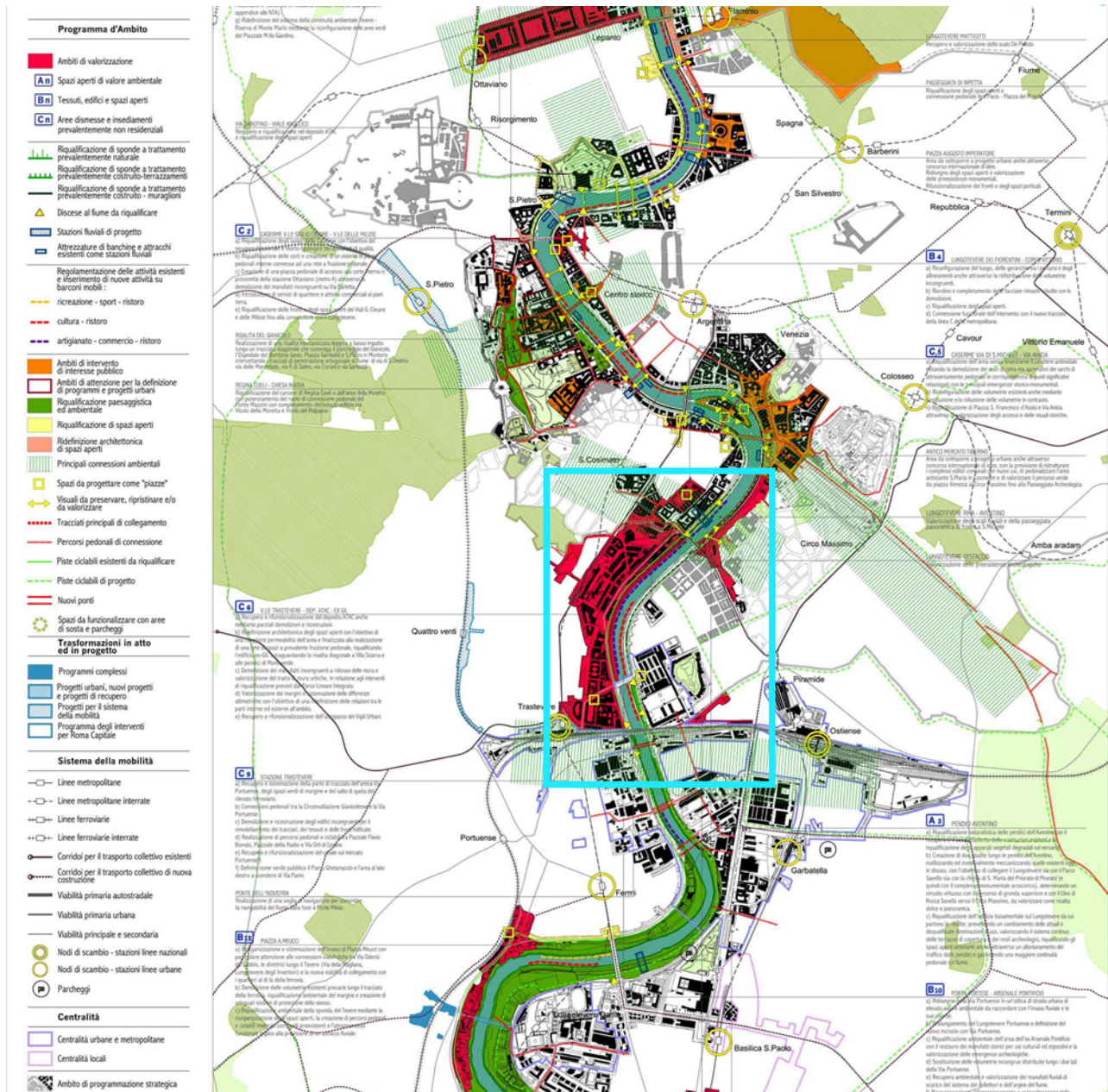


Figure 6 - Strategic Area "Tevere" - OBJECTIVES Central Sector

The urban and architectural theme of the Tevere Strategic Planning Area is to transform the 'distance' from the city into a resource through an approach that tends to re-involve the river in its development dynamics. To reclaim the **central role of the river** in city life, you should consider various actions across different fields:

- the **quality of the environment**, by restoring the ecosystem's lost ecological characteristics;
- **environmentally sustainable mobility**, including new pedestrian and bicycle accessibility along its banks as well as river navigability;
- the **redevelopment of historical resources**, a heritage of archaeological, architectural, and settlement activities that represent a substantial cross-section of bi-millennial history and must be valued in a unified system.

Below are some documents to reference when preparing your project.

"Rules' of the General Regulatory Plan

According to the PRG's predictions (Rome's Urban Planning Body), the western side of the intervention area falls within [the B10](#) Porta Portese - Arsenale Pontificio [Historic City Enhancement Area](#). The eastern side of the area mainly concerns a river edge, where the Lungotevere Testaccio road network is located. This is the eastern boundary of the popular neighbourhood Lungotevere Testaccio, where the Plan for the Use of the former Slaughterhouse complex - Ostiense-Marconi Urban Project will also be implemented. In the neighbourhood, the PRG is also aiming to complete the Lungotevere system - located in the stretch between Ponte Sublicio and Ponte Marconi.

B10 Porta Portese - Papal Arsenal

The type B historical city enhancement areas ([NTA, art. 43](#)) are areas made up of fabrics, buildings and open spaces, characterised by structural and functional inconsistencies. These areas require transformative projects that drive better structural, environmental and residential use that are also flexible and versatile.

Objectives for the project:

- a) Redesign the Via Portuense as an urban route with significant environmental value that connects to the river basin and its resources.
- b) Extension of the Lungotevere Portuense and definition of the new junction with Via Portuense.
- c) Environmental redevelopment of the Ex Arsenale Pontificio with the restoration of historical artefacts for cultural and exhibition purposes and the enhancement of archaeological features.
- d) Replacing the waste/ruins distributed along the two sides of Via Portuense.
- e) Environmental restoration and enhancement of river drainage structures for riverbank and collector system drainage.
- f) Reorganisation and downsizing of outdoor commercial activities related to the Porta Portese Sunday market.
- g) Construction of connections between Via Portuense and Via degli Orti di Trastevere.

Town planning dimensions:

- Realisable SUL = SUV of existing building.

Functional mix to be considered for the project:

- *Services, Commercial, Tourism:*
- *Productive:* maximum 10% SUL (*Gross Useful Floor Area of Buildings*)
- Excluded destinations: 'large sales facilities'; 'collective facilities' at CU/a; 'premises of the public administration and national, foreign and supranational public institutions', 'university premises and facilities'; 'wholesale trade', 'warehouses and stores'.

Ecological Network (PRG - NTA, Art. 72)

The prescriptive elaboration in the intervention area shows the presence of the following components:

- Primary component (A) - riverside ecosystems that are more natural;
actions envisaged: protection and preservation of ecosystems.
- Completion component (C) - via Portuense elements that complete and further link the Ecological Network to the 'Settlement System';
Planned actions: preservation or extension of natural assets, as well as integration with other components in accordance with sustainable mobility requirements, with a preference for cycling and walking.

Since the area falls within a structuring project, the Tevere River Strategic Planning Area in the subsequent project phase must:

- Determine the elements of the ecological network, perimeter them, and assign them to public or private green spaces with ecological importance;
- Define appropriate regulations to preserve or strengthen natural values and ecological functionality.

Regulation of public and private greenery and urban landscape

This regulation is based on the assumption that urban greenery is an important resource both for improving the quality of life in built-up areas and for the sustainability of urban systems, as well as the role it can play in maintaining and increasing biodiversity in anthropised environments, constituting or integrating ecological corridors or networks.

Please refer to Article 38 of the Regulation - Riparian greenery, river banks and the protection of bodies of water for specifics on the protection and intervention of riparian greenery,

Language requirements

Proposals must be submitted in Italian or English.

City-specific awards

All submitted projects will be shared on the Biennale dello Spazio Pubblico's (Rome's bi-annual urban space exhibition) webpage, with the event itself being held in May 2023. The public will also vote on all projects, and this will form part of the jury's final assessment to select the winning and highly commended projects.

Calendar

- **Start of the competition:** 20 October 2022
- **Registration (mandatory):** teams must register by 30 March 2023 at 17:00 UTC (Coordinated Universal Time)
- **Submission of the final project:** the deadline for submission is 3 May 2023 at 17:00 UTC (Coordinated Universal Time).
- **Analysis of proposals and final selection by the jury** (approx. 1 month)
- **Announcement of the winning and best projects:** by end of May 2023