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The Porosity of the Purgatory

Enrico Cory

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# The Porosity of the Purgatory

Tools for an alternative development on East Naples

Enrico Corvi.

FFELLI  
Elettrodomestici



Cultura dell'arte  
Bomboniere - Articoli da







# The Porosity of the Purgatory

Tools for an alternative development of East Naples

**Enrico Corvi**

TU Delft, Faculty of Architecture, Department of Urbanism  
EMU – European Post-master in Urbanism



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## Tools for an alternative development of East Naples

Graduation project

**Enrico Corvi**

TU Delft, Faculty of Architecture, Department of Urbanism  
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This work is dedicated to you.

Hi mom!

# Abstract

Among the many cities that lost their status of capital with the Italian unification, Naples is the one that struggled the most to reconcile with its past. With the cholera outbreak of 1874 the criticalities of centuries of uncontrolled urban development under foreign kings rose to the fore of the public opinion of the Kingdom of Italy. Yet, for the following decades until nowadays, institutions and politicians failed in providing an integrated vision for the city that could give it a new inclusive identity. Instead, lack of dialogue, path dependency among stakeholders and scarce involvement of communities served the interests of a weak entrepreneurial class and extremized the social problems of the old capital.

King Ferdinando II and Francesco II of Bourbon, the last royals of Naples, saw in the geographical position of the South of Italy the protection of their power: as they liked to say, the peninsula was confining with the salty water of the Mediterranean Sea toward south and the Holy water of the Vatican state up north (Astarita, 2006). This image not only reflected the attitude of the monarchs in international affairs, but it also reveals the two major constraints that have hampered the Neapolitan urban development: a problematic relationship with the sea and the unwillingness to open to a diverse liberal society.

What had grown in between these two limits, was what Walter Benjamin and Asja Lacis would have referred to as the Porous city (Benjamin, Lacis, 1925). When the two visited Naples in 1925 found an obstinately antimodern city where the people had the same consistence of the stone that constituted its walls and that, in its rejection of dichotomies, was a distant alternative to the rational northern European cities which the authors were so used to. According to their description, the urban environment of the Parthenopean city was extremely promiscuous: families from different social extractions used to share the same ancient buildings and attend the same squares, where a crowded market poured into the street in a continuous swarm of praises and trades, that could only be broken open by the sudden passage of a religious procession.

Since then, this image lived a life of its own, having a profound impact on the imaginary of urbanists and planners across the world and reoccurring in different forms in the speeches and texts of researchers over the last seventy years. Most notably, the Italian duo Bernardo Secchi and Paola Viganò reinterpreted this concept in their work for the city of Antwerp in 2009 (Secchi, Viganò, 2009). The two urbanists, in fact, would later explain how the theme of porosity does not only concern the material quality of the buildings but rather more the different ways through which different city users appropriate the space. As such, porosity allows for diversity in the urban environment maximizing social and economic interaction (Tallen, 2008), thus enabling kinship network, the system of formal and informal relationships that make up a community to be active and thriving.



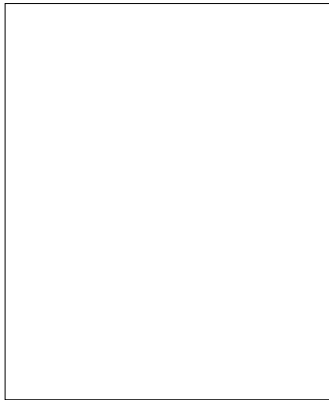
But what is left of the porosity of Naples? Since the end of the XIX century, having by then lost the role of capital, the city had to go under a much-needed process of reinvention and even if originally Naples had to be a maritime city, the foreign rulers, especially during the two centuries before the Italian unification, never developed the full potentiality of the port (Di Mauro, 2006). Under the new regime instead, the Neapolitan elite class rediscovered the sea in its potential for the industrial development. Following logic of economic efficiency and rationality led to new patterns of expansion and consumption of land (Ascher, 2001) and the insalubrious territories, once considered the limit to urban expansion, became the desirable location for the new Industrial city. The old walls of the city were gradually demolished and the city began its expansion towards east in the Borgo Loreto, the marshy delta of the Sebeto river and the, at the time separate, town of San Giovanni a Teduccio. These Bad lands (Secchi, 2006) were necessary for the current socio-economical functioning of the city, not only, because they hosted the construction of warehouses and fabrics, but especially, because they accommodated the rural immigrants that would have constituted the human capital of the new economy. For many, these transitional cities have been constituting the access to the urban social network and economy and they retained this function even when the deindustrialization took over the initial motivation of their existence. The lack of access to facilities, poor housing conditions, low property value and population decline transformed these lands into enclaves for the low-income classes and those who are excluded by the society (Grahame Shane, 2005). Conversely, the Neapolitan upper and middle classes steadily fled the historical centre to pursue a new lifestyle on the hills up west and restructured the city to serve their interests. Nowadays Naples has partially lost its porosity and presents many visible and invisible barriers, whether are they segregating infrastructures, low quality urban and housing environment, monofunctional districts, differences in the social status and political representation.

Since the 70s attempt to convert the city's economy to the tertiary sector, Naples' development has been driven by the alleged will of answering to the many crises of the city without ultimately being successful (Galasso, 1987). This is, in some measure, due to the fact that the city's institutions are still partially tied to their conception of the "Holy water" that manifests itself in a scarce attitude towards change that results in institutional inertia (De Martino, 2020). Emblematic in these regards are the not fulfilled promises of the at the time just elected new mayor of the city Luigi de Magistris toward the Islamic community in Eastern Naples. This rapidly growing community had been promised in 2011 the construction of the first Mosque of city and an Islamic cemetery. Only after 10 years, at the peak of the Covid-19 pandemic, in August 2020, the municipality granted the concession for the use of a land to bury the dead (il Mattino, 2020).

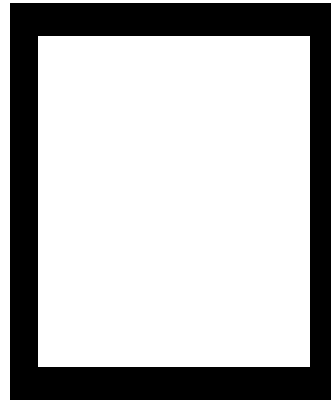
The genealogy of the Eastern Naples returns the image of a bad land that has never been given the proper tools for development and whose communities have never been involved in the decision making. Nowadays as then, it is a Purgatory, a city of perennial transition, of goods and people: the established Neapolitan population that aspires to move to other parts of the city or the immigrants arriving from overseas.

In this work, I explore how can the study of the porosity of the urban environment set the bases for a community-based design approach. After having delved into the study of the context of the East Coast of Naples, I focus on the Case Nuove and Mercato del Ferro areas, the first districts to be built outside the former walls of the city in the old Borgo Loreto, and their relationship with the Mercato, the historical neighbourhood grown behind the city walls. The two are institutionally one administrative entity and share an increasing lack of porosity that manifests itself in visible and invisible barriers, problematic social issues, and low quality of the urban environment. Taking this case as example, I will define a design process and stakeholders engagement strategy through which to answer the question: Through what means can Eastern Naples provide a spatially just alternative for its citizens?

# Navigator



*Regular*



*Photographic documentation*

Due to the extent of the report, it has been thought helpful for the reader to distinguish the pages in three categories in order to make the work easy to scroll through.

While most of the pages are simply white and relate to the development of the research, the black pages have been introduced to host the photographic documentation that supports the text and drawings.

# 1 – An emblematic Second-tier port city

---

## Research Motivation

We witness the unfolding of the threefold crisis of the Anthropocene: a crisis of ecology, economy and politics (Purdy, 2015). As a matter of fact, the World City Report of 2020 by the UN stated that even if global inequality has declined over the past three decades, domestic income inequality has risen in many countries—particularly in advanced economies—and reached historical highs in others (WCR, 2020). According to the annual World Meteorological Organization (WMO) statement of 2020, the concentrations of CO<sub>2</sub> in the atmosphere continue to rise and therefore the year 2019 registered a global average temperature of 1.1 °C above estimated pre-industrial averages (Talaas, 2020). Yet this crisis is at least partially due to the unravelling of the failures of a system that we wanted to believe stable and self-correcting. In fact, while many may argue that we are only recently seeing the effects of our economic system we can respond with two arguments: that market driven economy is blind to the so-called externalities and that two hundred years of evidence suggest that markets produce accelerating levels of inequality (Purdy, 2015).

The well documented dispersal of economic activities driven by the integration of the financial markets and the development of the information technology has led, over the second half of the XXI century, to the consolidation of a global network of specialized cities. Among them, in 1991, sociologist and economist Saskia Sassen labelled them as Global cities. These cities saw a concentration of financial services able to attract capital and people from virtually any place on Earth. Optimistically, Sassen believed that, being the place of global capital, these cities would have been also the scene of global struggle and while they certainly have been to some extents, in recent years we have also seen the limitations of this supposition.

The scale and interconnectedness of the crises require global coordination at different scales and, unfortunately, since the financial crisis of 2008, we have witnessed a weakening of the institutions of the Eurozone, a rise in authoritarianism and escapism from politics. This constatation should lead us not to rethink only the contribution that each territory may bring to the continental economy but rather reconsider the neo-liberal agenda that has driven the European Union over the last 20 years.

Many underlying economic and social problems, that were already rising during the first decade of the new millennium, got strengthened by a reduction in the public expenditure that followed the crisis. Regardless of the recommendations of the OECD, international and internal territorial inequality raised. In the Mediterranean region, for instance, continental and national policies have favoured macroeconomic



stability over the national welfare with the subsequent concentration of resources in cities that are more integrated in the global network and present a stronger private sector, such as Capitals.

In such a context, often not enough energy is spent investigating what the OECD refers to as second-tier cities (ESPON, 2012). Studying the development and potentials of such urban centres would provide an alternative to the current urbanization regime toward expensive, overcrowded and unsustainable megacities. Due to its history, most of Europe's population lives in second-tier cities and yet their characteristics and criticalities strongly differ from region to region. Urban growth in Europe has been following two main systems, a central place system and the network system (Hohenberg and Lee, 1995). Paraphrasing the words of Hohenberg and Lee, while we cannot relegate the majority of the cities of the continent, with absolute certainty, to one of the two categories, we can use this theoretical model to affirm that many cities along the Mediterranean Sea flourished due to their positional advantage in the commercial routes through water. These cities presented favourable natural conditions for the creation of ports and on the relationship with commercial water routes they have thrived for centuries.

The urbanization of the region, for instance, shows unequal population distribution in which many major cities are located along the coast and in river deltas, with Italy being one of the most emblematic cases. In direct correlation to the depopulation trend of the Apennine's region, and even in contrast with the internal migration toward the North of Italy, most of the cities along the coast of the Centre and South of the peninsula have continued to see their residents grow (ISTAT, 2018).

These are port-cities. Not by coincidence, many ports of South Western Europe were located in strategic points that, aside of a great positioning, offered fertile soils and abundant water resources, such as delta regions and volcanic lands. These conditions determined, over time, which cities could sustain a continuous growth of population and become important centres not only for trading but also artisanship and cultural exchange. Nonetheless the agglomeration did not come without its externalities. Historically, insalubrious territories, once considered the limit to urban expansion, became the desirable location for the new Industrial city. These Bad lands (Secchi, 2006) were necessary for the current socio-economical functioning of the city, not only, because they hosted the construction of warehouses and fabrics, but especially, because they accommodated the rural immigrants that would have constituted the human capital of the new economy. For many newcomers, these transitional cities have been constituting the access to the urban social network and economy.

Yet, during the last two centuries the relationship between ports and cities has slowly but steadily deteriorated with the introduction of many actors in the planning of port-cities (Hein, 2015). The multitude of interests led to what appear as unconcealable planning paths that have framed ports and the cities as two disconnected entities (De Martino, 2020). This tendency exasperated the specialization and rationalization of the coasts with subsequent laying of the infrastructure to serve the port, resulting in socio-spatial segregation and an unjust urban environment. In fact, the districts that were born against the industries' fences retained the role of the gates to the city even when the deindustrialization

took over the initial motivation of their existence, thus completing their metamorphosis in heterotopias. The lack of access to facilities, poor housing conditions, low property value and population decline transformed these lands into enclaves for the low-income classes and those who are excluded by the society (Grahame Shane, 2005).

The city of Naples configures as an emblematic example in this regard. With one of the fastest demographic declines and ramping unemployment rates in Europe, the city constitutes an exception even by Italian standards. The crisis is structural, and its roots can be dated to the development of the South of Italy under the Spanish regime in what Antonio Bililla defined as the *Questione meridionale*. Naples never managed to recover from the loss of functions of being a capital. From that moment on, the history of the city would have been a succession of crises that would have seen a moment of relief only in the II post-war economic boom. This long history of economic struggle resulted in a deeply divided social context in which minorities are denied of the right to the city and development.

This happens to be the case for the expansion toward East of the city of Naples. Even before the Industrial development, during the centuries anterior to the Proclamation of the Kingdom of Italy, the area of Mercato square had already become the accommodation of the many Meridionals (Southern Italians) moving to the city on the drive of the politics of the Spanish kings. In fact, despite its favourable position in the Gulf on the Tyrrhenian Sea, only the second half of the XX century saw the development of the industrial port of the city. At this point, the former capital began its expansion towards the marshy delta of the Sebeto river and the, at the time separate, town of San Giovanni a Teduccio. This rediscovery of the Sea by the Neapolitan elite class had severe impact on the liveability of the eastern settlements of the city. In particular, even when the city assisted to the boom of the tourism market in the first half of the XXI century, the walled development of the port and the pollution forced the closure of many seaside's facilities (Sirago, 2013). In addition to that, the environmental degradation was not counterbalanced by a stable industrial sector and already in the 60s we would have seen the symptoms of a slow deindustrialization that would have had a sever toll on the economy of the area and its social structure. The fifty-year growth, functional to the development of the industrial port, produced segregated neighbourhoods, lacking of access to the mobility infrastructure, services and facilities that neither the economic conversion toward the tertiary sector managed to solve. Such reality requires planners and designers to study the context at the scale of its citizens in order to study alternatives that can answer to people's need without requiring communities to compromise their identity as often happened in the past. Nowadays, Eastern Naples is often cited as the area of expansion and the solution of many of the city's problem by both the public and the port authority. Yet, path dependencies, the tendency of stakeholders to act on consolidated beliefs and values, results in a condition of institutional inertia in which the actors are not committing to a change (De Martino, 2020). This does not only go against the public interest but, as supported by the Port City Future initiative, led by scholars from the universities of Leiden, Delft and Erasmus, also risks affecting the Port-region's possibilities to tackle contemporary environmental and economic challenges.

# The three scales of the research



*City scale*



*East Coast scale*



*Districts' scale*

Due to the granularity of porosity, the research for this study has been conducted at three separate but interconnected scales:

- The scale of the city, necessary to understand how the evolution of East Naples fits into the general transformation of the city and which are its peculiarity in the general context.
- The scale of the East Coast, which comprises, from left to right, the districts of Mercato, San Lorenzo, Vicaria, Poggioreale, the Industrial Zone, Ponticelli, Barra and San Giovanni a Teduccio. Regardless of the specificities that differentiate each one of these districts, many factors unites them, from the social problematics to how the whole coast is affect by the industrial port and the mobility infrastructure.
- The Pendino and Mercato districts, which, as we'll see, can be further subdivided in the areas of the Borgo Orefici, Mercato, Lavinai, Case Nuove and Mercato del Ferro.

While the first two levels have been necessary for the overall contextualization of the existing relationship of the connection between the urban morphology and the social conformation of the city, it would have been impossible to understand the quality of the space how the residents appropriate or are dominated by it without reaching focusing on two specific districts.



## 2 – Bathed in Salt and Holy water

---

### Introduction

Italy is an unequal territory. Despite this year the nation will celebrate 160 years since the proclamation of the Kingdom of Italy in 1861, the Italian landscape could not appear more divided. According to the report of the Association for the Industrial Development in the South of Italy (SVIMEZ) of 2018, the regions in the South, despite having had a comparable economic growth to the counterparts in the North of the country, still presented rates of production inferior of the 10% of those of 2007 (SVIMEZ, 2018). The picture depicted by the association returned the image of a more vulnerable economy that with the 2020 global economy recession due to the Covid-19 pandemic has seen a 6% rise of the unemployment rate.

Yet, while those that are not familiar with the Italian economical and political long history of instability may argue that the country follows the global trend in rise of the internal disparity, the landscape of the peninsula shows the inability of the succeeding governments in reconcile with the pre-unitarian past. On the eve of the proclamation of the Kingdom of Italy, the country was divided in nine states:

FIG. 2.1 Diagrammatic map of the Kingdom of the Two Sicilies in the view of king Ferdinando II.  
Source: map by the author.



the Kingdom of Sardinia, the Austro-Hungarian Empire and the Lombardo-Venetian Kingdom in the North; the Duchy of Parma, the Duchy of Modena, the Duchy of Lucca, the Grand duchy of Florence and the Vatican state in the centre; the Kingdom of the Two Sicilies in the South, corresponding to what is nowadays referred to as the Mezzogiorno.

After the Napoleon's surrender in May 1814 and before its final defeat in Waterloo in 1815, the old royal families of Europe reunited in Vienna to return to the respective crowns what the French emperor had united. The King of Sardinia was restored in Piedmont, Ferdinando III returned Archduke of Tuscany and King Ferdinando IV of Bourbon became Ferdinando I and was restored to control the Kingdom of Naples after Joaquim Murat. Nonetheless the monarchy was not anymore the same of the end of the XVIII century and while its restauration came with the abolishment of the Napoleonic reforms, its power as an institution was severely diminished. During the 1840s liberal and nationalist ideals inspired many social movements to work towards national unity. On the 12th of January 1848, riots burst in Palermo requiring the return of the 1812 constitution and, on the 18th of March, Milan and Venice upsurged against the Austro-Hungarian Empire. Carlo Alberto, king of Sardinia, decided to intervene against the weakened empire with the support of the Vatican state, the Kingdom of the II Sicilies and numerous volunteers from all regions of the peninsula.

Yet, while the war in the North was moved by liberal ideals, King Ferdinando II tried to repress the rebellion in Sicily bombing Palermo. Ultimately, he failed in his attempt and conceded a limited constitution in February. Yet, the Sicilian revolutionaries refused the king's proposal, instituted a parliament on the 24th of March and deposed the Bourbons in April. However, when Pope Pius IX withdrew his troops against the Austro-Hungarian Empire, the southern king followed him in order to keep his old allies.

On the 15th of May it was the time of Naples to revolt but as a new parliament was about to convene royal troops flooded the streets and suppressed the revolutionaries. Ferdinando II then abolished freedom of the press, went to thank the Madonna of the Carmine, surrounded by white Bourbon flags and the joyful crowds of the poorer neighbourhoods (Astarita, 2005).

Although among the monarchs Federico II did not see his power diminished, the events of 1848 marked a transition to a new phase of his domain. He viewed in the Pope, his main ally and the armed forces as essential to maintain the regime. The king believed his kingdom safe by outside threats bathed, as he allegedly used to say, in salty and holy waters (Astarita, 2005). Contrary to his assumptions, it was from sea that Giuseppe Garibaldi would have reached Sicily and launched Expedition of the Thousand.

Yet the monarch's misconception not only reflected the attitude of the Bourbon institutions in international affairs, but it also reveals the two major constraints that have hampered the Neapolitan urban development: a problematic relationship with the sea and the unwillingness to open to a diverse society.



FIG. 2.2 King Ferdinando II, called King Bomb, 1859  
Source: photo by Alphonse Bernoud



FIG. 2.3 The Gulf of Naples.  
Source: Google Earth.

## 2.1 – The Gulf of Naples

Naples, capital of the South of Italy, always had a peculiar relationship with the sea and its Gulf, with which it almost composes a sole entity. If we happened to examine the representations of the city made throughout history by the many voyagers up until the mid-XVII century, we would notice the abundance of Views from the Sea.



It was, as a matter of facts, the preferred way to reach it without passing the Papal States and the Pontine Marshes that marked the border between the two states. Yet,



FIG. 2.4 The city of Naples in the Gulf.  
Source: map by the author

this would have changed in 1631 with the Eruption of the Vesuvius. This immensely destructive natural event changed forever the view of painters and travellers alike. From that moment on they would have gathered in the city from the hills up north. From that point of view the city opens on the gulf. Nowadays, if we happen to arrive to the city from that point, we can see a continuous conurbation that sprawls until Castellammare di Stabia and it's closed by the Sorrento peninsula. From the historical centre of Naples south, the city expanded primarily toward north and east,







absorbing the once separate San Giovanni a Teduccio, Ponticelli and Barra under the slopes of the volcano.

FIG. 2.5 The Gulf of Naples as seen from the crater of the Vesuvius, April 2019. Source: photo by the author.





Salt

## 2.2 – Salt water

In origin, Naples had to be a maritime city, in the sense that from the sea it drew its sustenance and myth of foundation. Nonetheless, it can be argued that already since the Middle Ages the city had progressively renounced to the advantaged that came from its position in the Gulf and left the commercial treats of the Mediterranean to foreign forces (Di Mauro, 2006). As Giuseppe Galasso would go on saying, the city of Naples ended up seeing in the sea not a stimulus and spur but an unbreachable limit (Galasso, 1998). At that time, in fact, the maritime republic of Amalfi would have been responsible of connecting the duchies of the southern regions of the Peninsula, the Emirate of Sicily, the republic of Pisa in the North and the countries offshore.

This condition of maritime marginality and loss of vocation would have been somehow lingering throughout the following centuries when the city of Naples experienced a continuous growth without ever fully developing an identity. Instead, the city would have grown on the continuous concentration of functions that would have come with the role of Capital of the South of Italy. For the foreign institutions, in fact, Naples would have been synonymous of the whole Kingdom and, especially during the XVI and XVII centuries under the Spanish regime, the city would have been object of bureaucratic and juridical concentration, convergence of the southern nobles, first, and bourgeois then, ecclesial institutions and university. In the words of the writers of the Enlightenment Naples was a parasite that extracted wealth from the provinces of the South without any redistribution. Even if Naples was never to be considered a colony, the royal families that had ruled on the city never had interest in developing the economy of the South that at the beginning of the XIX century was mostly relying on the export of raw materials and semi-finished products. With that said, the commerce of the products of the territories of the South of Italy was still the primary source of economic growth of the city and its port still was the main one of the Kingdom. For instance, despite, during the XVIII century, the South of Italy assisted to the rise of a new upper-middle class of merchant and landowners with the consequent loss of authority of the Spanish kings, under the rule of Carlo of Bourbon, the city saw the first expansion of the port toward east with the construction of the pier of the Immacolatella and the creation of a protected commercial area, in 1742-43.

This act finally marked the return of Naples to the sea on which it would have been laid the foundation for the future expansion of the city toward East. From 1740 to 1749 in fact, the king demanded the construction of the road of Carlo III that would later become Via Nuova Marina. The new infrastructure served to connect the dockyards of East Naples with the neighbouring town of San Giovanni a Teduccio, the Miglio d'Oro and, most importantly, the Royal Arms Factory that was built in Torre Annunziata. Yet, differently from the expansions of the docks of capitals of Northern Europe like London, the southern Italy was still strongly marked by its feudal past based on the loyalty relationship between lord and vassal (Palmentieri, 2018), thus, ultimately hampering a mercantile bourgeoisie with an entrepreneurial mentality to consolidate.

FIG. 2.6 Ferry toward Naples, September 2020.  
Source: photo by the author.



Holy

### 2.3 – Holy water

*Some years ago a priest was drawn on a cart through the streets of Naples for indecent offences. He was followed by a crowd of hurling maledictions. At a corner a wedding procession appeared. The priest stands up and makes the sign of a blessing and the cart's pursuers fall on their knees. So absolutely in this city, does Catholicism strive to reassert itself in every situation. Should it disappear from the face of the Earth, its last foothold would perhaps not be Rome, but Naples.*

*(Benjamin, Lacis; 1925)*

Up to five hundred people were killed and one thousand imprisoned by the royal army when Ferdinando II suppressed the riots in the streets of Naples on the 15th of May 1848. On that day, the king suspended the parliament, abolished the freedom of press and went to thank the Madonna del Carmine, Our Lady of Mount Carmel, at the sanctuary of the Mercato square (Astarita, 2005). The Pope had withdrawn his troops from the front against the Austro-Hungarian Empire and the king had just followed his decision by asking general Pepe to return to Naples, thus preserving his relationship with the Vatican. In that moment, both, the King and the Pope acted against the progressive forces that were fighting for a united Italy and the pilgrimage of the king to the sanctuary was a display of the conservative inertia that affected the mentality of the royal family and that would have been a recurring spectre over Neapolitan institutions ever since.

Naples has always had a personal relationship with the Holy water. As in the rest of the South of Italy, the Catholic cult, and the values that it incorporates, had never been fully internalized by the illiterate, poor population of the city, but rather it had been giving a new dress to the beliefs of the Bassa Magia, the magical thinking. True to be said, Naples is not to be confused with the most internal regions of Lucania, but, nonetheless, it is possible to trace a particular form of spirituality in the superstitions of the Neapolitan culture.

One in particular was very dear to the king: the jettatura.

This belief consists in the supposition of the possibility for some persons to impose a tragic fate on the life or actions of the others, by simply looking at them. For many years, this tradition had been treated as a pagan heritage until, in 1959, the anthropologist Ernesto De Martino magisterially explained how it is to be meant as a compromise of the Neapolitan Enlightenment with its past (De Martino, 1959). As such, it represents the inability of the city's intellectual class of the XVIII and the following centuries of having the progressive reach of its northern European counterpart. Yet, it is not to be meant as a negative costume and still nowadays plays a peculiar role in social interactions of many Neapolitans, Meridionals and even Italians. Nonetheless, it represented for many years an excuse for the inertia of the institutions. According to the historian De Cesare, king Federico II interrupted royal dances because of the presence of a jettatore, the king got sick, ultimately died and, after a few years, the kingdom itself fell (De Cesare, 1908).

FIG. 2.7 Ladies at Sunday Mass in Ischia, September 2020. Source: photo by the author.

Many are the institutional leaders that were told to be believers of the jettatura, from Pope Pius IX, to Mussolini, to the contemporary governor of the Campania region,



Vincenzo de Luca, who, in August 2020, declared on mass media that the leader of the Lega party Matteo Salvini brings bad luck (TPI, 2020).

For those who follow Italian media, the governor is not new to these outbursts, nor the Neapolitan institutions are exempt to the spiritual rituals of the population. As it would happen in all other cities of the peninsula, they always attend church mass on the religious holidays and when Naples' cardinal resulted positive to the Covid-19, he was personally called by the mayor Luigi De Magistris, as a sign of respect and closeness (il Mattino, 2021).

Although, when considered in their context, these utterances appear as a colourful institutional etiquette that with words dissimulates a lack of actions. Governor De Luca called out Matteo Salvini, while he was found completely unprepared by the second wave of the coronavirus; mayor De Magistris called the cardinal to show his proximity, after months of inaction toward his population.

With all that said, one of the most striking cases of the Neapolitan institutions' inertia must be seen in how the growing Islamic community of the eastern areas of the city has been treated over the two mandates of the mayor. When first elected in 2011, Luigi De Magistris got the vote of the Muslims by promising the construction of the first Mosque of the city and a cemetery. That same year, the municipality pointed at the ex-fishery market of the street Nuova Marina, as the perfect location for the religious building to surge. After months of mediatic debates and clashes with alleged representatives of the catholic majority, however, at the news of the civil war in Syria and the strengthening of the ISIS, the same council backed up on its decision. After ten years, the Islamic community of Naples is still waiting for its mosque and just in August of last year, received the location for its cemetery (il Mattino, 2020; Aljazeera, 2021).

FIG. 2.8 Muslim community celebrating the Id al-adha in Garibaldi square, 2017.  
Source: Corriere del Mezzogiorno

Now, as in the XIX century, the relationship with the holy water masked the inertia that affects the administration and halted any real possibility for a progressive evolution of the city.



# Glossary

Due to the heuristic nature of the work that is going to be presented in the next pages, it has been considered opportune to include a glossary of the essential terminology that may not be of common knowledge among the readers.

- 1 **Heterotopia:** *I now come to the term heterotopia, which denotes the third member of my city-element triad (enclave, armature, heterotopia). Heterotopias house all exceptions to the dominant city model. A heterotopia is a place that mixes the stasis of the enclave with the flow of an armature, and in which balance between these two systems is constantly changing. Its function is to help maintain the city's stability as a self-organizing system. (Graham Shane, 2005)*
  
- 2 **Intersectionality:** *Intersectionality offers a way of mediating the tension between assertions of multiple identities and the ongoing necessity of group politics. While the descriptive project of post-modernism of questioning the ways in which meaning is socially constructed is generally sound, this critique sometimes misreads the meaning of social construction and distorts its political relevance. To say that a category such as race or gender is socially constructed is not to say that that category has no significance in our world, on the contrary. (Crenshaw, 2006)*
  
- 3 **Porosity:** *Porosity is a material condition; it describes the propensity of a material to become subject to percolation and infiltration. The theme of porosity concerns the different ways of using urban space and moving within the city by the different city users. Porosity is not a static condition: it is related to different phenomena that can modify the way urban space reacts, over time, to practices and movement, pressure and abandonment. (Secchi; Viganò, 2009) As porous as its stone is the architecture. Building and action interpenetrates in the courtyards, arcades, and stairways. In everything they preserve the scope to become theatre of the new, unforeseen constellations. No situation appears intended forever, no figure asserts "thus and not otherwise". This is how architecture, the most binding part of the communal rhythm, comes into being here: civilized, private, and ordered only in great hotel and warehouse buildings on the quays. (Benjamin, 1925)*

PART 1

# Research Design

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Problem statement, Theory framework,  
methodology and expected outcomes

### 3 – Problem Statement

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Naples' growth at the turn of the XXI century/ Non-integrated urban development/Heterotopias/ Port-city spatial relationship



FIG. 2.9 View from via Nuova Marina toward the sea in correspondence of the Cantiere del Mediterraneo. Source: photo by the author.

Since the Italian unification, the city of Naples has struggled to reconcile with its past as capital of the Kingdom of the two Sicilies. Long lost its maritime vocation, once Garibaldi ceded the South of Italy to King Vittorio Emanuele II, the same salty and holy water that protected the Kingdom from outside forces became the greatest limit to the development of the city. This could not be better exemplified if not by the Eastern coastal districts of Mercato and San Giovanni a Teduccio where the lack of integration of the industrial port and the strong catholic faith of the city contributed to the production of a heterotopia: a segregated city, functional to the city's unequal stability, home to poor and excluded citizens of the urban society. The subsequent partial deindustrialization transformed the area in a purgatory city, a city in perennial wait of transition for the people and the land.





45

LOGGIA DI GENOVA  
DI ART. P. L. D. G. O



### 3.1 – Purgatory

Christianism in Naples has, for a long time, preserved the magic traits of a pagan cult and the sacred images reveal the reverence of the profound truth. For centuries has worshipped the cult of the Anime Pezzentelle, the beggar souls of those that are left their mortal spoils but whose souls are not yet purified to enter the Paradise. Even if Catholicism, as in many regions of Europe, has seen its religious influence weakened, the Cult of the Dead permeates the fabric of the city. In place of the altars of the past, the city dedicates the blank walls of its buildings to the memory of those who inspired the everyday struggle of many Neapolitans or, more often, of those that left this world at a young age. Today, as in 1884, to those who marvel at the sight of photos of families and celebrities sharing the altar in the narrow streets, I follow Matilde Serao and ask: are you surprised of the altars? (Serao, 1884)

By taking interpretative freedom on the masterly words of the anthropologist Ernesto de Martino, this esoteric attachment to the cult of the afterlife, the superstitious rituals have grown over the centuries as a cultural answer that people gave to the profound misery they were living in (De Martino, 1959). Still nowadays, the memory of those who unfairly died brings together the numerous excluded of the society in the perennial wait of a transition toward a better future that the institutions are incapable or unwilling to provide.



FIG. 3.1 The Purgatory  
Source: sketch by the author.

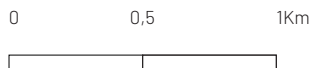


FIG. 3.2 Mourning for Maradona's death at the former San Paolo stadium, November 2020  
Source: photo by the author.





FIG. 3.3 Eastern coastal stretch of Naples' location.  
Source: Google Earth



### 3.2 – Eastern Naples

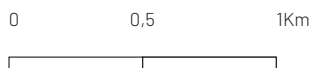
If the Mediterranean Sea constitutes the Southern limit of the city, travellers coming from Sicily would have gathered through the Eastern gates of the city. Nowadays according to the institutional limits, the area comprises the districts of Mercato, San Lorenzo, Vicaria, Poggioreale, the Industrial Zone, Ponticelli, Barra and San Giovanni a Teduccio. The reality instead is the one of a continuous conurbation that flows almost without any continuity solution until the Sorrento peninsula.







FIG. 3.4 Eastern coastal stretch of Naples' location. The highlighted areas are the position of Piazza Mercato and Rione Pazzino in San Giovanni a Teduccio  
Source: elaboration by the author.



The site of investigation is located along the eastern stretch of the coastal development where the historical city transitions to the industrial districts. The area is comprised between the railway lines that connect the numerous warehouses along the coastline to Castellammare di Stabia to the central station of the city and the industrial port. Coming from the station in fact, the location begins with Piazza Mercato, once the square that hosted the main city market right outside the city walls, and arrives to the location of Rione Pazzino in line with the Vigliena Fort in the land of the Port Authority. Along the coast the mobility infrastructures, comprised of





FIG. 3.5 Palazzo Ottieri, Via Nuova Marina, 2021.  
Source: photo by the author

roads and railways, parallel to the outer walls and fences of the port create a barrier that negates any spatial relationship toward the inland.

## 4 – Theoretical framework, proposed methodology and expected outcomes

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Research question and sub-questions/ Theory framework/  
Methodology steps and expected outcomes/ Summary

In this chapter, the methodology of the research will be presented and explained in relation to the research questions and motivation. There is as well a brief introduction to the theory framework in order to introduce some of the authors that will be considered for this graduation thesis. At the end of it, there is a complete overview of the proposed process: From the main research question to the outcomes expected in each part.

## 4.1 – Research Methodology

As planners or designers, in our practice we are rarely confronted with well-defined problems. When approaching a site of inquiry, even if on a direct client request, often the end and means of our work can be questioned, at least to some extent. However, it is not uncommon in urban planning to be faced with such ill-defined questions that it becomes difficult, if not impossible, to reach a definitive formulation of the problem. Peter Rowe used to call them wicked problems (Rowe, 1987). Generally speaking, the main difference between designers and other professionals is our pragmatic world-view (Creswell, 2009). For this reason, while research per se is aimed primarily at discovery-acquiring knowledge and exposing existing facts, in the design practice it is first of all important to define a research question that could guide the finding of a solution. To deal with this defining problem of our practice, I opted for a research through design approach. As professor and researcher Steffen Nijhuis wrote, the attempt of this method is to construct a practical-productive knowledge that enhances or at least changes reality (virtually or literally) by means of exploratory models (Nijhuis, 2020).

Within the aforementioned approach, the research strategy that has been carried out has been divided in two distinct but intertwined moments: the first one was the design research phase, during which all the effort was put in the study of the site through the design of proper interpretative tools of analysis and deduction of the design principles; the second one instead consisted of research by design, during with trough testing of solutions, I arrived to the draft of a proposal.

It started with the understanding of the overall context of the study case, which has been its historical evolution and what are the main social trends that underpin it. This began with a 3x3x3 layer approach for the plan analysis and served as a base to gather data and elaborate the proper tools that could return a first unfiltered synthetic image of the area. In order to achieve it, I resorted to the study of the morphological typology of the urban blocks, space syntax analysis and a social grouping approach based on the concept of intersectionalism.

Yet, these two methods, while allowing me to work with big quantities of data were not adequate to describe the relationships among the residents and what is their everyday practice of the space of the city. For this reason I decided to proceed from that moment on, at a lower scale with a different analytical framework: the study of the quality of porosity. Not being it possible to deduct solely from quantitative data, determining which factors would contribute to the assessment of how porous a city has been done trough bibliographic research and engagement with local stakeholders and actors. The initial confrontation of the map analysis with the evidence from local stakeholders has been essential to detect the emerging trends that affect the site and structure the field research.

Together, these phases, constitute a heuristic approach for knowledge-based and creative design, and include plan analysis, comparative analysis, experimental design study and design study. Taken as one these modes of research are termed design-related research (Nijhuis, 2012).

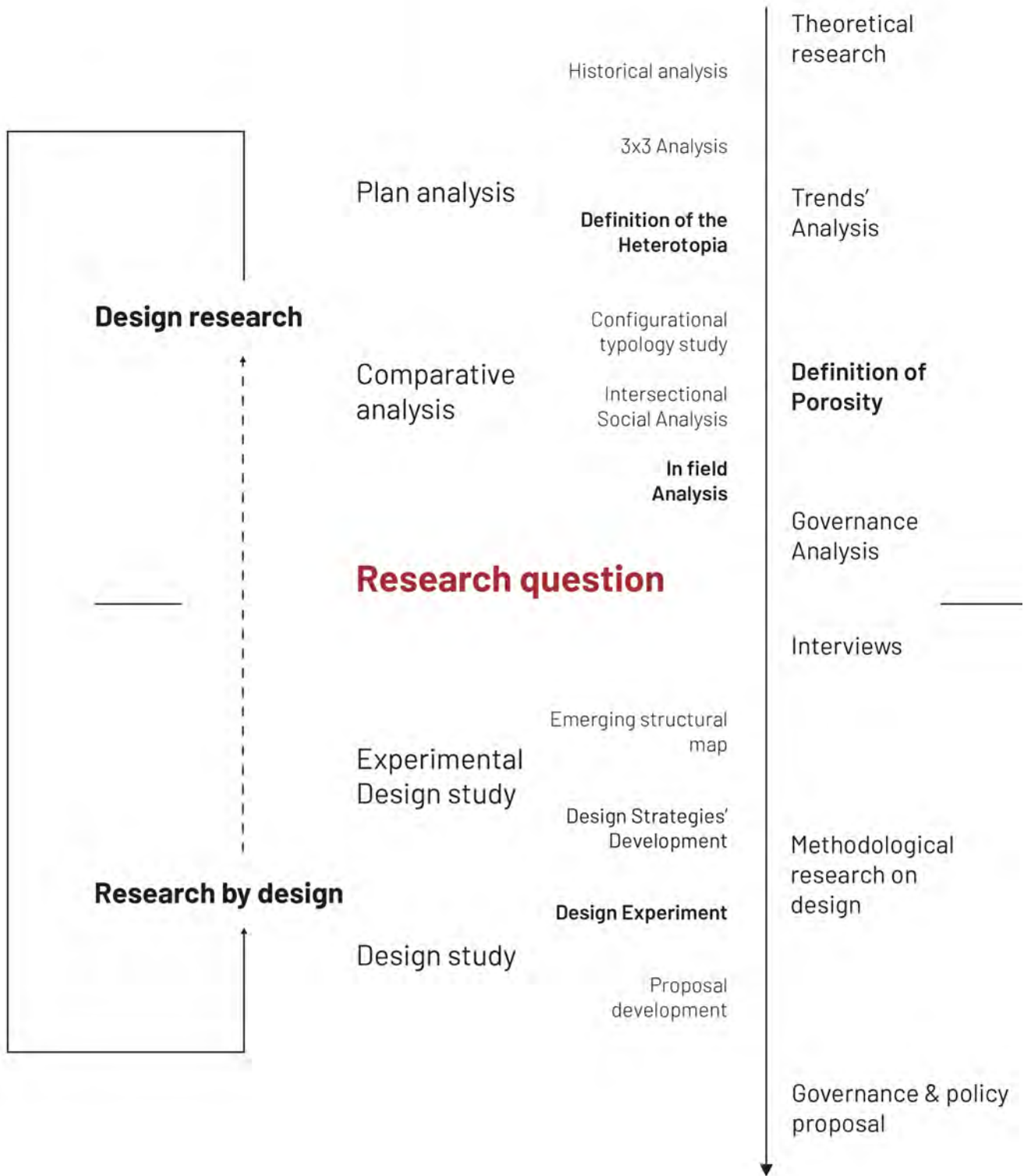
Eastern Naples is currently on the mouth of representatives of both Naples' municipality and the Port Authority as it has been identified as the possible answer for economic development. As mentioned in the introduction, the current negotiation system between the port authority the municipality fails at meeting the needs of low-income residents and communities that have no option but being forced into overcrowded households with poor liveability standards. In addition to this, the informal housing and labour markets without any real opportunity of real integration have transformed the area in a hotspot for incoming immigrants from Northern Africa. Despite not being an area of ethnic friction, the current neo-fascist and liberal political discourse fueled a wave of discrimination between the west and east areas of the city. Lastly for its geological conformation Eastern Naples is one of the most exposed areas of the city to the effects of climate crisis, making its residents among the most vulnerable of all. Upon these main trends, I decided to focus on the complexity of governance and communities' identity in my analyses, on the premise that assuming the climate crisis as an unavoidable matter to face could increase the depth of the study. At this point, the research question was already clear:

**Through what means can Eastern Naples provide a spatially just alternative for its citizens?**

The answering of this question led to the formulation of several sub-questions that relate to different moments and aspects of the research. Yet the most relevant among them has been:

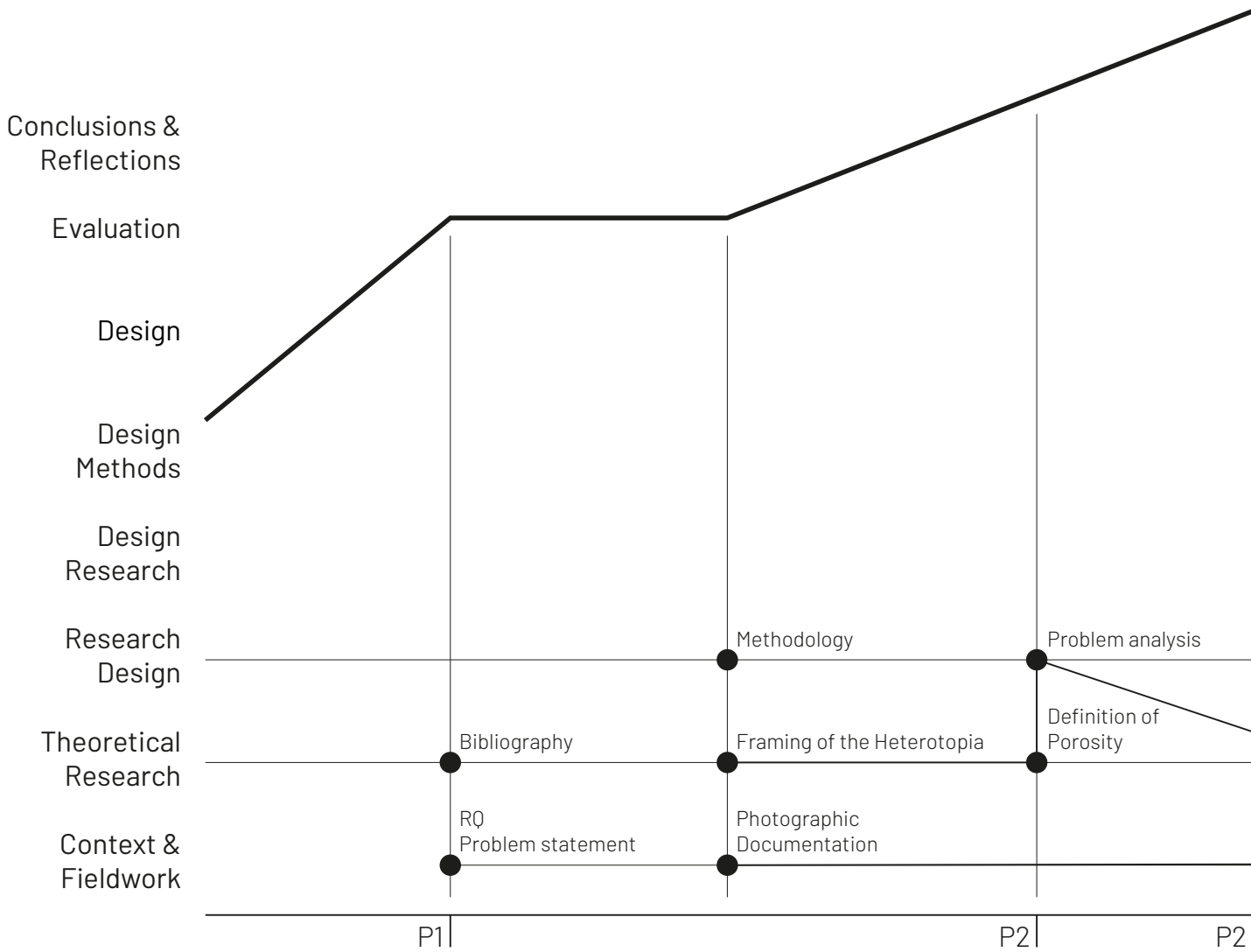
**What does Porosity consists of?**

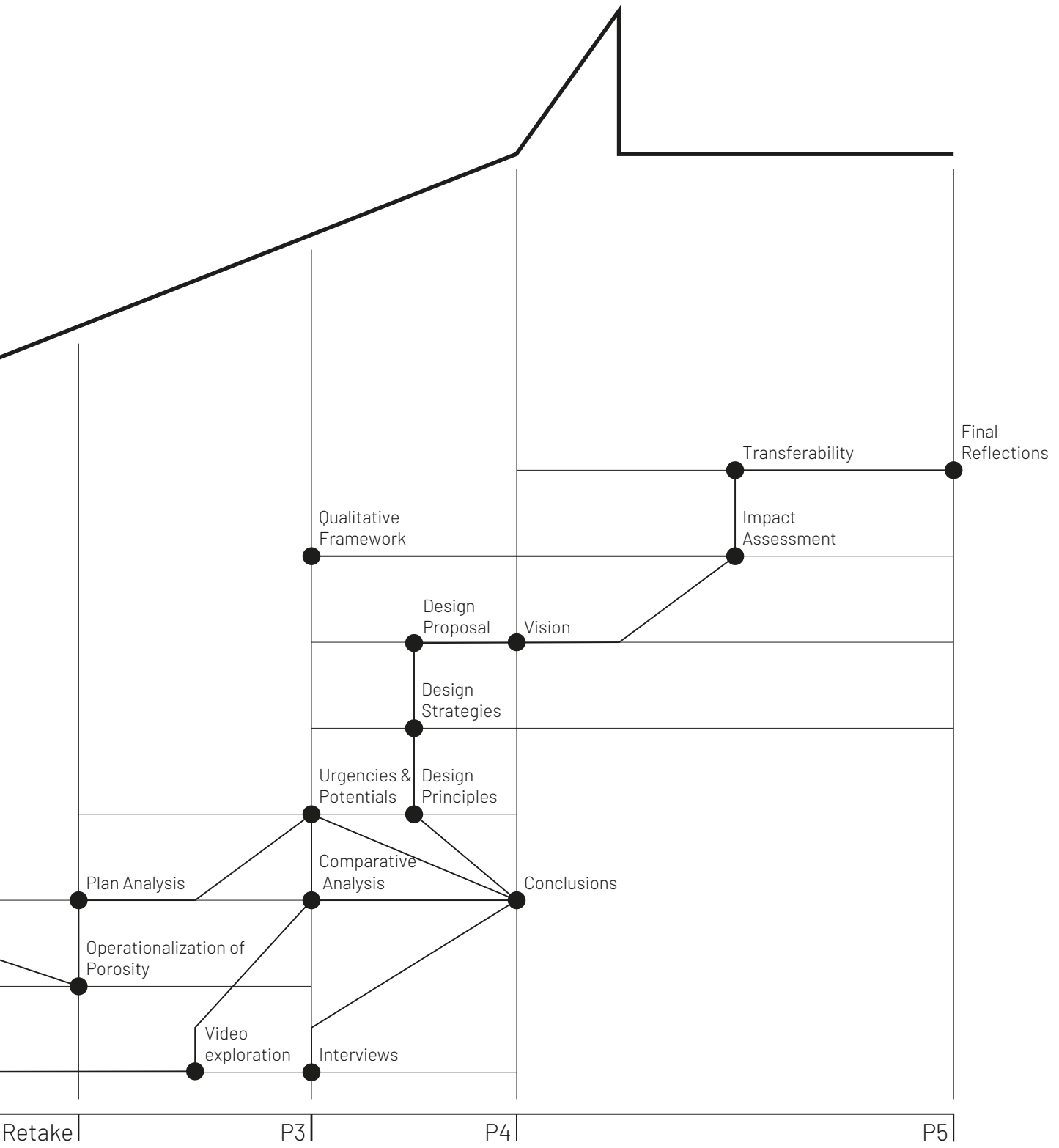
Solving this issue allowed for the bridging of the gap between analysis and design without solution of continuity.





### 4.1.1 – Research Timeline







#### 4.2 – Research question

# Through what means can Eastern Naples provide a spatially just alternative for its citizens?

## Main Questions

- Theoretical Research**
- What is an Heterotopia?
  - What does Porosity consist of?

- Design Research**
- How can we design for a diverse space, embracing the concept of intersectionality?

- Design Methods**
- Which vision for the urban landscape can provide the means for the rise of a community?

- Governance & Policies**
- Which sympoietic processes can we activate?



## Subquestions

What is an Heterotopia?  
How can we assess the porosity of the urban environment?

## Methods

Literature review  
Historical analysis  
Newspapers' documentation

## Outcomes

**Cognitive mapping**  
**Comparative analysis**

How can we grasp the everyday reality of the people of the area?  
How can we answer to the necessity of the different social groups?

Typology study  
Intersectional Social analysis  
Cognitive mapping  
Comparative analysis

**Cognitive mapping**  
**Comparative analysis**

Can we operationalize the concept of porosity?  
Can it be used to overcome barriers and segregation?

Qualitative framework  
Definition of modules and rules

**Design principles**  
**Strategies**

Which actors should be activated?  
Which formal or informal arrangements should be made?

Policy review  
Stakeholders' analysis  
Interviews

**Policy principles**  
**Stakeholders' arrangements**





FIG. 4.1 Marechiaro's ruin in Posillipo, 2018. Source: photo by Riccardo Corvi.

### 4.3 – Porosity

Porous and obstinately anti-modern, Naples has the same materiality of the stone it is composed of. Depending on the district, neighbourhood, in some cases even the street of the city, the experience of living under the Volcano can be completely different from the majority of the most beloved Italian cities by foreign tourists. In fact, where modern cities of the XX century grew on the intimate conquer of the social life, and the main experience of the public space is the encounter of the stranger (Jacobs, 1961), in Naples, to say it with Walter Benjamin and Asja Lacis, existing is a collective matter. They would go on writing:

*As porous as its stone is the architecture. Building and action interpenetrates in the courtyards, arcades, and stairways. In everything they preserve the scope to become theatre of the new, unforeseen constellations. No situation appears intended forever, no figure asserts "thus and not otherwise". This is how architecture, the most binding part of the communal rhythm, comes into being here: civilized, private, and ordered only in great hotel and warehouse buildings on the quays. (Benjamin, Lacis, 1925)*

Naples became the first of many "images of the city" and the concept of Porosity would end up being essential for the philosopher's thought. As Bernardo Secchi and Paola Viganò would later explain, the theme of porosity does not only concern the material quality of the buildings but rather more the different ways through which different city users appropriate the space.





Yet, porosity is not a static condition: it is related to different phenomena that can modify the way urban space reacts, over time, to practices and movement, pressure and abandonment. For this reason, porosity greatly differs depending on the cultural context and land use. It can be assessed at different scales and depending on the contingencies an excess of porosity may have undesired externalities on the life of the citizens: the space may be too promiscuous and not allow for the correct unrolling of daily routines. On the other hand, a complete lack of porosity may be the symptom of barriers, visible or invisible, that could lead to segregation of communities.

At the time of Benjamin's text, for instance, the process of modernization, through which European cities had gone, had just reached the Gulf. Since the second half of the XX century, the rationalization of the resources of the city, and the specialization of its practices soured the physical division between the higher social classes in the new residential neighbourhoods toward West and the lower income classes toward East. Yet, it would have not been the industrialization to change the character of the city but rather something unfortunately familiar to all of us in 2021. When in 1874 the cholera ramped in the streets of the city, Naples' porosity came to national attention.







### 4.3.1 – The Guts of Naples

*Bisogna sventrare Napoli.*

*(Depretis, 1884)*

In 1885 the Italian government with the prime minister Agostino Depretis, under the pressure of the, at the time, mayor of Naples Nicola Amore, signed the “Legge per il Risanamento di Napoli”, law for the restructuring of Naples. With this act, the parliament approved a significant loan to the city of Naples to finance the execution of a series of interventions that would have given an answer to the inhuman hygienic conditions of the districts that had been most affected by the epidemic, the guts of Naples. “Il Ventre di Napoli”, as Matilde Serao would have called them, were the medieval districts of the city that grew between the ancient centre and the port, roughly corresponding to the contemporary neighbourhoods of Porto, Pendino and Mercato. The cartography redacted by the professor Federico Schiavoni in 1872 presents the area as an intricate street network, without an immediately discernible structure with little to no open space. In her chronicles, Matilde Serao described the misery of the people living in these overcrowded and scarcely illuminated buildings without a proper sewer system (Serao, 1884).

Renato Fucini, in 1877, regarding the hygienic conditions of the city, wrote:

*The only being who takes seriously the matter and who tirelessly provides clothes in the winter, medicines and disinfectants in the other seasons, and caresses and caresses in every way, with that love, with that disinterested affection that qualifies the true philanthropist is this Sun; He! This marvellous councillor of hygiene, who for*



FIG. 4.3 Wall of the church of Sant'Egidio, 2021.  
Source: photo by the author

FIG. 4.2 Marina del Vino Gate, 1834-1914.  
Source: photo by Giorgio Sommer.

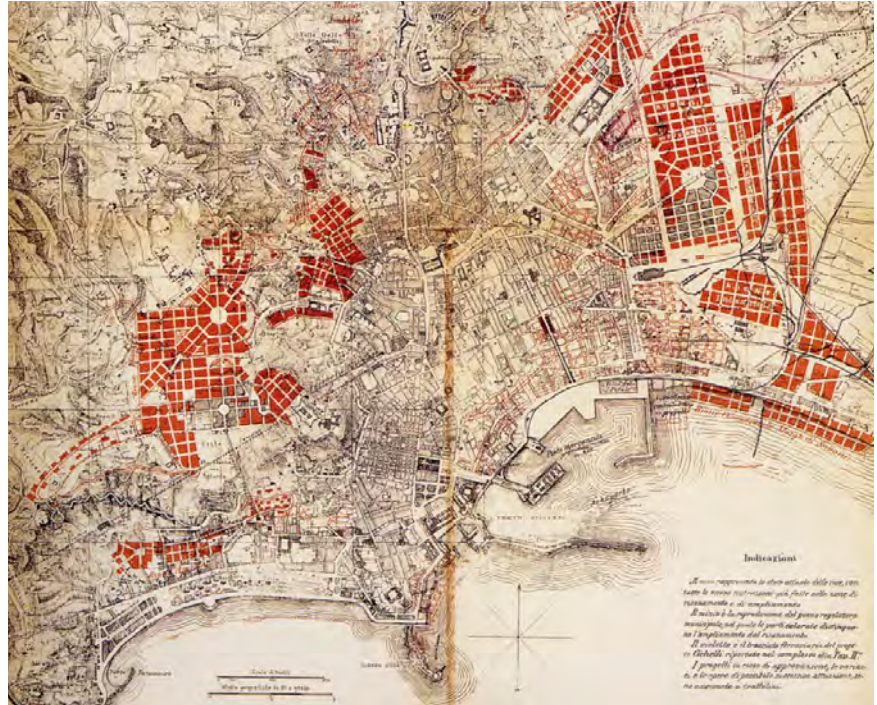


FIG. 4.4 Plan of the restructuring of Naples by Adolfo Giambarba, Angelo Carelli, Equizio Mayo, Folinea, Falco e Brunly, the Monarchic association, Lamont Young, 1888. Source: Naples' prefecture

*many centuries has shone beneficial on the miseries of humanity, without yet having found a dog to blow it or turn it off.*

Yet, since the initial proposal of a plan to give an answer to the hygienic conditions of the districts, the restructuring of the city was fiercely opposed by the intellectual class of Naples. For the whole duration of the interventions indeed, Matilde Serao remained critical toward the politics of the national government of Agostino Depretis and the local government of Nicola Amore. Since the first drafts, it was clear that the plan was functional to the interests of the entrepreneurial class of the city and the industrial development of the coastal area. In that sense, the Restructuring of Naples consisted in the modernization of the city.

In the vision of the Idelfonso Cerdà, urbanization was meant as an attempt at freeing mankind from political domination. In his view, indeed, at the core of the modern city, there was the concept of circulation, 'vialidad'. The 'urbe', how he called it, would have empowered the population through movement. However, not only did Cerdà's theory introduce a new, far more pervasive technological relationship of power between government and population but it also allowed to circulate what was once fixed: urbanization was the meta-infrastructure through which the apparatus can flow free. In the reading by Adams of Cerdà's work, however, the apparatus does not have to be meant in strictly 'Foucauldian' terms, but rather as the concept by Giorgio Agamben that 'separates life from itself through a continuous cycle of subjectification and desubjectification' (Adams, 2013). By these means, circulation does not only regard to the power structures in society but has implications both on the biophysics connectivity of the urban landscape and its social structures (Egerer, 2020).



The Restructuring of Naples ultimately allowed for the physical emancipation of the middle class and the expansion of the industrial port along the eastern coast.

#### 4.3.2 – What was lost

A porous city is a diverse environment. As a physical quality, porosity is the measure of the void in a material. In terms of urban morphology, it can be assessed at different scales and depending on its granularity and context it can allow for diverse activities to take place in proximity to each other. At a neighbourhood scale, for instance, a dense and heterogeneous built environment can allow different actors to share their everyday life and contribute together to the making of the city.

Allowing diversity to take place, a porous city fosters urban vitality (Talen, 2008). A close-grained diversity of uses and classes maximizes social and economic interactions (Greenberg, 1995), thus enabling kinship network, the system of formal and informal relationships that make up an extended family, to be active and thriving. As it was very dear to Jane Jacobs, the clustering of uses provides “constant mutual support”, in which everybody contributes to the production of a safer environment (Jacobs, 1961).

When in 1885, the cabinet of the mayor Nicola Amore, approved the plan redacted by the engineer Giambarba for the restructuring of the city, he consciously mined the foundation of the city’s social structure. As dissected by Alfonso Gambardella, from a technical standpoint the first striking defect that would have cracked the appearance of any touted hope for the plan was the lack of a proper development plan a bigger scale (Gambardella, 1987). Without a plan that could propose a cohesive



FIG. 4.5 Postcard of Saint Anna Church in Corso Garibaldi, 1880.  
Source: <https://napolipiu.com/il-colera-e-re-umberto-a-napoli-cancellano-ogni-memoria-della-trama-greca>



FIG. 4.6 View of Naples from San Martino, 1880. Giorgio Sommer.  
 Source: [https://commons.wikimedia.org/wiki/File:Sommer,\\_Giorgio\\_-\\_Napoli\\_von\\_San\\_Martino\\_\(Zeno\\_Fotografie\).jpg](https://commons.wikimedia.org/wiki/File:Sommer,_Giorgio_-_Napoli_von_San_Martino_(Zeno_Fotografie).jpg)

*The photo shows Naples before the Risanamento. It is still possible to see the medieval districts in eastern area of Naples (on the left in the picture).*

vision for the whole city, the Restructuring favoured sectoral interventions and allowed for private speculation.

Even the college of architects and engineers, in a report chaired by the Marquis Pepe sided against the plan: having it disposed for the destruction of the neighbourhoods before the construction of the new destination for the displaced people, not only the operation worsened the conditions of the residents of the affected areas but, by eviscerating the urban fabric it tore apart the social fabric of the city. Continuing with the report, the Neapolitan technicians opposed the construction of ghettos for the industrial workers, proposing, instead, of allowing to the workers' houses to mix with those of the higher classes (Gambardella, 1987). They recommended, as an alternative, the draft of a developmental plan that would prioritize the economic problems of the city and the industrial development. In fact, despite the poor housing conditions of the consolidated tissues of the historical streets, Naples was still a highly porous environment, where different social classes lived on different floors of the same building, sharing the stairs and converging to the same streets.

Yet, if at the end of the XX century Naples was a grime city, at the eve of the First World War it was a divided one. By the conclusion of the interventions Naples had grown both toward west, with the completing of Chiaia, the construction of the district of Corso Vittorio Emanuele and Vomero, and toward east, with the construction of the Vasto, Arenaccia-Orientale a Sant'Eufremio Vecchio. The new city had lost part of its porosity. In 1915, Naples presented a clearer hierarchy and, while the urbanist Alessandro Dal Piaz noticed that the social structure of Naples passed from being vertical to horizontal (Dal Piaz, 1985), I would argue that it was, although, still vertical. Instead of the floors of a building, to divide the classes now were the slopes of the hills.



#### 4.3.5 – The PRG

The institution of the first General town development plans of Italy dates back to the 1865 and it was meant to give an answer to the daunting living conditions that the major urban settlements of the peninsula were experiencing as a result of the demographic growth and the industrial revolution. Despite their intent, the plans had not been considered mandatory until 1942 when the Fascist regime redacted the Law n.1150 on the 17th of August.

Nonetheless, the first PRG (Piano regolatore generale) for the city of Naples was mandated in 1934, adopted in 1936 and made official in 1939. It was the work of the Unione industriale di Napoli and of the Fondazione politecnica per il Mezzogiorno. Among the experts involved in the document there were Giuseppe Cenzato, Francesco Giordani, Girolamo Ippolito and Luigi Piccinato. The plan not only aimed at solving the problems of congestion that the city was already suffering from before the redevelopment of the city (Risanamento) in 1884, but also to restructure the eastern expansion of the city. The area was a former swamp that had been drained during the XIX century and had been the target for the industrial expansion of the former capital since the end of the Kingdom of the Two Sicilies. As Italy entered the Second World War, the plan got quickly disregarded and already by the end of the war in 1944, a new PRG was considered as necessary for the city.

It is impossible nowadays to evaluate the successes or shortcomings of this plan without considering it in its temporariness and the economic drivers at that time. During the 30's the Crisis of U.S. economy of 1929 reached Europe. The continent's economy had lost the propulsion of the war industry of the first World War and had entered a phase of stagnation. Many industries from north to south were on the brink of bankruptcy being unable to repay the credit they had benefited from during the



previous years. To answer this critical situation, the Italian government decided to intervene in the private sector through the "Istituto per la Ricostruzione Industriale" (Institute for Industrial Reconstruction). The new Institute absorbed the Istituto di Liquidazioni and directly invested in many Italian companies. It can be said that the Italian government of the first fascist period for all intents and purposes acted as an "entrepreneurial state" (Mazzucato, 2013). The new Institute absorbed the credit the banks made toward the industries in exchange of liquidity, thus allowing for the economy to flow and giving the possibility to the companies to continue their activities. In this sense the Italian government followed what can be thought as a Keynesian principle and acting as a guarantee stabilized the demand. However, the direct intervention of the State in Italy differentiated its program from the New Deal of Franklin D. Roosevelt in the United States.

Yet the plan could not take in consideration the destruction that the city would have experienced during the second World War.



FIG. 4.7 Rod Steiner in the movie "Le mani sulla città", 1962. Francesco Rosi.  
Source: [https://miro.medium.com/max/3000/1\\*I2cHkgKuy47edekknQPq4w.jpeg](https://miro.medium.com/max/3000/1*I2cHkgKuy47edekknQPq4w.jpeg)

*The film accurately describes how the builders and city authorities used the reconstruction to build illegally at the expense of population and landscape.*





FIG. 4.8 English Navy map of Naples, 1943.  
 Source: <https://iif.harvard.edu/manifests/view/ids:11160217>

*The English Navy map shows in black the industrial buildings of Naples. It is possible to see the expansion of the Port toward San Giovanni a Teduccio and the workers' residential blocks close to the station.*

### 4.3.3 – The II Post-war Reconstruction

If we can somehow blame the war, as a force of history, for the great destruction of the inestimable architectural and artistic heritage, we must call out the names of the responsables of the II post-war reconstruction for loss of the alley economy and porosity of the city. And the man, that more than any other transformed the face of Naples was the Comandante, sea captain, Achille Lauro.

Originally from Piano di Sorrento, coming from a family of ship-owners, he presented himself at the 1952 city elections as the main representative of the Monarchic Party. Capitalizing on the frustration of the lower classes toward a state incapable to once again give a proper answer to their miserable living conditions, Achille Lauro and his entourage managed to isolate the most progressive forces of the city and sell the dream of a better life at the expenses of a just reconstruction.

His council systematically transgressed the 1939 Piccinato municipal plan, falsifying the land-use destination of the agricultural zones in order for them to be converted into residential districts. In his roughly ten years of leadership, the looting of the arable lands led to extensive environmental degradation and the creation of ghetto neighbourhoods in the peripheries of the city. This is the case for the districts of Traiano, Soccavo but most importantly for us Ponticelli, Barra and San Giovanni a Teduccio. The agricultural fields were converted into residential plots without a restructuring of the street network leading to the creation of blocks that lacked both, the relationship with the public space of the consolidated city centre and the availability of collective green spaces of a modernist block.



#### 4.3.6 – The 70's and the 1980 Earthquake in Irpinia

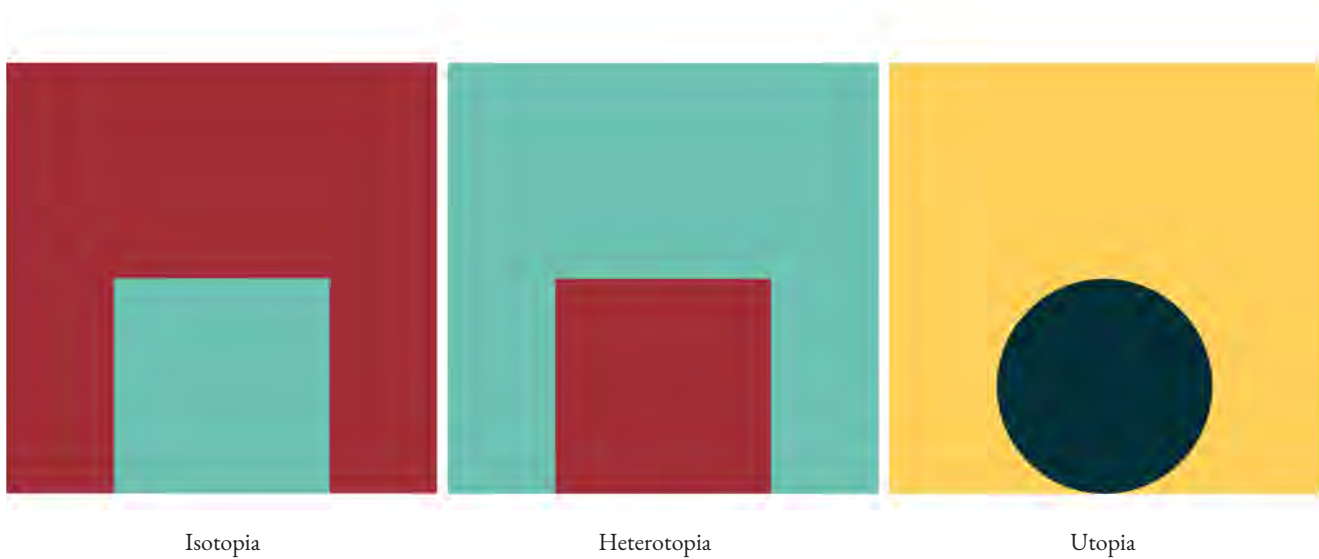
During the following decades, the city underwent a precocious process of deindustrialization that severely destabilized the economy of the city. As an answer, the council pushed for a conversion of the economy of the city to the tertiary sector with the approval of the 1972 general plan. Unfortunately, not only the plan didn't offer a solution for those that were losing their job but also didn't tackle the issues left by the industrial infrastructures.

Yet, less than ten years after, the city would have been facing another crisis. On the 23rd of November 1980, a powerful earthquake hit the Irpinia area in the interior of the Campania and Basilicata region. Thousands of people lost their life and many more lost their houses. Many of them were relocated in many districts in the coastal cities of the region, such as Naples. Many of them ended up in the social housing stocks of East and North Naples, where they replenished the ranks of the segregated communities that once served the industries and the port.

FIG. 4.9 On top: Displaced families in Piazza Plebiscito, 1980.  
Source: Luciano Ferrara.

FIG. 4.10 At the bottom: 1972 General plan of Naples.  
Source: Municipality of Naples.

These two events combined triggered the evolution that would have led to the state in which we can see East Naples today.



#### 4.3.4 – Heterotopia

As a result of the above described transformations the urban tissues of East Naples and its coast were, throughout the years, steadily segregated by design. Given less access to the resources of the city and cut by the mobility infrastructure these tissues of Naples while still having spatial relationship with the consolidated city of Naples had also shown their fracture. In this sense, we could envision the land that stretches behind the walls of the industrial port of Naples as an Heterotopia.

As it was originally intended by Foucault and expanded upon by David Graham Shane, these urban tissues in fact share six traits (Graham Shane, 2005):

- Their origin is bounded to a determinate culture, in this case expression of the entrepreneurial elite of Naples of the first half of the last century.
- Many areas have lost the original purpose of their development.
- Within the districts, as we've seen in the morphological analysis, there is a juxtaposition of several spaces often incompatible.
- Continuing on this theme, the fragmented tissues of the coast are the inheritance of different periods, often in discontinuity between each other.
- As a result the area presents many visible and invisible barriers.
- Yet, as hinted by Henry Lefebvre as well, the heterotopia can be a site of compensation, of freedom and alternative.

Which led me to the question:

**Through what means can Eastern Naples provide a spatially just alternative for its citizens?**

FIG. 4.11 Interpretation of the Heterotopia concept as explained by Foucault.  
Source: scheme by the author.



#### 4.3.7 – Answering to the Research Question

Although its grammar may be simple, the question above written has rather deep implications in terms of worldview. As designers we find the meaning of our knowledge in its practical consequences, thus often requiring us to find the proper tools to interpretate the reality. Yet, when we talk about spatial justice we are reminded of our agency in society, our role as advocates of the city, that is *urbs and civitas*.

*Man's most successful to remake the world he lives in more after his heart's desire. But, if the city is the world that the man created, it is the world in which he is condemned to live. Thus, indirectly, without any clear sense of the nature of its task, in making the city the man remade himself. (Park, 1967)*

Paraphrasing the words of Robert Park, the man has remade himself a citizen. In this sense, by having the power of changing the city we have the possibility to change ourselves as a society.

As effectively put in words by Bernardo Secchi (Secchi, 2013), inequality among citizens cannot and should not be seen separately from the urban environment. Factors as access to services, quality of housing and street space, position and population density contribute to the disparity among social groups and individuals in what is called socio-spatial segregation.

This consideration led to the formulation of the sub question:

**How can we design for a diverse space, embracing the concept of intersectionality?**



FIG. 4.12 The triad of knowledge fields that compose the study of Porosity.  
Source: the author.



#### 4.3.8 – Designing for diversity

Emily Talen in her work *Design for Diversity* (Talen, 2008) supports diversity in socially mixed neighbourhoods with three main arguments:

- Variety and choice foster a greater number and variety of human interactions resulting in place vitality.
- The proximity of different activities sustains the economic health and resilience of an area.
- In terms of human ecology, diversity has implications for sustainability of a population. Heterogeneity and density affect the everyday life of citizens and their pattern of consumption.
- Last, it strengthens social equity among the various social groups by providing a wider access to the resources of the city and creating the proper conditions to build tolerance and cultural exchange.

Designing and being respectful of the diversity of an area of study requires analytical tools that are not proper of planners' expertise. It demands for the understanding of power structures among stakeholders, local actors and, most of all, it involves the study of how residents and communities use and appropriate the space.

As it has been evident in the writing of this work, urban morphology and sociology, by themselves, are not capable of returning these dynamics and we need to develop tools to instead interpret the environmental psychology of the inhabitants of the city.

Thankfully the choice of studying Naples could help in this regard.

#### 4.3.9 – Measuring Porosity

Understanding how to study and assess porosity has been the main challenge and core of the research. It's easy to fall tempted of using it as a mere metaphor and, by doing so, run in the error of confusing colour with misery (Rea, 2020). Instead, recurring to the writings by Paola Viganò it has been possible to de-construct the quality of porosity of the urban environment in its components (Viganò, 2012):

- The assessment of the Porosity of material, which meant the understanding of how the block, the main material of the urban environment, is composed and relates to the street space.
- The study of the Porosity of fragment, which has been consisting in the detection of the visible and invisible barriers in the area, that may have been the result of historical traumatic events.
- The diagnosis of the Social issues that are affecting the health of the local communities.

Yet, understanding the structure doesn't directly provide tools for its study. If approaching a site through the lenses of porosity can still be achieved with the study of the urban morphology, the necessity of understanding which are the social groups and actors that live the space require urbanists to rely on concepts of urban sociology to describe the dynamics that underpin the reality of a space. Furthermore, even then, the two by themselves without resorting to environmental psychology are insufficient to understand how the residents of an area appropriate or are affected by the urban environment and society.



## PART 2

# Design Research

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Historical and layer analysis, Study of the context,  
Comparative analysis & development of the proposal

**Naples was a great capital, the center of a particular civilization etc. etc.; but strangely, what matters is not that. (...) I know this: that the Neapolitans today are a great tribe that instead of living in the desert or in the savannah, like the Tuareg or the Beja, lives in the belly of a large seaside city. This tribe has decided - as such, without responding to its own possible forced mutations - to become extinct, rejecting the new power, that is what we call history or otherwise modernity. The same thing the Tuareg do in the desert or the Beja in the savannah (or even the gypsies have done for centuries): it is a refusal, which arose from the heart of the community (we also know of collective suicides of herds of animals); a fatal denial against which there is nothing to be done. It gives a deep melancholy, like all tragedies that are carried out slowly; but also a profound consolation, because this refusal, this denial of history, is right, is sacrosanct. The old Neapolitan tribe, in its alleys, in its black or pink squares, continues as if nothing had happened to make its gestures, to throw its exclamations, to give in its outbursts, to perform its "guappesco" bullying, to serve, to command, to complain, to laugh, to shout, to tease; in the meantime, and for transfers imposed in other districts (for example the Traiano district) and for the spread of a certain derisory well-being (it was fatal!), this tribe is becoming another. As long as the true Neapolitans are there, they will be there; when they are gone, there will be others (they will not be transformed Neapolitans). The Neapolitans have decided to become extinct, remaining until the very end Neapolitans, that is, unrepeatable, irreducible and incorruptible.**

Pierpaolo Pasolini, 1975, interview for the Corriere della Sera, translation by the author.





## 5 – Critical Cartography

Before starting with the plan analysis, it has been taken the opportunity to map the direct correlation between the contemporary coast of East Naples and the historical events that acted as a changing force over it.

It links directly to the historical narration that has been made in the previous pages.



Molo  
San Vincenzo

Chiesa di  
Santa Chiara

FIG. 5.1 Detail of the Tavola Strozzi, 1472-73.  
Source: [https://it.wikipedia.org/wiki/Tavola\\_Strozzi#/media/File:Tavola\\_Strozzi\\_-\\_Napoli.jpg](https://it.wikipedia.org/wiki/Tavola_Strozzi#/media/File:Tavola_Strozzi_-_Napoli.jpg)





## 5.1 – Historical reconstruction

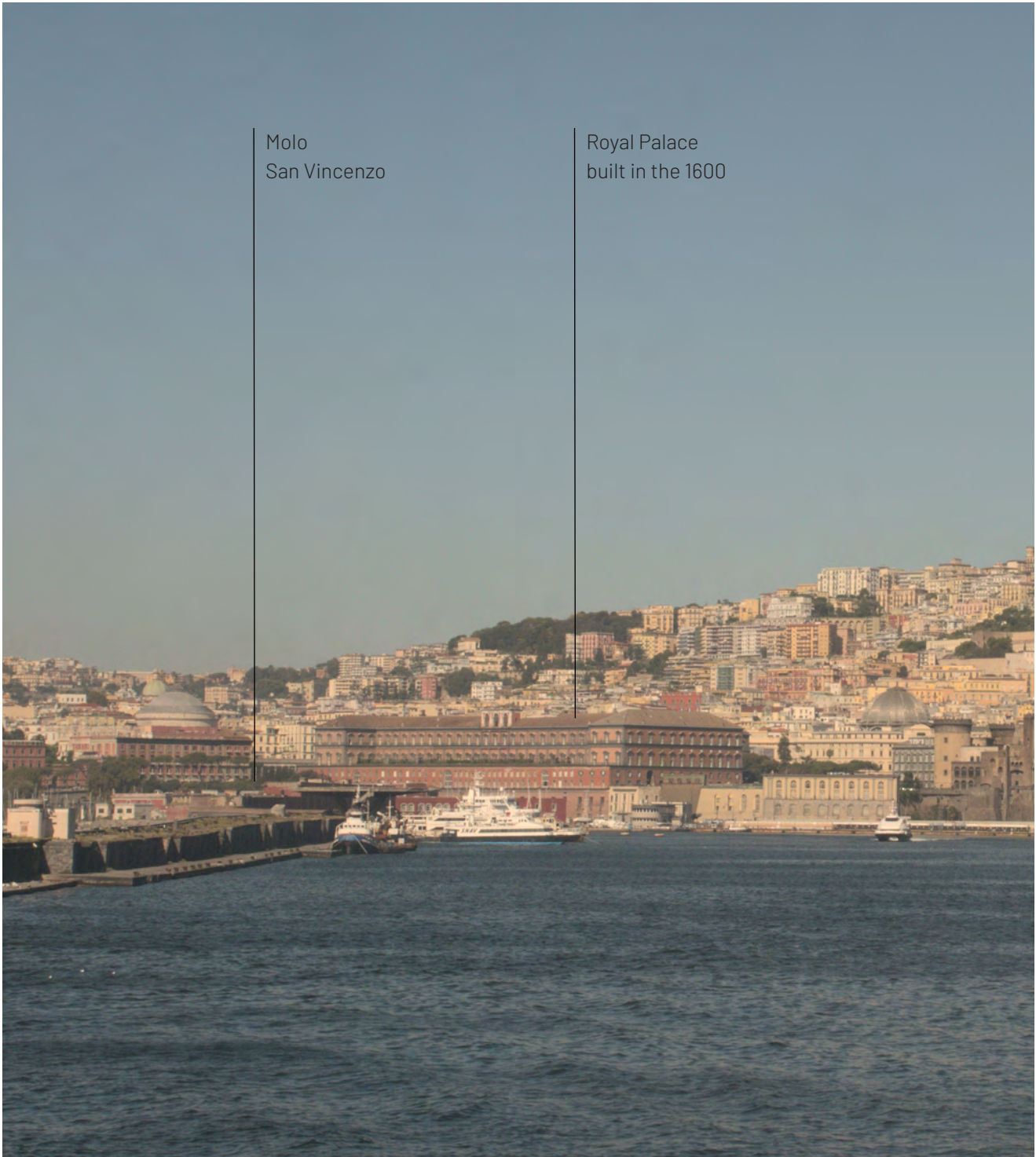
Regardless of being still upraised as the porous city by many architects and urbanists, Naples is not anymore the same city that Walter Benjamin visited when he wrote his seminal article.

On the contrary, already in the year of his visit the city was undergoing a severe process of transformation and forced modernization in response to the cholera epidemic of 1884.

From that moment on, many decisions and events taking place at various scales of governance would have effected the not anymore capital in ways that would have quickly changed its character.

Since the first attempts of industrialization under the Murat govern from the 1805 to the 1815, to the construction of the first railway line under the Borboun family, and again during the post-unitarian restructuring of the city, the Neapolitan elite class saw in the districts between the historical centre, the Port and the eastern marshlands the preferred sites of transformation and growth of the city.

For this reason, in the construction of a synthetic timeline that could return the dynamics of the evolution of Naples, particular attention has been given to five major events that have impacted on the eastern area of the city: the Italian unification & restructuring of the city in response of the Cholera epidemic; the early XXth century expansion toward east and construction of the first districts outside the former walls; the II world war and the subsequent reconstruction; the de-industrialization process and the related 1972 general plan; the 1980 Irpinia earthquake, the relocalization of the displaced people and the construction of the CIS in Nola, city of the interior of the Campania region.



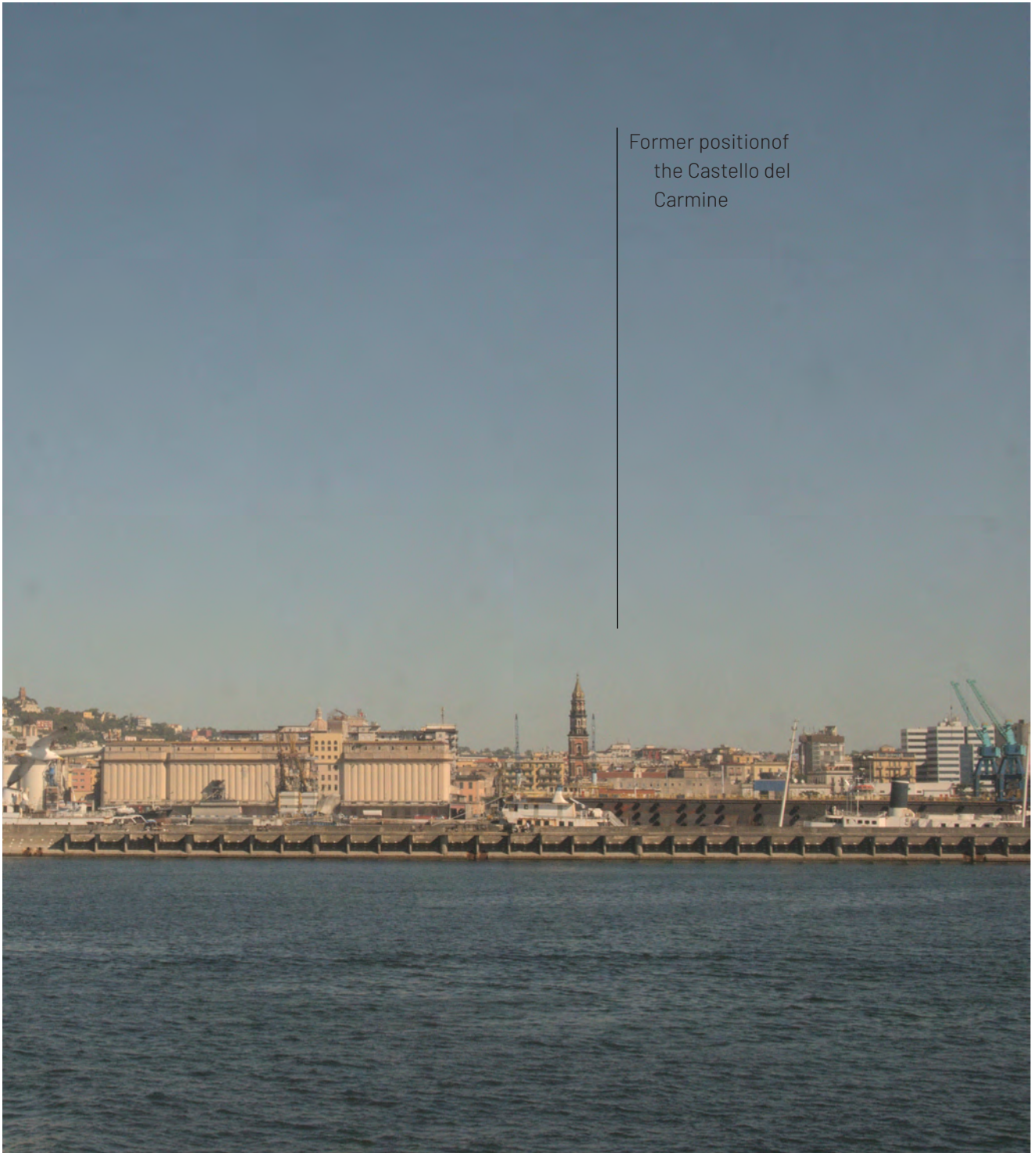
Molo  
San Vincenzo

Royal Palace  
built in the 1600

FIG. 5.2 Beginning of the eastern coast of Naples, 2021.  
Source: photo by the author



Former position of  
the Castello del  
Carmine





Pre-1861: Before the Italian unification

1861-1918: Modernization & Restructuring

1885-1939: Industrialization

## Urban interventions

1830

1840

1850

1860

1870

## Historical events

1861 - 1881  
Opening of Via Duomo

1930

1940

1950

1960

1970

1848  
Independence of Sicily and Constitution of Naples

1861  
Kingdom of Italy

1939  
General Developmental Plan of Naples

1952 - 1961  
Laurism & Urban exploitation

1972  
General Developmental Plan of Naples

1946  
Reconstruction Plan for Via Marina

1950  
INA-Casa Social Housing

1933  
Foundation of the IRI

1940 - 1943  
Italy joins the II World War

1962  
Law n.167 for the Social Housing

1943 - 1945  
The Italian Resistance & Allies' occupation of the South of Italy

1945  
End of II World War

1952 - 1957  
Achille Lauro  
Mayor of Naples



Industrial expansion

1951-1962: Reconstruction & Laurism

After 1980: Post-Earthquake relocation

1880

1890

1900

1910

1920

## 1885 - 1918 Restructuring of Naples

1918  
Industrial Expansion  
toward East

1980

1990

2000

2010

2020

1922  
March on Rome &  
Beginning of Mussolini's  
dictatorship

1980  
Zones "167"

1982 - 1995  
Construction of the  
Centro Direzionale

2004  
Variation General  
Developmental Plan of  
Naples

2013  
Unesco project for the  
historical centre of  
Naples

## 1980 Earthquake in Irpinia

2007  
Global Financial  
Crisis

2009  
European  
Debt Crisis

1993 - 2001  
Bassolino  
Mayor of Naples

2001 - 2011  
Iervolino  
Mayor of Naples

2011 - 2021  
De Magistris  
Mayor of Naples



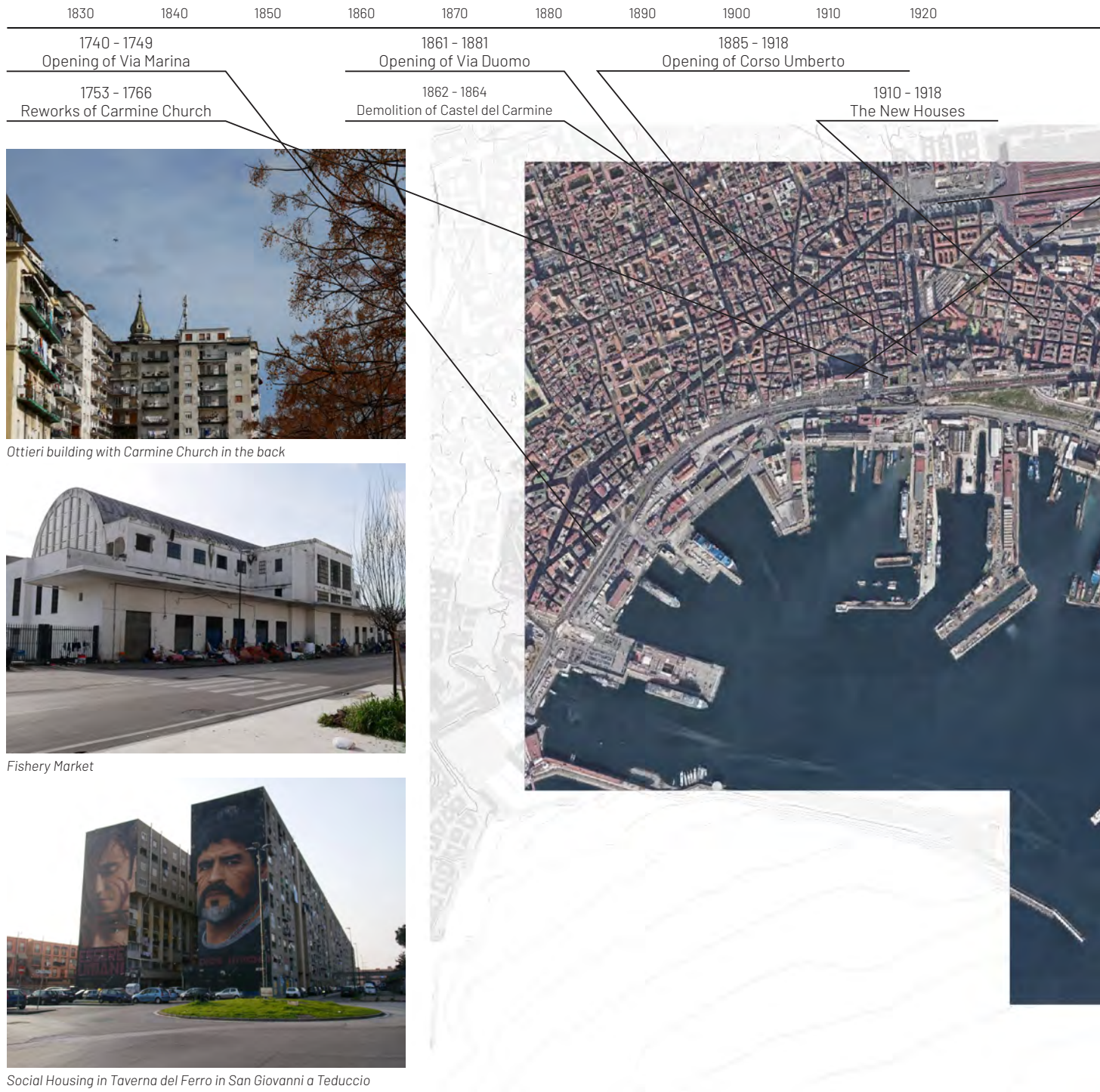


FIG. 5.3 Some key architectures of the area.  
Source: Photos by the author

FIG. 5.4 Map of the dates of the various urban transformations.  
Source: the author



1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

1930  
Fishery Market

1958  
Ottieri building

1966-1985  
Social Housing

2014  
Garibaldi Metro

1930-1970  
Expansion of the industrial Zone

2016-20XX  
Port expansion



0 0,25 0,5Km





## 6 – Plan Analysis

In order to comprehend how the strategies implemented by the institutions over the last centuries have sacrificed the porosity of the city and reduced large tissues of the city to heterotopias we have to start with a plan analysis. The study of the cartography can provide technicians, civil and private stakeholders and public institutions with a framework on which move together large amount of data and considerations.



### 6.1 – Layer Analysis

As first step of the analysis, I deemed appropriate to begin with a basic layer analysis of the city. The method, here implemented and first conceived in the Dutch school of thought of the TU Delft, consists of the study of an environmental, occupation and mobility layer. The relationship between these three layers gives us an indication of which are the most evident dynamics that influence the current conformation of the city. After that, to be coherent with the dutch methodology I should have proceeded with the analysis in three different time periods so to have a reading of the evolution of the city over time but, due to time constraints, it was impossible in this phase to draft a temporal analysis of the whole city's area.



As a not sufficient substitute, I decided to redact a map with the approximative age of construction of each building of Naples. In this way, it was still possible to see which areas have been left intact by the historical events and decisions that have affected the city across the centuries and which areas are the most recent. We can notice how the historical core of the city has been mostly left untouched over the centuries and how only after the second World War the city has grown exponentially in every direction. Yet, this map has some interesting deficiencies. For instance, the eastern coast of Naples whose many buildings date to the XVIII century has undergone many changes over the last two centuries up to recent years that don't appear in the map.

For this reason, in the following chapters, the layer analysis will be deepened through a 3x3 analysis of the eastern coast only.

For now, instead, it has been chosen to broaden the reading of the current state of the city reaching the territorial scale of the Gulf of Naples.

FIG. 6.1 From top to bottom, the three maps that have been used for the layer and 3x3 analysis: Map of the Naples with the planned projects for the restructuring, 1888; Town plan of Naples by the british navy, 1943; Map of Naples with the PRG of 1972. Source: Prefettura di Napoli, b. 4106 / 8 ;<https://iif.lib.harvard.edu/manifests/view/ids:11160217>; <https://www.comune.napoli.it/flex/cm/pages/ServeBLOB.php/L/IT/IDPagina/16674>



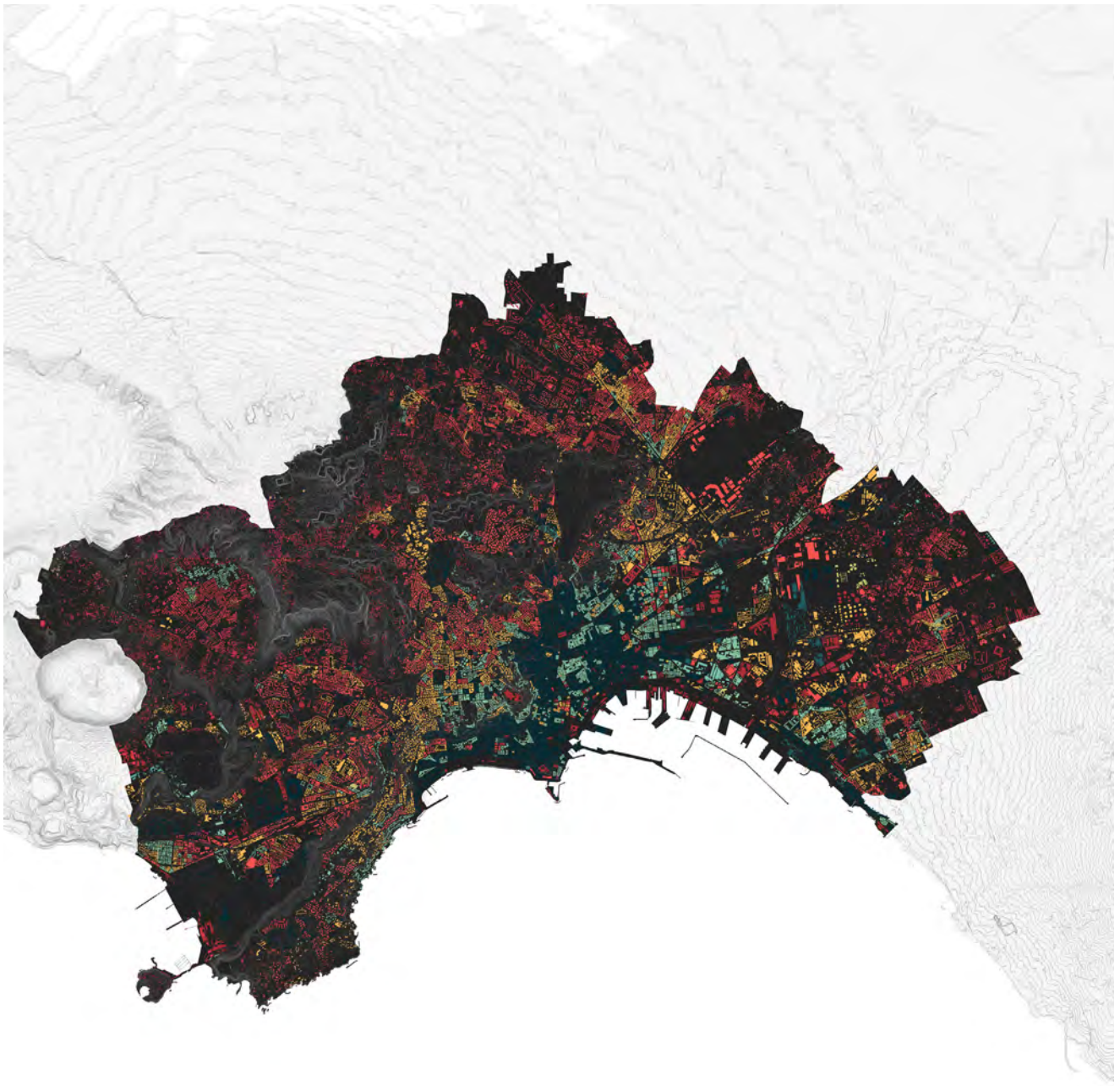


FIG. 6.2 Buildings' age map of Naples.  
 Source: data by ISTAT, elaboration by the author.

Pre 1919

Post 2005 0 0,5 1Km





*Environment layer*



*Occupation layer*



*Infrastructure layer*

## Layer analysis

As already mentioned in the previous pages, the city of Naples is located on the northern coast of the omonymous Gulf, between the Campi Fregrei and the Vesuvius where the fields reach the sea.

Yet, within the city's limits almost nothing is visible of the original agricultural fields that used to distinguish the hills up north and the lands toward the Vesuvius. The city nowadays presents a system of preserved natural parks in the western districts while of the swamps in the eastern side almost nothing is saved.

The metropolitan region is configured as a continuous agglomeration that from the city of Pozzuoli up north reaches almost without continuity solution Castellammare di Stabia right before the Sorrento's peninsula. Within the conurbation, it is still possible to distinguish those that are the consolidated urban tissues. The city didn't grow homogeneously on the territory and for many centuries it saw the stratification of its historical centre.

Due to its strategic position and having been for a long time the capital of the South of Italy, Naples is well connected to the national mobility infrastructure. Although, it is remarkable to see how due to the concentration of the middle-class residential neighbourhoods in the western side of the city and the industrial development on the side of it, most of the railways gather into the central station from east.





*800m radius*

### 6.1.1 – Space syntax overview of the city of Naples

After the initial layer analysis, I analysed the spatial integration of the street network of Naples in order to detect which may be the potential centralities in the street network of the city and if they correspond to my personal experience. For this test, I have used several metrical radiuses that may give an indication on the means of mobility of an hypothetical user of the grid. The most relevant was the 800m radius that, in my lecture of the city, may correspond to the average that a Neapolitan is willing to walk.



250m radius



2500m radius



5000m radius

### Space syntax analysis

At a 250m radius, the street network of the city appears moderately weak with the ancient greek centre stil integrated while, on the contrary, the expansions that date from the XIX century on are highly segregated. With the increase of the radius

to 2500 and 5000 metres radiuses, taking also in consideration the topography of the city and the underdevelopment of its cycle routes, we are considering short and medium travels by car. As a result, the map glow red but the most integrated

streets are the highways. The thing that is evident with the comparison of the maps is that toward east the street network of the city loses its intricacy, stops being optimal for the everyday life of people and loses its potential for centralities.







## 6.1.2 – Social Trends

The following step to the layer analysis has been researching which are the social trends that most define the city of Naples. It was necessary to conduct this inquiry along with the study of the urban morphology and social context so to streamline the collection of the necessary data for the analyses and guide the interpretations.

In the Italian context, Naples represents an exception under many aspects. Even if, as explained in the research motivation, its evolution is coherent with the trends that affect the South of Italy as a whole, its past history, geographical conditions and anthropology allowed for particular phenomena to develop in the former capital. The indicators taken into account, that can be seen at the bottom of the page, have been chosen according to specific themes.

One of the main difficulties of understanding which trends are the most relevant for the city is the fragmentation of the information regarding many of social indicators that I was interested into for this research. While demographic data at the national and city scale are published every year by the Italian Institute of Statistics, the data at the sub-comunal scale is collected only for the officila census that is done every ten years. At the time of this writing, so, I had to rely on data from the census of 2011, since the 2021 census data is still being elaborated.

Even with these considerations taken into account, this inquiry revealed how incomplete is the information made available from the national bureau since they don't collect data on property and ownership. These are instead collected by the Italian Revenue Agency and are not, at the moment, easily accessible.

FIG. 6.3 Data figures' source: Municipality of Naples; ISTAT; Immobiliare.it; EUROSTAT

Theme	Indicator	Naples	East Coast	Pendino & Mercato	National comparator
Demography	Population estimate, (2019)	954,318	61,331	26,200	59,257,566
	Population density, per Km <sup>2</sup> (2018)	8,566	840,717	1,883,37	197,4
	Average age (ISTAT, 2011)	43,06	-	-	64,1
Diversity	% of resident population born abroad	5,81	4,38	-	8,4
	% of female population	46,12	52,58	-	51,29
Diversity	Average education level	Highschool	Secondary	-	Highschool
Labour	Unemployment rate, age 15+ (ISTAT, 2011)	31,39	-	-	9,5
Housing	Median house price, €/m <sup>2</sup> (Immobiliare.it, 2021)	2,691	1800	1800	2030
	% Homes Owned outright (ISTAT, 2018)	58,9	-	-	71,8
	% Rented houses (ISTAT, 2018)	19,3	-	-	27,7
Environment	% of area that is Greenspace (ISTAT, 2014)	11,1	-	-	2,7
Transport	Number of cars per household (2018)	0,55	-	-	0,64
	Public transport coverage (EUROSTAT, 2020)	53,3	-	-	-

# Napoli, è record di disoccupati

L'Istat, per il 2017, fotografa una crescita del tasso di quasi 4 punti percentuali. Rispetto al 2007 l'aumento è del 20 per cento: oggi ci sono 79 mila senza lavoro in più



FIG. 6.5 Napoli, è record di disoccupati  
Source: [https://corriere.delmezzogiorno.corriere.it/napoli/cronaca/18\\_marzo\\_14/napoli-record-disoccupati-a051c670-2766-11e8-89ed-3e6c0875554d.shtml](https://corriere.delmezzogiorno.corriere.it/napoli/cronaca/18_marzo_14/napoli-record-disoccupati-a051c670-2766-11e8-89ed-3e6c0875554d.shtml)



FIG. 6.4 Introduction of the dossier Lo Stato della Città dedicated to Naples.  
Source: <http://sdc.napolimonitor.it/>

For this reason, to not run in the inconvenience of only relying on personal experience of Naples, I decided to conduct the rest of this investigation through bibliographic research on newspapers and reports.

In this regard, reading local newspapers such as the Mattino, Repubblica and Corriere del Mezzogiorno has been of enormous help. Nonetheless, if there is one work that has to be singled out is the dossier made by the independent paper Napoli Monitor.

The overall image of Naples resulting from this investigation is the one of a city with an enormous imbalance of concentration of wealth, resources and population. The current state of things seems to be in continuity with the historical reconstruction done in the previous chapters. As a matter of fact, it appears that the division between eastern and western Naples is as much supported by data as felt in the news.

There are three main urgencies that are significant:

- Lack of open space: Naples and its metropolitan region are one of the areas of Italy with the highest population density. At the same time, with only roughly 11% of its area dedicated to green spaces, it has also one of the highest soil consumptions of the peninsula.
- Low quality of housing: it is not possible to directly assume it from the data, but a quick walk through the streets of the city and the difference in housing value

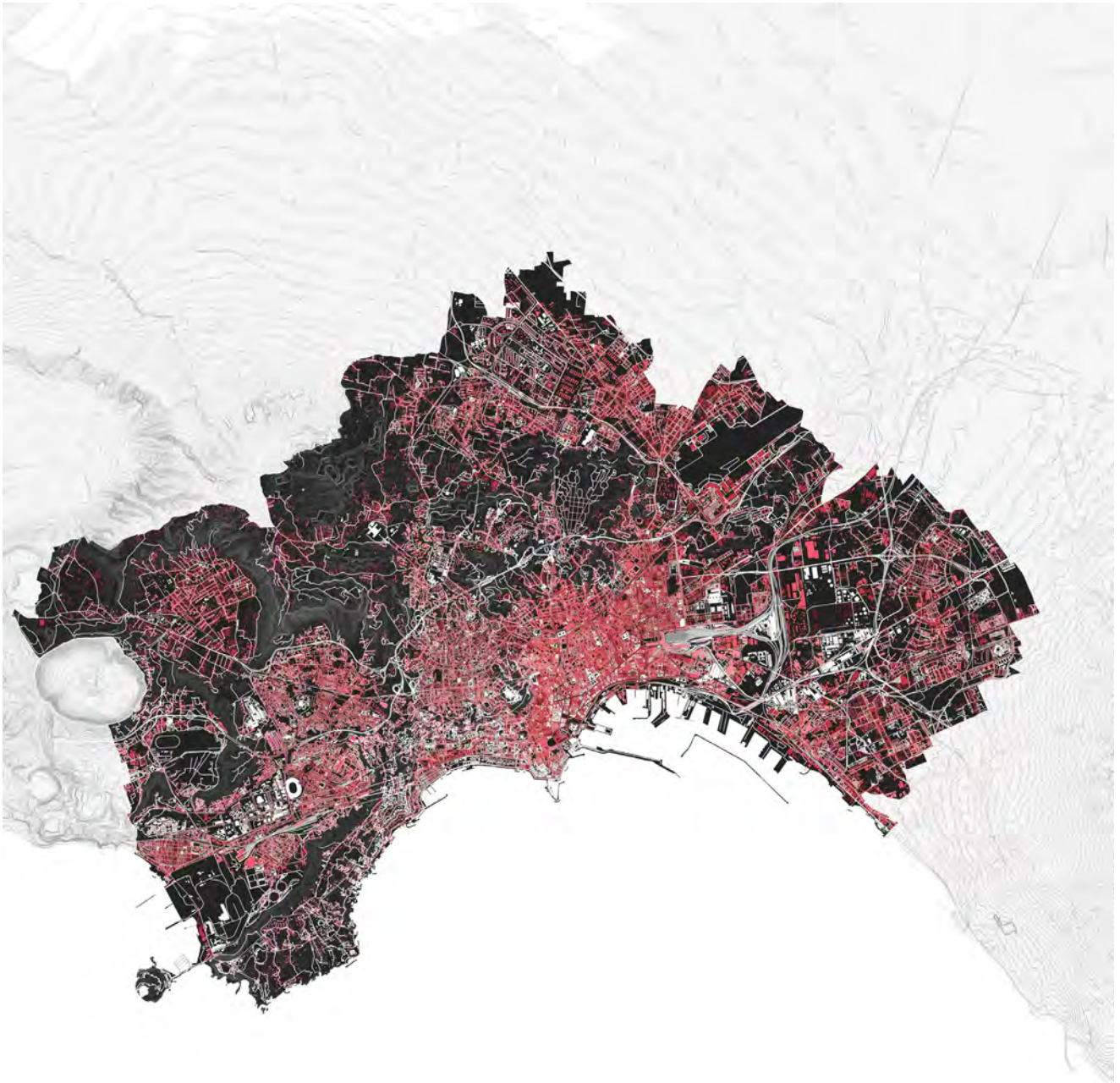


FIG. 6.6 Unemployment rate in Naples.  
Data source: OSM; ISTAT.  
Maps by the author

- between the rich neighbourhoods on the western hills and the lower areas east and north do suggest a reality of overcrowded poorly built houses.
- Lack of employment: one of the most dramatic socio-economic factors of Naples is its lack of employment. Despite having a younger population than the national average, it has also one of the highest levels of unemployment due to its lack of job offer.







Spatial integration 800m radius



Buildings' construction age

Pre 1919

Post 2005



Unemployment rate

0%

100%

### 6.1.3 – 3 maps 1 crisis

FIG. 6.7 From top to bottom: Spatial integration with 800m radius; buildings' construction year; unemployment rate in Naples. Data source: OSM; ISTAT. Maps by the author

In order to understand how the legacy of centuries of misinterventions still affects the dicotomy between the East and West of Naples, three maps have been particularly relevant: the spatial integration with an 800 m radius shows where are the potential centralities in the urban network of the city. This, in combination with the analysis of the buildings' construction age and the unemployment rate shows how segregated are the low income communities in East area of the city and how it has been responsibility of the urban interventions done over the last 70 years.





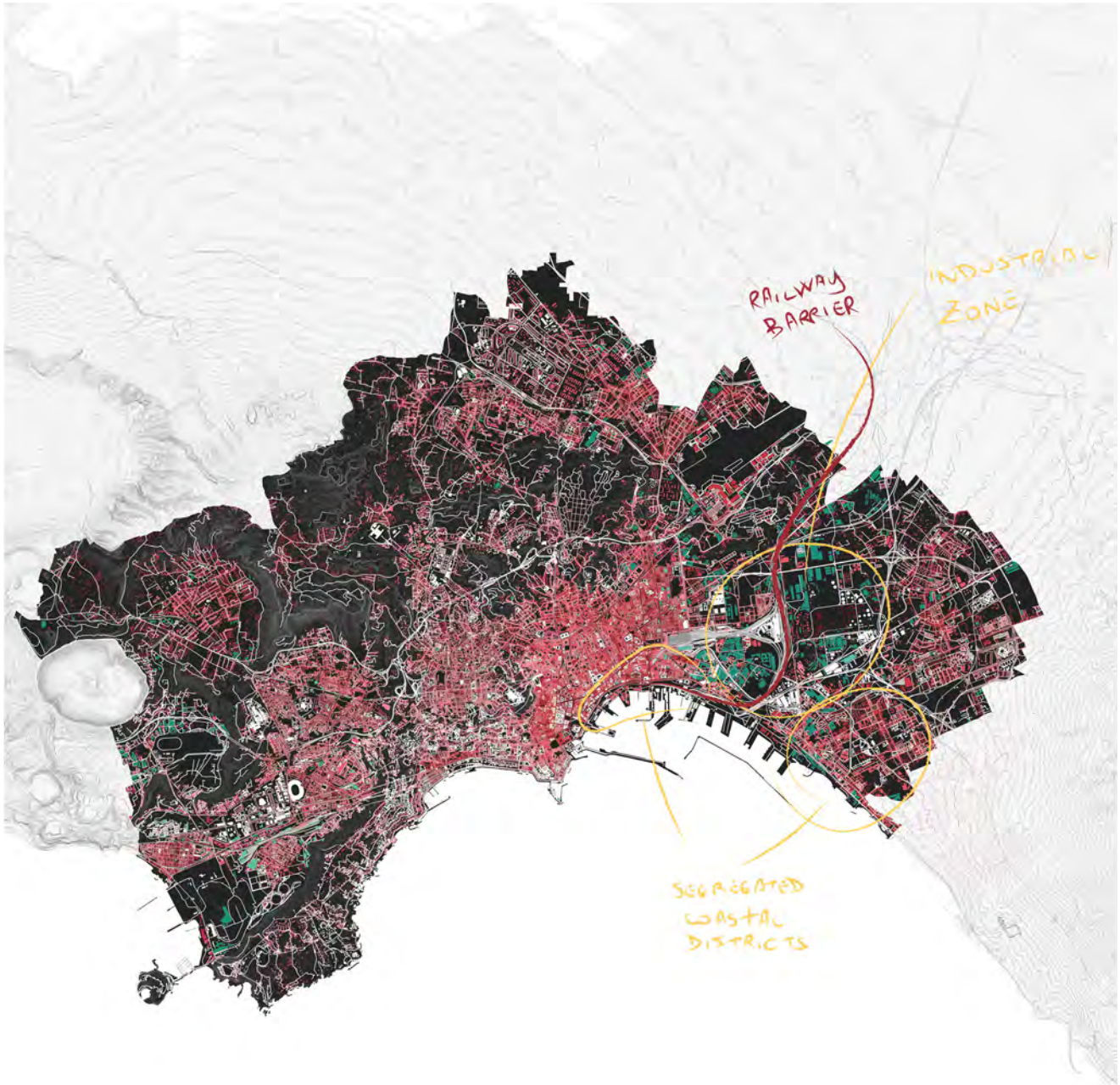
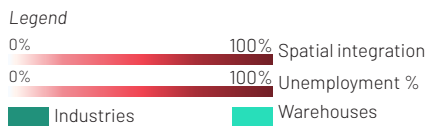
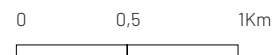


FIG. 6.8 Morphological clustering of the buildings' islands in Porto, Pendino, Mercato and San Giovanni a Teduccio.  
Source: data from ISTAT and OSM.



### 6.1.4 – Fracture: a synthetic map

As a conclusion of the mapping process of the pages before, this map highlights how the industries and mobility infrastructure that serves the train station and port to the east of the historical centre represents a barrier in the city. A barrier that is reflected also by the lack of potential centres in the street network of those districts and that coincides with the worst social conditions of its inhabitants





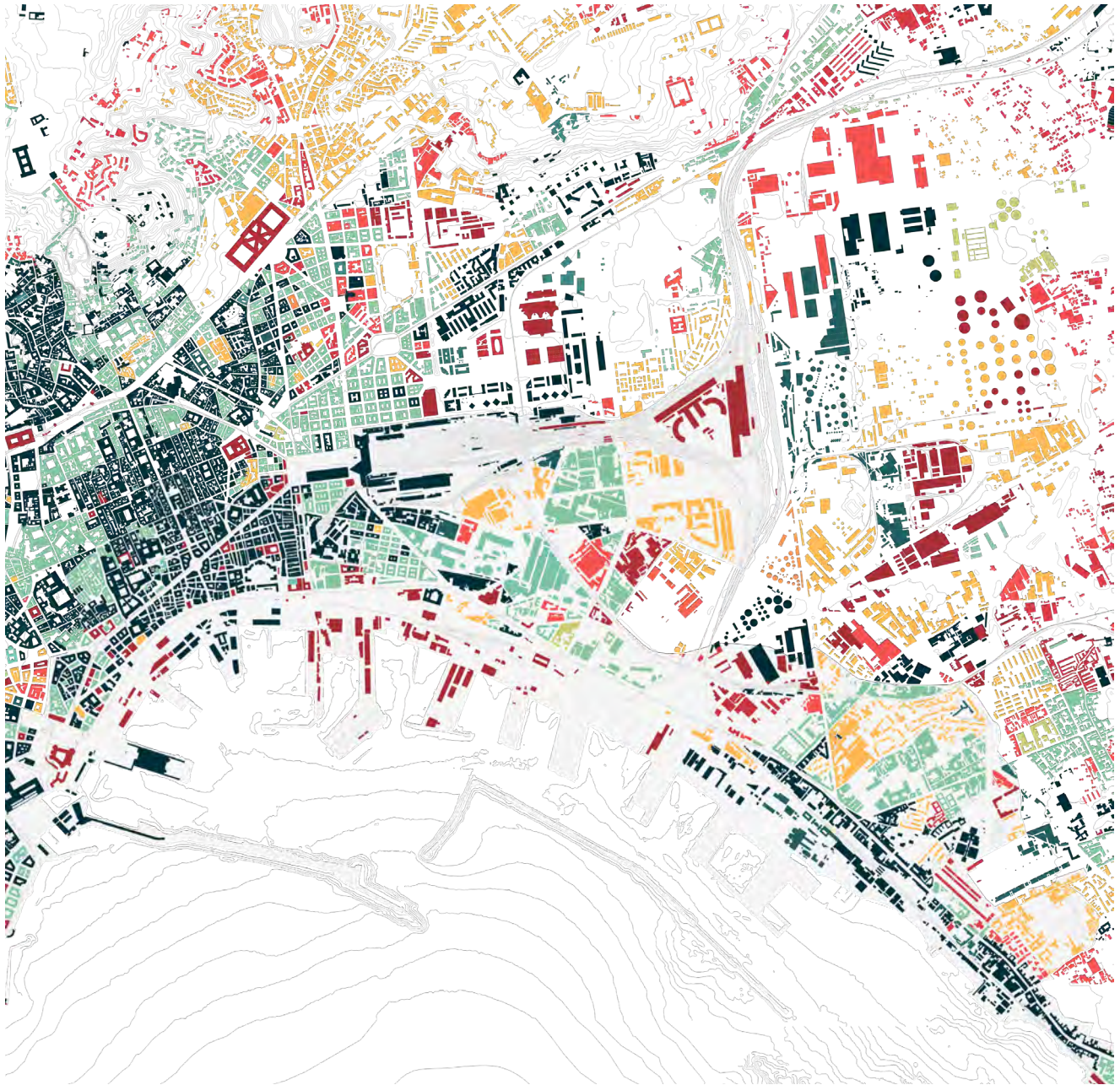


FIG. 6.9 Buildings' age map of Naples.  
Source: data by ISTAT, elaboration by the author.

### 6.1.5 – Dwellings' age

A first synthetic view to the dwelling age of the constructions in East Naples, confirms how the expansion toward East has been mostly conducted between the first post-war and the second post-war reconstruction. In both cases it has been instrumental to the industrial development of the city. In addition to those, we can see which new patches have been built after the '80s earthquake and beyond.

Pre 1919

Post 2005





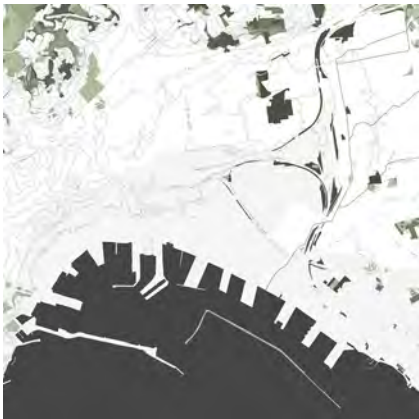
1874-94: Schiavoni map



1943: English navy map



1972: PRG base map



Environment layer



Occupation layer



Infrastructure layer

### 6.1.6 – 3x3 Analysis

By an indepth look to the evolution of Eastern Naples it is immediatly noticeable the loss of the marshlands in favour of the industrial development. In particular a study of the environmental layer shows the first canalization and then filling of the Sebeto river.

The works for the Risanamento di Napoli of 1888 created a clear cut between the historical centre and gave a rapid expansion of the industries. By the time of the II world war, San Giovanni a Teduccio was part of the neapolitan conurbation.

The new urban tissues were highly conditioned by the mobility infrastructure and with the development of the industries it is possible to see how the railway created a barrier behind the station and along the coast.



FIG. 6.10 View of the “Cavone”  
from the Corso Vittorio Emanuele.  
Source: photo by the author.



# 7 – The city of the Purgatory

## The context of the East Coast of Naples.

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In order to gather the proper tools to measure the porosity of the city, it has been necessary to assess the social composition and urban morphology of the East coast of Naples. The morphology of space directly impacts the experience of the city, while the citizens with their everyday life participate at the production of it. As such, two measures become necessary in order to understand and set the bases for the study of the porosity of the space:

- Urban morphology
- Social diversity

### 7.1 – Urban Morphology

In this chapter I will go on describing the urban morphology of the area of investigation. Due to the scale and different granularity of the data, it has been deemed proper to conduct the analysis in terms of physical density measures and not direct buildings' typology. As pointed out by Churchman in 1999, and later recalled by Meta Berghauser Pont and Per Haupt in 2009, there is no universally shared definition of density. Nonetheless, with the right adjustments, it is possible to deduct one measure from the other. What is to be paid attention to, instead, is the boundaries of the units that are being analysed. These strictly relate to scale and averages: for instance, a bigger plot, may present a similar density of a smaller counterpart but it will surely have higher chances of presenting greater heterogeneity, unbuilt space and, conversely, lower population density. For these reasons, it has been regarded as insufficient to rely solely on one parameter and it has been opted to run a clustering analysis of six indicators that could return simultaneously population and dwelling density, land use intensity, coverage, building height, spaciousness:

- A: the first parameter taken in consideration was the area of the blocks, since different areas allow for different configurations of plots and subdivisions.
- FSI: the Floor Space Index is the ratio between the gross floor area and the area of the block and it is calculated:  $FSI = GFA/A$
- GSI: the Ground Space Index is an index of land coverage by the building, calculated:  $Buildings' Area / Block's Area$
- OSR: the Open Space Ratio is the relationship between unbuilt space and total built surface. It is calculated:  $OSR = (1 - GSI) / FSI$
- L: Layer, it is the average height of the buildings. It is calculated:  $L = FSI / GSI$
- Number of Dwellings/Ha for each block: this last factor was taken in consideration to have an indication on the granularity of the block, and reconstitute an image of the number and dimensions of the buildings.

## Morphology analysis



Piazza Mercato



Piazza Mercato



Piazza Mercato



0 0,5 1Km  
[Scale bar]

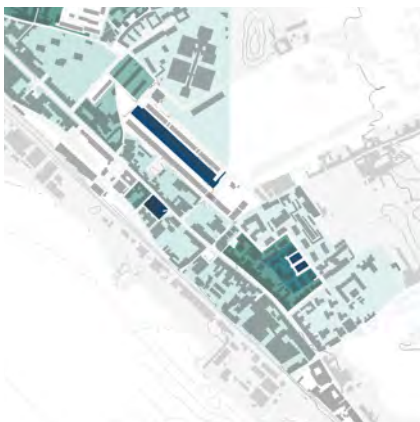
0 0,5 1Km  
[Scale bar]



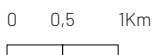
Taverna del Ferro



Taverna del Ferro



Taverna del Ferro



#### Island area

The first indicator that has been taken in consideration is the plot area. As explained in the previous paragraph, its determination varies depending on how the boundaries of the base unit are selected. In many contexts it is possible to use the administrative boundaries as limit of the units but, unfortunately Naples' municipality doesn't register this datum and the cadaster is not easily available for consultation. In addition to these considerations, the administrative tools of many contexts often struggle to keep up with the dynamicity of the urban environment. For this reason, I decided to personally generate the boundaries with the aid of satellite views and maps.

The first characteristic that catches the attention of the observer is the immense variation that there is in the scale of the plots. It is possible to distinguish the blocks that date back to the restructuring of the city of the XIX century, the industrial plots and the converted agricultural fields east.



#### GSI

The GSI is an indicator of the coverage of the area and, as such, it describes the relationship between the built and the unbuilt area of the unit of analysis.

By definition, then, its variation is influenced by the island area. Going toward East, we depart from the nineteenth century residential blocks of the industrial workers to meet the industrial zone and its low coverage. Arriving to San Giovanni a Teduccio, however, we are presented again with higher levels of coverage, especially on the islands of Corso San Giovanni. This is due to the fact that area corresponds to the original centre of the once separate town, while the land behind was used as field for agriculture.



#### Number of dwellings/Ha

It as been deemed necessary for the correct analysis of the urban environment to include the number of dwellings per hectare of each island, instead of the population density, in order to counterbalance the high possibility for bigger plots to have more dwellings, households and residents.

As a result, East Naples returns an interesting image: closer the island is to the central station, more are the number of dwellings despite the overall blocks being smaller. This is not only due to the fact that the islands are smaller, in facts, gning toward west the number decreases. This condition is the result of deliberate design choices that were taken in the XIX century and in the II post-war reconstruction. This explains how San Giovanni a Teduccio presents an exception to its relative low density in the apartment blocks of Taverna di Ferro.



Data source: Naples' municipality, maps by the author





## Morphology analysis



Piazza Mercato



Piazza Mercato



Piazza Mercato



0 0,5 1Km  
[Scale bar]

0 0,5 1Km  
[Scale bar]



Taverna del Ferro

### FSI

The FSI reflects what Berghauer Pont and Per Haupt defined as building intensity, regardless of the programmatic composition (Pont, Haupt; 2009) It consists in the relationship of the gross floor area of the buildings and the area of the base unit, in this case, the generated islands.

The values that resulted from the measurements suggest a contained vertical development of the buildings of the area. This is coherent with the position of the area in the buffer zone of the historical centre of the city and the strictly regulated code of the city. In addition to that, there is the consideration to be made of the greater area of the industrial and ex-agricultural plots from the centre to the east of the area. The pseudo-modernist blocks of San Giovanni a Teduccio have a higher vertical development than it appears due to the greater amount of unbuilt land.

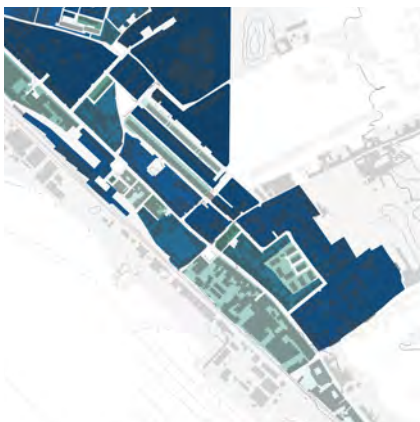


Taverna del Ferro

### L

Directly following the considerations made on the FSI values, the L explicitly represent the average number of floors, layers, of a building. It is calculated as the ratio between the FSI and the GSI and, as such, it is still related to the base area of the building.

Nonetheless, the information that is possible to deduct from this value complements the deductions made on the base of the FSI. While, still, the value returns a major verticality going toward the historical centre, it is now possible to see on the map the high-rise development that San Giovanni a Teduccio during the sixties.

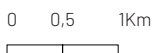


Taverna del Ferro

### OSR

Finally, it was considered the OSR, as a measure of the spaciousness of the area. On the contrary of the GSI, the OSR returns the amount of void space.

As expected, San Giovanni a Teduccio is the area that presents the higher percentage of open space. Historically, as we have seen in the previous pages, the city of Naples has always presented a high built density. Especially in the medieval expansion of the Porto, Pendino and Mercato, the open space was to be found in the irregular courts of the buildings or at the intersections of the streets, with the big exception being Mercato square. The missing restructuring of the street network in San Giovanni instead made possible for the islands to enclose a larger area of open space.



Data source: Naples' municipality, maps by the author



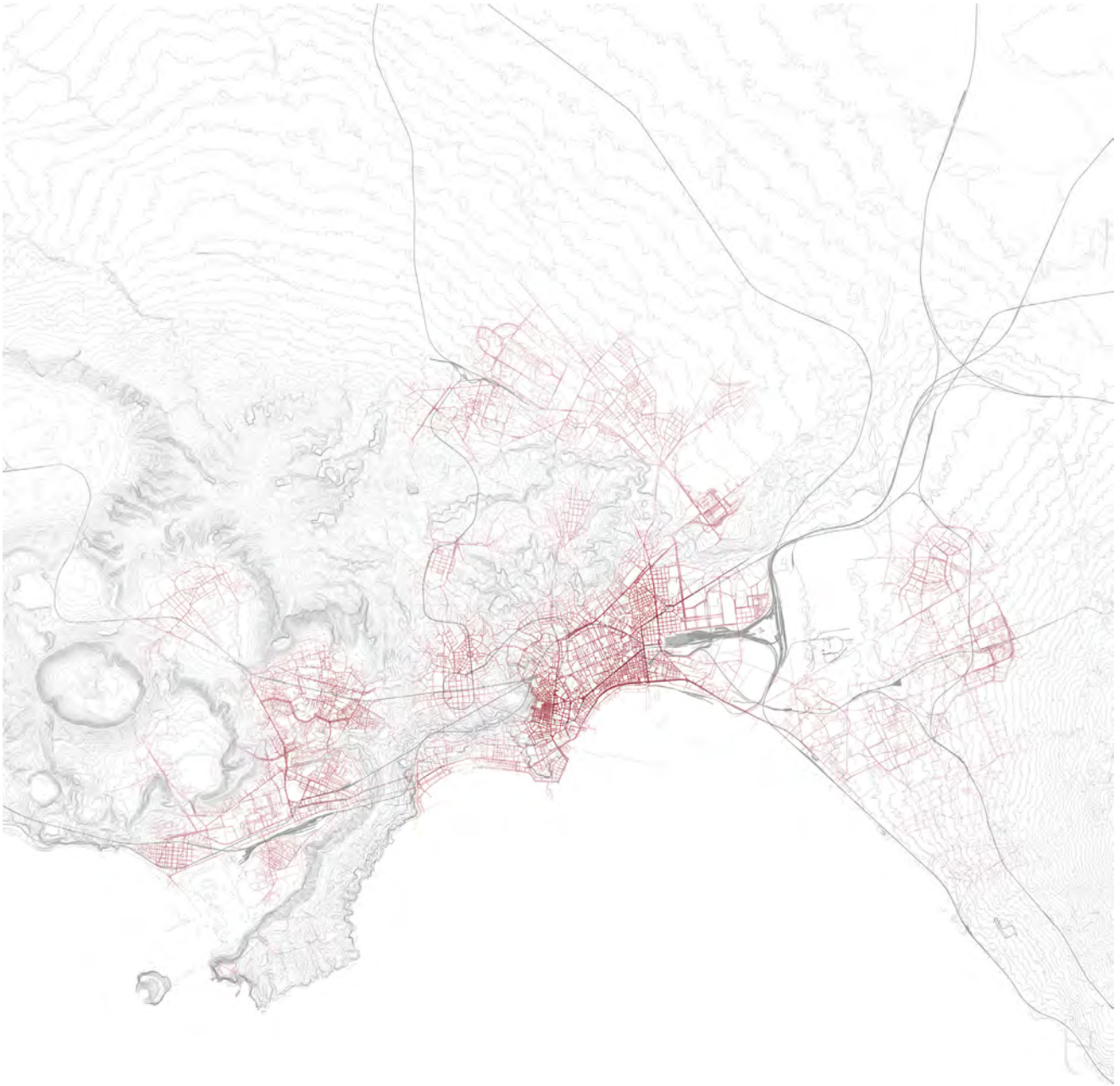


FIG. 7.1 Spatial integration of Naples with an 800m radius.  
Source: base map by OSM, analysis by the author.

### 7.1.1 – Space syntax analysis of the East Coast of Naples

By itself the study of the urban morphology, is not able to return information on how every block participate to the city's network. For this reason it has been necessary to rerun the space syntax analysis of East Naples, bringing in the knowledge that has been gathered from the city scale analysis. In the spatial integration analysis with an 800 m radius, it is possible to see how from the Central station on, the network of East Naples becomes growingly segregated and presents almost no centralities.



800m radius



2500m radius



5000m radius



*Green patches integration*



*Industrial & mobility buildings integration*



*Services' integration*

## Space syntax analysis

Studying the integration at various radiuses of the East Coast of Naples we see the result of the urban transformations that have been described with the 3x3x3 analysis. The few green patches in the area are coasting the railway and are not really linked.

The industrial expansion and the port infrastructure appear to be highly integrated when using higher radiuses of analyses. This is due to them having to be accessible by trucks and automobiles.

On the other hands, services are not equally distributed and when studied at a 800m radius appear highly segregated. The situation worsens when we reach San Giovanni a Teduccio.



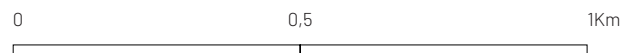
FIG. 7.2 Morphological clustering of the buildings' islands in Porto, Pendino, Mercato and San Giovanni a Teduccio.  
Source: data from Naples' municipality and OSM.

*Legend*

- Type 1
- Type 2
- Type 3
- Type 4
- Type 5
- Type 6

### 7.1.2 – Types of Urban Blocks.

Even after the considerations made in the previous pages, the morphological analysis may not be completely useful for a lecture of the urban environment. Then, I resolved running a clustering analysis in order to find the intersections of the data in order to return a synthetic image that can be closer to the real conditions of the place. The result of this operation are six morphological types of urban block.



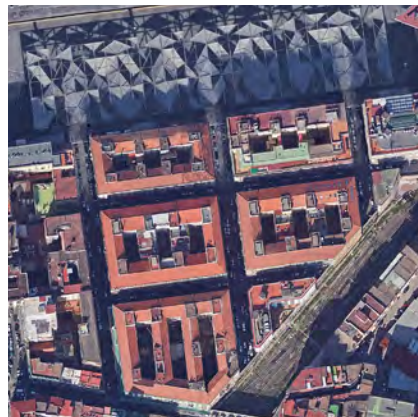




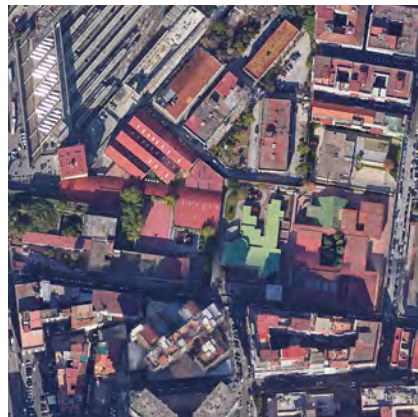
Type 1



Type 2



Type 3



### 7.1.3 - The six types.

According to the process, 42,4% of the analysed islands belongs to type 1, 24,3 to type 2, 18,7% to type 3, 4,5% to type 4, 9,3 % to type 5 and 1,1% to type 6. Despite the first being the major group in terms of number of islands, the fourth type covers the biggest area. Being the extremes of the analysis, both present their criticalities. Type 1, for the little area that it covers, presents an high number of dwellings with the risk of overcrowding. On the other hand, type 4's void disrupts the urban fabric and

FIG. 7.3 Blocks' morphological types 1,2,3.

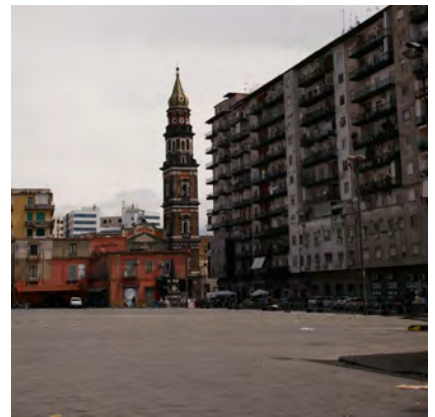




Type 4



Type 5



Type 6

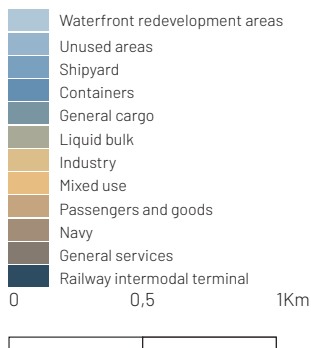


isolates the buildings from the street network. The islands that are part of types 2 and 3, instead, represent the cases that are more balanced with a relatively low fsi and good coverage of the base unit. Nonetheless, it has to be noticed that the first leans toward the density of type 1 and the second toward the spaciousness of type 4.

FIG. 7.4 Blocks' morphological types 4,5,6.



### 7.1.4 - The Port Area



The industrial development of the late XX century brought the city of Naples to expand toward East. At the time, the area was consisting of the marshy delta of the Sebeto river and constituted the natural boundary between the ex-Capital and the separate, San Giovanni a Teduccio. The abundance of water had already attracted few industries during the French regime (Di Mauro, 2006) and the geological composition of the soil made the area not enticing for proper residential development. Nonetheless, the land was gradually reclaimed and the river was first converted into canals and then covered. Nowadays the Sebeto continues its path underground and

FIG. 7.5 Current state of the Port Area  
Source: data by the Port Authority of Naples.







the sea is rendered unreachable due to the port walls and infrastructure. While the new entrepreneurial class was rapidly abandoning the historical districts of the city to move on the hills of Vomero, Posillipo and Chiaia in the Western region, Eastern Naples became the temporary solution for the large portions of the population that were living in overcrowded low-quality houses in the centre. Yet, the industrialization never proved to be a stable sector in the city and the collocation of the industries along the eastern coast, while providing, for many, an access to the urban social network and economy, ultimately resulted to be unsustainable, both environmentally and socially. At the time of this writing the new masterplan for the Port area and here displayed has been altered in order for it to be rediscussed.

FIG. 7.6 Port Area's masterplan for 2030  
 Source: data from Port Authority; elaboration by the author.



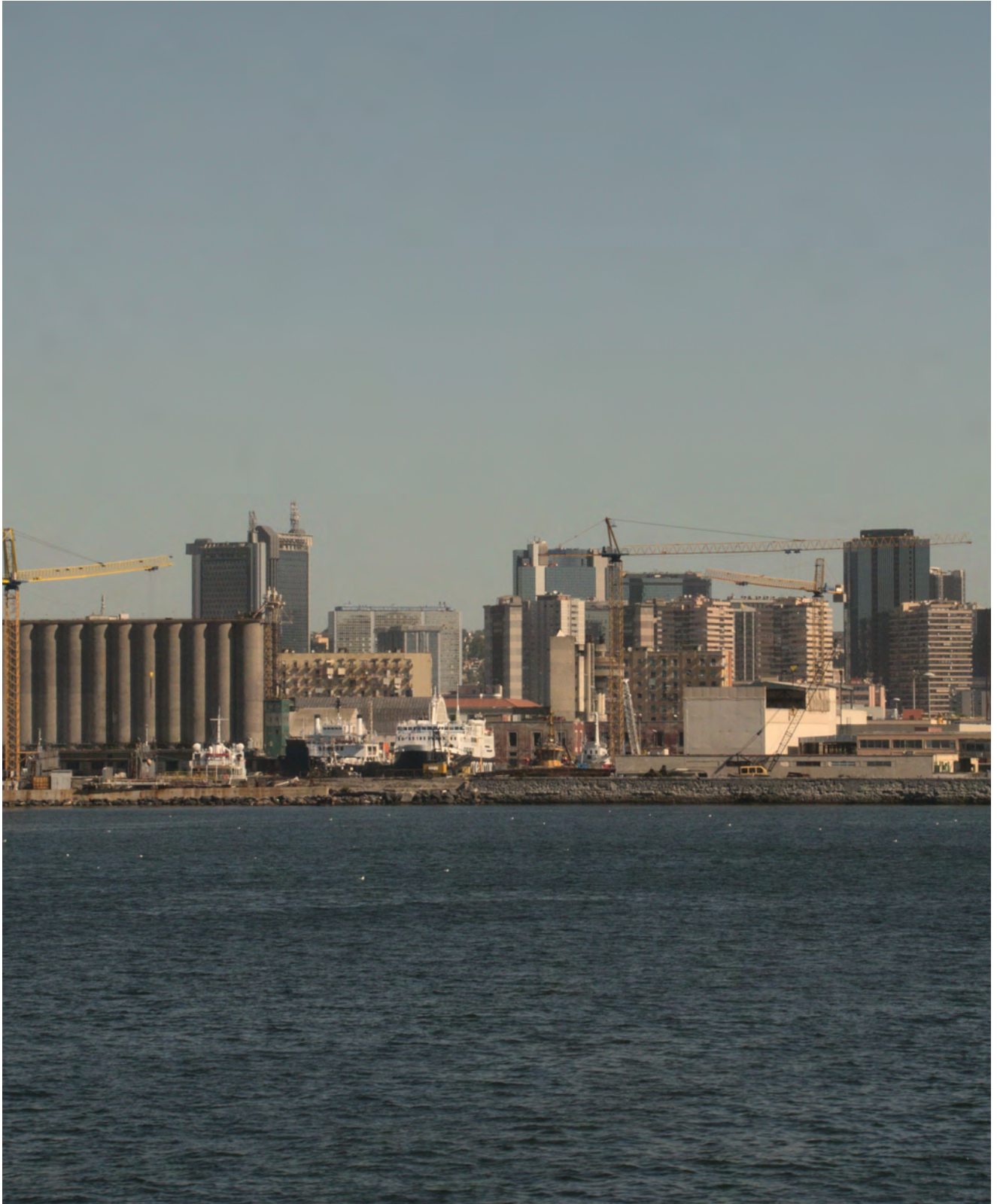


FIG. 7.7 View of the Industrial expansion of the Port of Naples toward East in September 2020  
Source: photo by the author.







**Social  
Stratification**



**Intersectional  
Analysis**

FIG. 7.8 Protests of the Sinhalese community in November 2018  
Source: photo by the author.

## 7.2 – Intersectional Social Analysis

*An Intersectional approach to social analysis begins with the acknowledgement that individuals in a society belong to infinite possible interrelated and overlapping categories. This means that the struggle of the everyday cannot be described by the definitions that are often imposed by a majority, but has rather to be seen in the intersection of those. (Crenshaw, 1998)*

The most delicate element of a porous environment is its social diversity. According to the UN World Urbanization prospect, since 2018, for the first time in history, more people live in urban areas than in the rural ones and, although, the degree of urbanization varies immensely depending on the region, it is possible to affirm that the future of the world's population is urban (United Nations, 2019). Already, during the second half of the XIX century, after the Italian unification, migrants from the south of the peninsula gathered in Naples in the hope of a better life. Nowadays, the people in the area hope to leave it to find a future somewhere else while a new migrant flux has grown over the years. Coming from Africa and the Middle East, we have seen the urban landscape of the station area change over time. Yet, it has been done little to no effort to integrate the new communities in the life of the city, despite the evident benefits it would have.

For these reasons, it has been necessary to study deeply the social compound that shapes the population of the east coast of Naples. For this analysis, I decided to experiment with an intersectional framework of analysis. As first explained by Kimberlè Crenshaw in 1991, the discrimination deriving from the intersection of multiple social identities is greater than single forms of discrimination and it's often unrecognized by policies and institutions (Crenshaw, 1991).

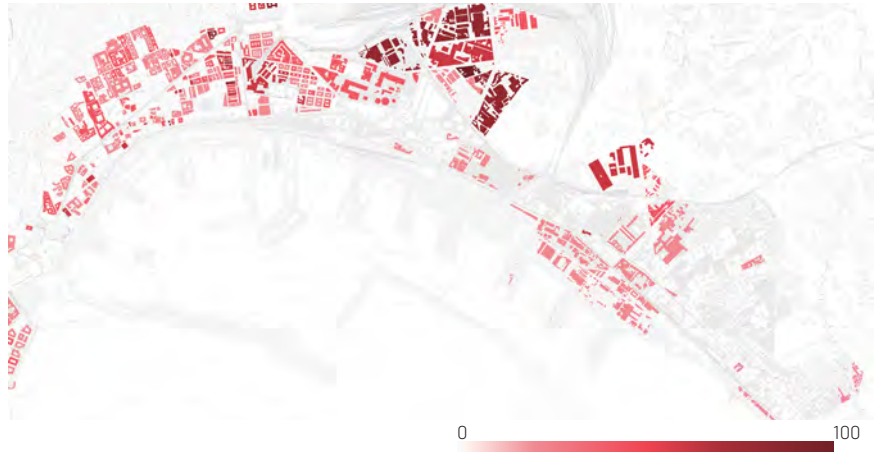
This consideration led me to experiment with a clustering process of six indicators, in order to have a more detailed depiction of the condition of the social groups in the area. These indicators are:


- Major age groups.
- Percentage of female population.
- Percentage of residents born in a foreign country.
- Major education groups.
- Average number of family members.
- Unemployment rate.

For the analysis I have used the data made available by the ISTAT census of 2011. The aging of the data may make it not particularly reliable but, over the last 10 years, there hasn't been any tendency or event that may have inverted the trends that are visible in these analyses.

FIG. 7.9 Diagram of the Intersectional analytic framework  
Source: photo by the author.

### 7.2.1 - Social diversity analysis



0 0,5 1Km  




#### *Major age groups*

The first indicator taken in consideration is the predominant age groups in the area. It has been tried to analyse this parameter in terms of average age, but it would return an almost homogeneous image. Italy is an aging country and the average of Naples does not make a difference. On the other hand when we analyse the major age groups we can see how the age of the population decreases going toward east. Unfortunately this information by itself is not particularly relevant because it is strictly connected to the area of the census unit and, more interestingly, to the composition of the families.

#### *Percentage of female population*

In the vision of feminist researchers as Gilroy and Booth, making a diverse environment means building the infrastructure for everyday life (Gilroy and Booth, 1999), while a segregating environment reflects the 'hegemonic assumptions about the respective roles of men and women'. Usually the built environment has been designed by white men and their assumptions on the society. Even the most progressive among the men cannot fully grasp which are the difficulties that women may encounter in an environment that has not been built for them. With that said, the map returns a city in which on average the females constitute the 50-60% percent of the population. We see that there is a decrease in this percentage, to around 40%, in the areas that present an high percentage of foreign born residents.

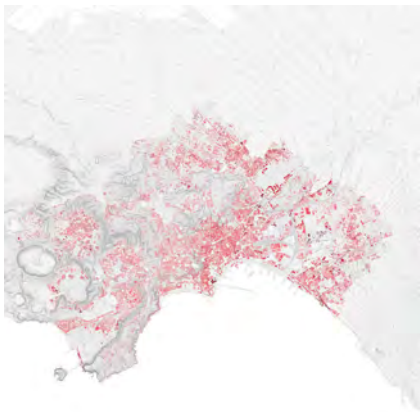
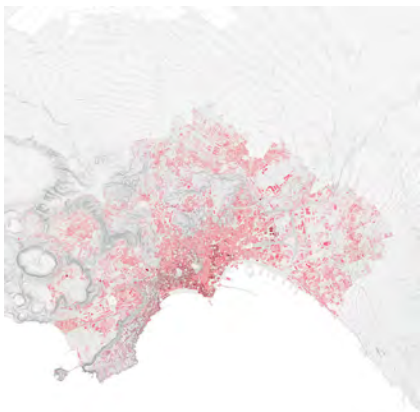
#### *Percentage of foreign born population*

In order to build a diverse city that goes respects the identity of each social group, it has been important to see where are located the ethnic groups in the city. Unfortunately, the Italian state doesn't make publicly available the countries of origin or the exact ethnicity but, nonetheless, the map is one of the most striking.

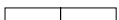
It is clear the division between east and west, were the foreign born population is almost absent and a lower scale it is possible to see its concentration around the central station.



# Social diversity analysis



0 0,5 1Km



#### *Major education groups*

As Talen highlights, one of the first sources of discrimination in society is education. Even in a country like Italy, where education until the age of 16 should be granted by the state, we see that the major education groups moving from the centre toward San Giovanni have only a secondary education. On the other hand going toward the centre, where the university institutions are located, or the west of the city, the situation is completely the opposite with the majority of the population being highschool or university graduates. This condition is often related to the economic status of the family where not only richer families can sustain more their children in the studies but they are also located in better connected areas of the city.

#### *Family composition*

One of the main traits that has been seen changing with a change in living standards is the family composition, with better educated families often opting for less kids. With that said then, we see how the average number of family components rises in the centre of the city and even more toward east. In San Giovanni this is particularly relevant because with the bigger islands and number of households the average should decrease if not supported by an effective increase in the number of components of the families.

#### *Unemployment rate %*

Lastly, I've been analysing the percentage of unemployment. Naples according to the EUROSTAT, has one of the fastest unemployment rates of the continent and, this comes as evident, when we analyse the city scale, where on average we can estimate an average of 31,8 % of the population. In particular, east Naples has gone through a slow process of deindustrialization that has affected an already vulnerable population. This, in addition to the low-educated migrant fluxes and the lack of proper job policies, has resulted in unemployment rates that reach 50 or even 60 %, with a bigger concentration in San Giovanni.







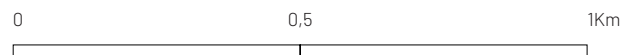
### 7.2.2 – Intersectional grouping

*Legend*

- Group 1
- Group 2
- Group 3
- Group 4
- Group 5
- Group 6

Due to the large amount of data, I resolved using a clustering in order to allow me to have a synthetic image of the social composition of the area. The approach is experimental and, having taken as base unit for the data measurement the city's block, it is not to be directly used as a conclusion map. Nonetheless the six clusters that came out, give a somehow detailed picture of the communities in the area.

FIG. 7.10 Intersectional grouping of social fabric in Porto, Pendino, Mercato and San Giovanni a Teduccio. Source: data by ISTAT (2011), processing by the author.





#### Group 1: The oldest generation concentration

Major Age group	>74 years old
Average Number of family members	2,58
Major Education group	Secondary school education
Female population ratio %	53,54%
Foreign population ratio %	4,48%
Unemployment rate %	11,48%



#### Group 2: Neapolitan born families

Major Age group	35-39 years old
Average Number of family members	2,66
Major Education group	Secondary school education
Female population ratio %	51,87%
Foreign population ratio %	6,19%
Unemployment rate %	10,57%



#### Group 3: Neapolitan born families 2

Major Age group	35-39 years old
Average Number of family members	2,37
Major Education group	Secondary school education
Female population ratio %	55,63%
Foreign population ratio %	2,80%
Unemployment rate %	1,46%

### 7.2.3 – The six clusters

The result of the clustering process have returned a distinction in groups that do not correspond to any of the major categories. 33% of the population belongs to cluster 3. The residents that belong to this cluster, are between 35 and 49 years old on average, have, on average, a secondary education, families of 3 components, with a 50% of female population, 6% of foreign born citizens and an unemployment rate of only 10%.

FIG. 7.11 Location of the 1st,2nd,3rd groups in Porto Pendino, Mercato and San Giovanni a Teduccio. Source: data by ISTAT (2011), maps by the author.



#### Group 4: Neapolitan elderly

Major Age group	70-74 years old
Average Number of family members	2,26
Major Education group	High school education
Female population ratio %	53,75%
Foreign population ratio %	3,74%
Unemployment rate %	5,34%



#### Group 5: Foreign-born families

Major Age group	25-29 years old
Average Number of family members	2,61
Major Education group	Elementary/Secondary school education
Female population ratio %	47,84%
Foreign population ratio %	33,49%
Unemployment rate %	8,37%



#### Group 6: Families with unemployed young adults

Major Age group	20-24 years old
Average Number of family members	3,01
Major Education group	Secondary school education
Female population ratio %	51,32%
Foreign population ratio %	2,47%
Unemployment rate %	16,95%

On the other hand, with only 6% of the total population, cluster 5 present 33% of foreign-born citizens, of which 47% is female. They have an elementary school education, a lower age, around 30 years old on average and 8% rate of unemployment. The highest unemployment rate instead has to be found in cluster 6, which is mostly located in San Giovanni. The families of this group have, on average, more than 3 components, a secondary school education and an even younger age.

FIG. 7.12 Location of the 4th, 5th, 6th groups in Porto, Pendino, Mercato and San Giovanni a Teduccio. Source: data by ISTAT (2011), maps by the author.









FIG. 7.13 People gambling in Piazza Garibaldi 2021  
Source: photo by the author.



## 8 – The measure of Porosity

In the previous pages, I've been detailing a clear image of the current conditions of the East Coast of Naples, based on data and trend analysis. Nonetheless, as hinted before, the only study of quantitative data doesn't return relevant information regarding the quality of the porosity of the area. For this reason, the study has been proceeded with a comparative study.

### 8.1 – Comparative study

As noted already by Lefebvre in the *Production of Space*, structural analyses are incapable of describing patterns of appropriation and domination of the space (Lefebvre, 1979).

In order to describe these processes, I had to decrease the scale of analysis and resort to a different methodology that could complement the limitation of the previous analyses. I resorted, for this reason, continuing the study of the coast of East Naples through field work studies in the area of Piazza Mercato and the Case Nuove. I spent several days doing sessions of fieldwork that consisted of video-investigation, extensive photo-documentation of the areas, interviews with local actors, hand drawing of cognitive maps and comparative analyses of the streets' sections. This way, it was possible for me to complement the information that I had already deducted with qualitative data, that could give an indication on how the different social groups interact with the several configurations of urban blocks and appropriate the space. Only going on field again, I got a grasp on the porosity of the area.



FIG. 8.1 Satellite view of the Mercato & Pendino districts. Source: Google Earth.

### 8.1.1 – Mercato & Pendino districts

The district of Mercato and Pendino are located directly south of the historical centre of Naples, from which they are cut by the Corso Umberto. They are limited by the Municipio square on the left and Corso Armando Lucci on the right, while the whole southern border is constituted by Via Marina and the limit of the port.







FIG. 8.2 Map of the Mercato & Pendino districts.  
Source: data from OSM and the municipality of  
Naples; map by the author.

As already mentioned, the districts correspond to what Matilde Serao named as the Guts of Naples. Internally the area presents various divisions with the predominant being in correspondence of Via Duomo, that separate the area of the *Market* from the goldsmiths' borough, and Corso Garibaldi, that separates the *New Houses* from the rest.



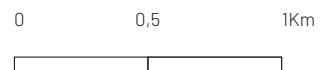




Legend

- Patches
- Relevant buildings
- Key public spaces
- Maritime routes

FIG. 8.3 Axonometric view of the area.  
Source: the author



## 8.2 – Urban morphology and social composition in the Mercato and Pendino districts

Going into the study of the Mercato and Pendino district, the first thing to do has been making sure that the analysis of the context would transpose to a lower scale of study. As follows, it has been possible to tune the analytical framework of the in-field observations and guide the conversations during the qualitative interviews.

The first thing that is immediately noticeable is that regardless of the homogeneity of the morphological typology of the blocks, the social composition of the districts is greatly various. This first detail suggests the presence of invisible barriers and structures that may not be apparent from the map analysis. In particular it's possible to see, according to the ISTAT data from 2011, the homogeneous presence of residents of group 1 in the area on the east, behind the railway station, and the clustering of group 6 around the area of Porta Nolana. The first one indicates a concentration of aging population, while the second consists of foreign-born families.

If the trends are confirmed, it should be possible to notice a growing population of foreign born and second generation citizens, as well as an even older population of people.

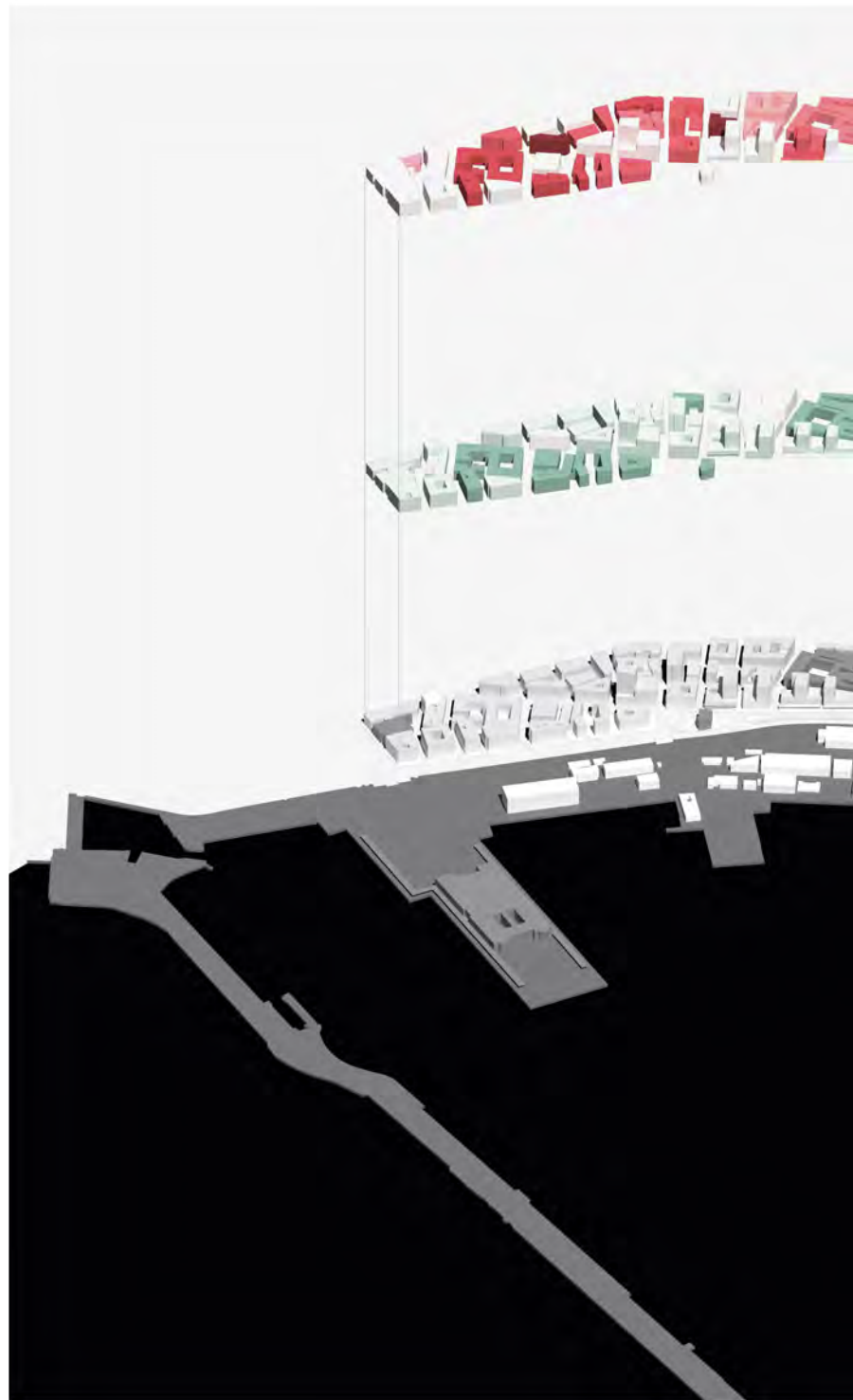
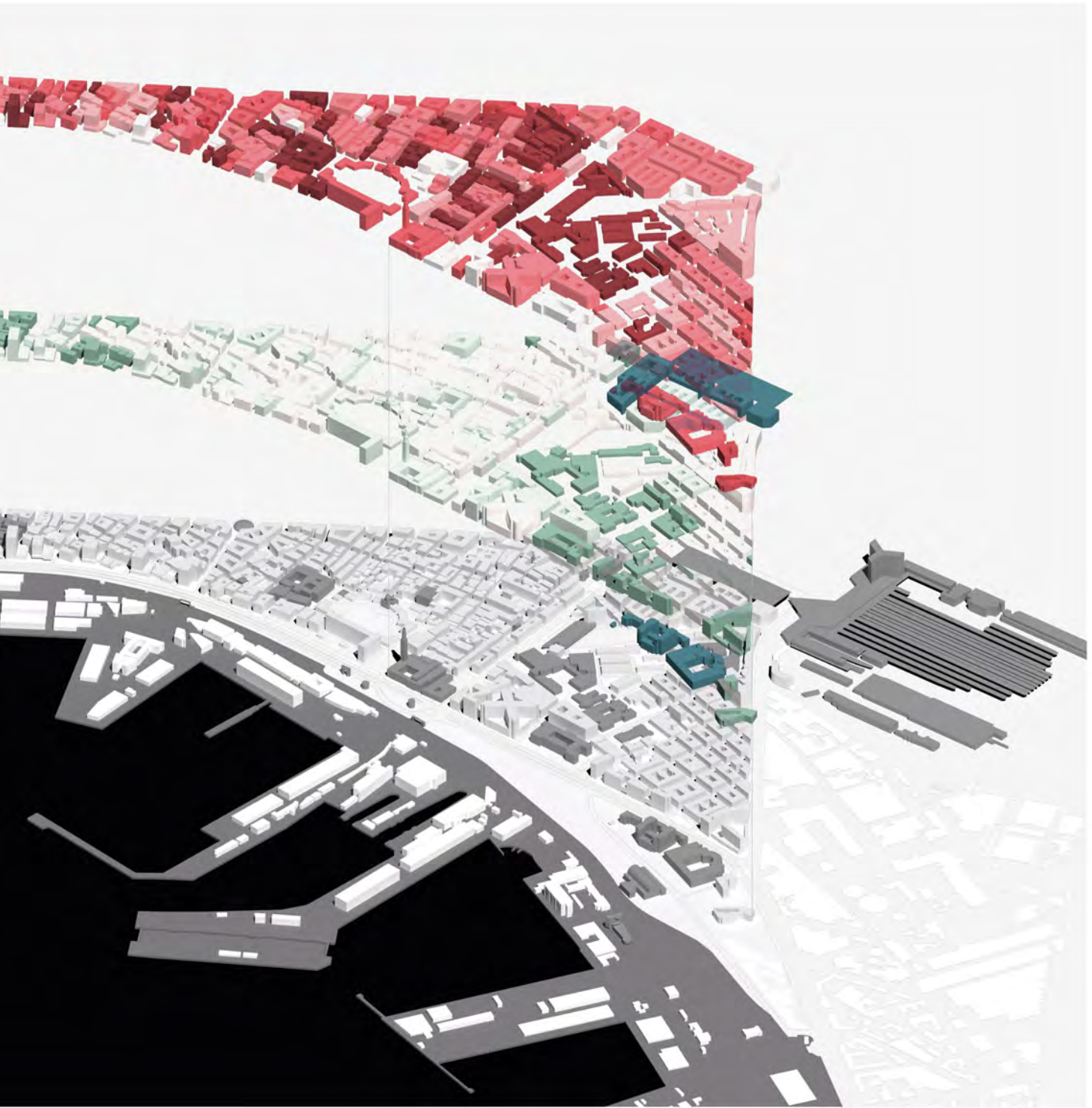


FIG. 8.4 Overlay of the morphologic types of the blocks and the social groups.  
Source:elaboration by the author.

### Urban morphology legend

Type 1	Type 3	Type 5
Type 2	Type 4	Type 6





Social diversity legend





### 8.3 – Site visits

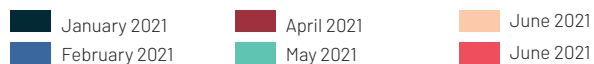
While the study of the configurational typology of the blocks of the area has returned a synthetic image of the diversity and heterogeneity of the urban environment of the whole coast, its scale has been impeding a deeper morphological understanding of the traits of the tissues. At the same time, the distinction of the different social groups has not been sufficient to explain how the different actors and communities have an impact on the city.

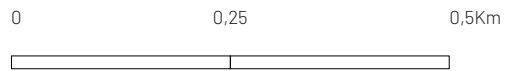
For these reason, the focus on the Pendino and Mercato district has been conducted mostly exclusively trough direct interpretation of data that I collected during numerous site visits in the area and information arisen from talks and comments with residents of the area.



FIG. 8.5 Map of the routes of the site visits.  
Source: the author

*Routes and dates of the site visits*





### 8.3.1 – Interviews

Even if the area of research is located in Naples, my home town, over the months I deemed appropriate to confront my knowledge and deductions gathered through my site visits and family experience of the areas with the experts and people that could be representative of the reality that the residents live in their everyday life.

#### University



**Paolo de Martino:** *PhD researcher at the TU Delft University, studying the development of the Campania Port Region*



**Maria Cerreta:** *Professor at the faculty of Architecture of the University Federico II, director of the Master in Pianificazione e Progettazione Sostenibile delle Aree Portuali*

#### Local residents



**Francesco Manco:** *civil engineer, member of a multigenerational family of the Mercato r'ò fierr area.*



**Gennaro:** *University student and volunteer at the Obiettivo Napoli civic association, resident in the Case Nuove area.*



**Marta Russo:** *Phd researcher at the faculty of Architecture of the University of Naples Federico II, member of a multigenerational family of the Mercato Area.*

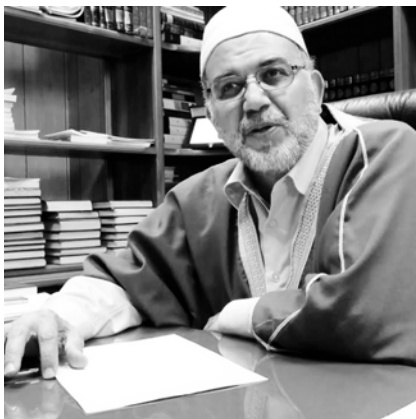


### Expert in policies and stakeholders



**Massimo Clemente:** Director of the CNR, Centre of National Research, of Naples, ex-Member of the Management Committee of the Port System Authority of the Central Tyrrhenian Sea.

### Religious leaders



**Amar Abdallah:** Imam of the Mosque in Corso Lucci and representative of the Islamic community of Naples



**Padre Luciano di Cerbo:** Parish priest at the Chiesa del Carmine in Naples.

### Delegates of civic associations



**Pasquale Gallifuoco:** accountable for the ACLI association with delegation to poverty.



**Mariarosaria Teatro:** Founder of the Art33 association in San Giovanni a Teduccio.

### 8.3.2 – Communities

The area, that is formally recognized as a sole district by the municipality of Naples, revealed from the interviews and bibliography research, to be divided in several communities. Differently from what we commonly see in marginalized territories in our studies, these are not based on religious or ethnic identity as they are more related to their location and history.

As such, the area on the right of Corso Garibaldi is recognized by its residents as the Case Nuove and it borders with the triangle shaped Mercato del Ferro. In the words of the interviewees, even if in close proximity, they don't feel considered as part of the historical population of Naples and talk about themselves as the first periphery beyond the walls. Residents of the Mercato instead consider themselves as proud true neapolitans that have survived many struggles. Piazza Mercato and the Chiesa del Carmine has always been important places in the history of the city and life of its residents. However, the communities on the right and left of Corso Garibaldi consider the comb shaped area adjacent to the Lavinai as a Bronx. This term is used to refer to a place that is often scene of crimes and associate this image to its population. Yet among the communities there is no conflict as they share most of the social problematics and dynamics.

Due to the cheap housing value, over the last forty years the areas have seen a growing number of foreign immigrants and second generation families. Despite there is no official record of their provenance, it is particularly noticeable the presence of Chinesees in the Mercat r'ò Fierr and Corso Lucci, the Bangladeshi population of via Lavinai, the many coming from other arab countries and the clustering of some immigrants coming from Sub-Saharan Africa in proximity to Porta Nolana. With that said, there has been little friction with the old historical population that has been rather welcoming with past displays of solidarity also by the catholic church.



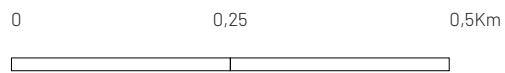
FIG. 8.6 Map of the communities.  
Source: the author

Map of the communities on the Pendino & Mercato Districts

- |  |   |   |
|--|---|---|
|  Theater island |  Via Marina      |  Mercato |
|  Corso Umberto  |  Orefici Borough |  Lavinai |



- Hotels' area
- The Iron Market
- Industrial plots
- The New Houses
- Strettola





### 8.3.3 – Mapping the micro-history

One important tool to understand how the communities appropriate the space of the districts in analysis has been mapping the micro-histories of the area. As introduced by Paola Viganò in the plan for Antwerp in 2009, the micro-histories are a descriptive tool that wants to give dignity to the histories and experience of the locals. Their use takes inspiration from the work of Carlo Ginzburg and they complement or contrapose the most common narrative of official historiography.

In this case, through the interviews and talks with passersby, it has been possible to determine to which places and buildings local communities are more attached and try to report their take on those through the collection of their comments and tales.

What has caught my attention is how there is a distinction to be made in buildings and places in which the everyday life of the communities take place and those that play an important role to a lesser degree for the communities but are more relevant for the city's functioning.



FIG. 8.7 Mapping of relevant places for micro-histories.  
Source: the author



#### Legend


Relevant city buildings  
Relevant city spaces

Communities' relevant buildings  
Communities' relevant spaces





 Key public spaces  
 Areas of focus

0 0,25 0,5Km  


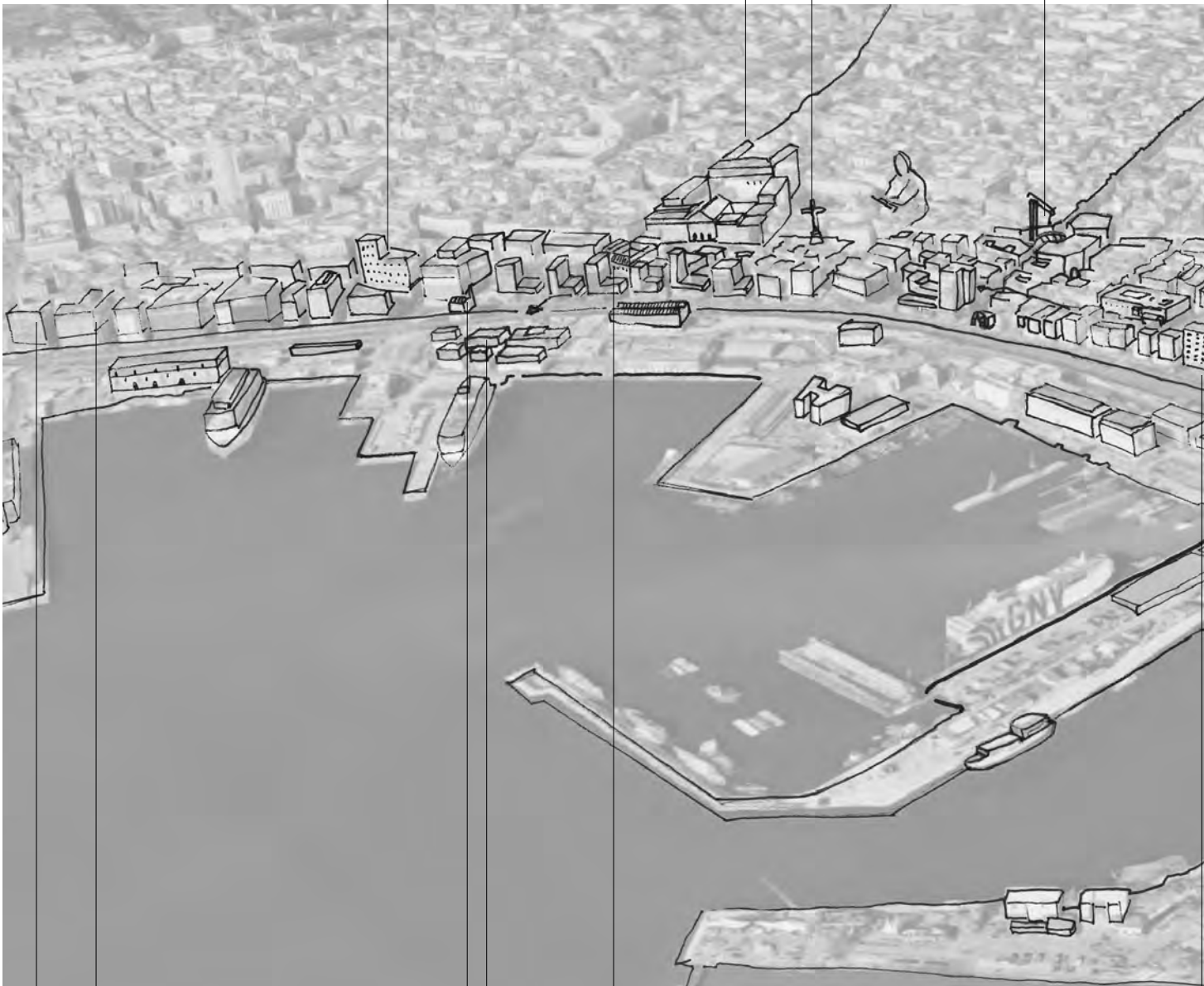


INPS building, infamous among many that refer to it for the pension

Central building of the Federico II university. It is at the corner with Via Mezzocannone, which connects to the centre where people gather at night

Borgo Orefici: in the past it was not a recommended place to go for outsiders but it has seen resurgence thanks to local activities' corporation

The highly debated metro station of Duomo, in construction since I can remember.



Here there is hidden one of the few porn-shops still open in the city. It is in the basement of a building and it has two levels. It's really difficult to see if and when people get in and out

Here there is one of the few Philippine restaurants of the city, Cicciarap. It is a family-run business and often hosts parties of Philippine families.

Porta di Massa: here are clustered the faculties of philosophy, literature and law; there is always a great amount of students during the day, very few people at night.

Docks to take the boats to the islands.

There is a Church here that almost nobody remembers how is it inside. It has scuffoldings since forever.

Piazza Mercato is one of the most important squares of Naples. It is where many Neapolitan use to buy fireworks for New Year's Eve.

FIG. 8.8 Collection of micro-histories.  
Source: the author



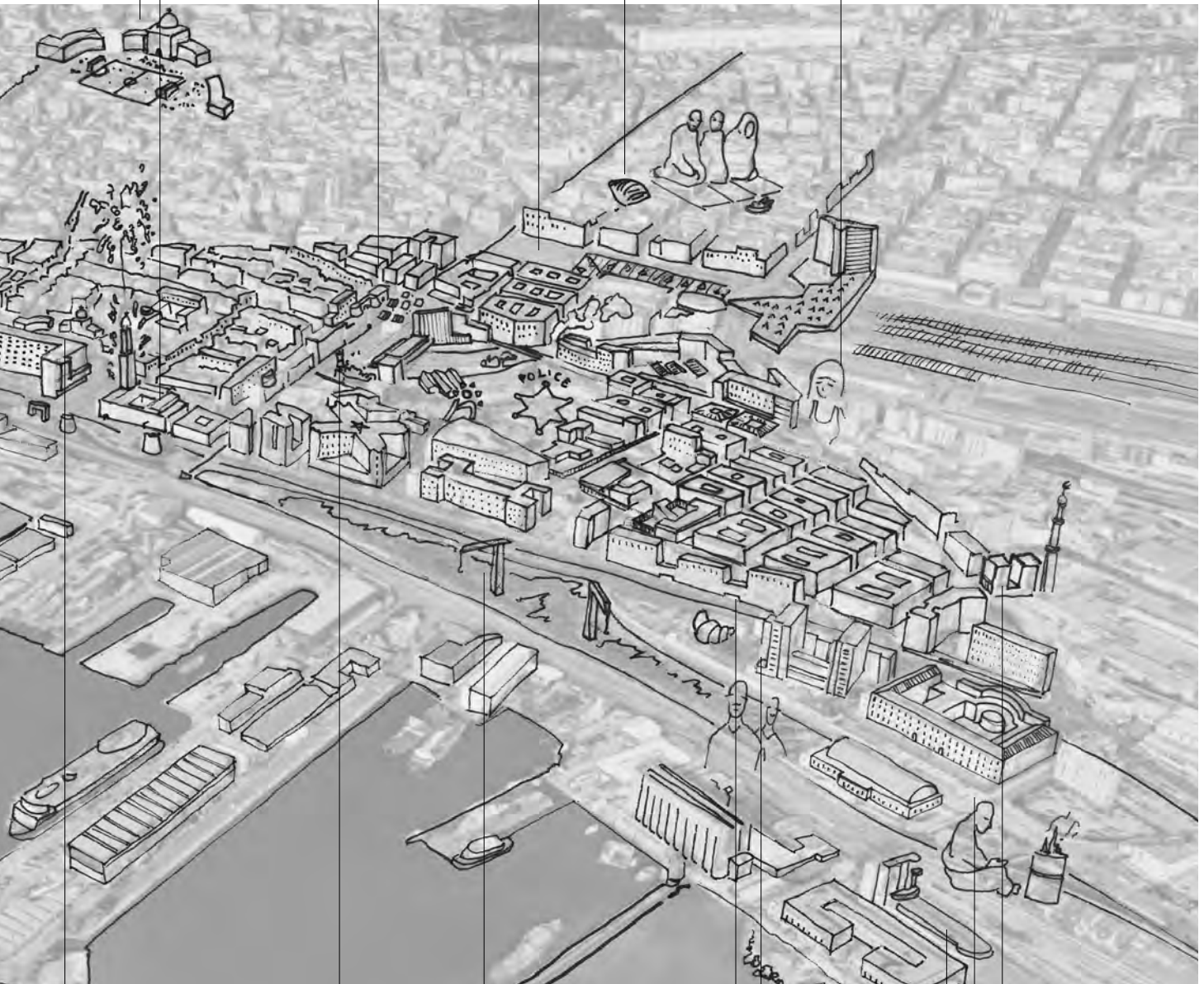
Piazza Mercato has been used as a football field by kids and it attracted a betting round

Chiesa del Carmine: one of the most beloved by Neapolitans and crucial for the locals. It hosts a special celebration every year.

Porta Nolana Market: it's the beginning and it's the contact point between communities

Piazza Garibaldi is used for religious occasions by the islamic community  
Best sfogliatella in town

The Mercato del Ferro has a problem with chinese prostitution



the most  
s. Aside,  
families  
ew year's  
eve

Here there is the ruin of the station where Garibaldi first arrived. In front of it, there is a column in front of which cars park

Ciottole: for many the best croissant in Naples but in recent years there has been debate on it.

Casa del Portuale: brutalist masterpiece, the artist Liberato made a video here.

Islamic community centre and mosque: it's not the proper building but it has been opened there since 1990.

The Ottieri building: for many it should be demolished, even if householders hold pride of it

The future Marianella park: this abandoned brownfield should be converted into a park but works just started

Labour Inspectorate: every morning at 7, out of its gates there is a big line of irregular immigrants

Here is where homeless immigrants sleep

## 8.4 – Patches

From the first information that I gathered from site-visits and interviews, it has been determined which are the distinguishable patches in the urban tissues, as well as which are the most relevant buildings for the city and the everyday life of the local residents.

The patches not only present, among the blocks that compose them, compareable morphological traits but also a defined community identity. It is then possible to see how the buildings that host functions relevant to the city are placed in a disruptive way along the edges of the communities' areas, contributing to their division.



Map of the Patches and relevant elements

- Orange square: Patches
- Green square: Relevant buildings at the city scale
- Dark blue square: Relevant buildings at the local scale

FIG. 8.9 Map of the relevant patches.  
Source: the author

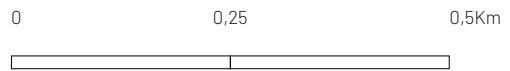






FIG. 8.11 Satellite view of the Mercato and Lavinai area.  
Source: Google Earth.

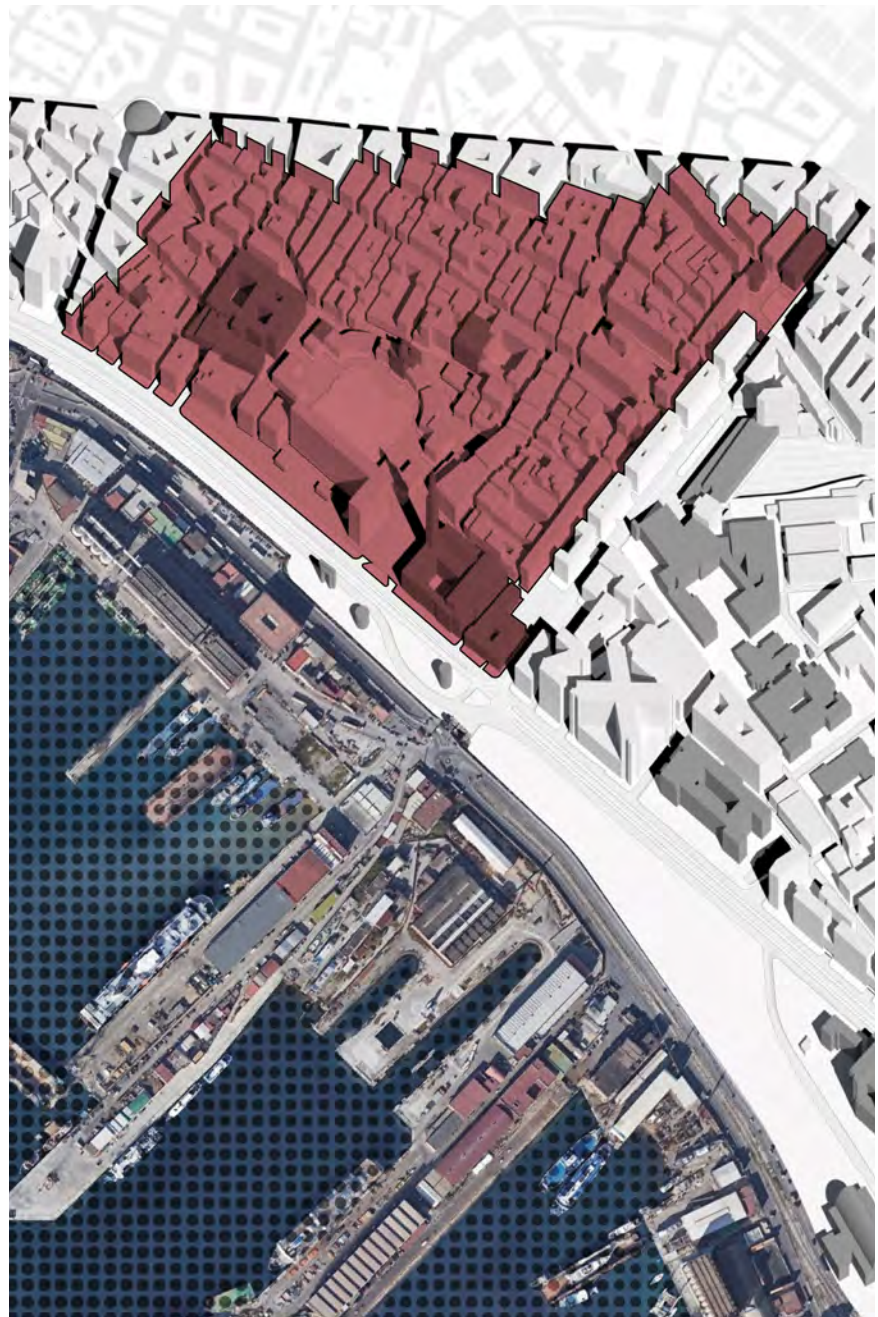
#### 8.4.1 – The Mercato and Lavinai

The area is closed at east by Corso Garibaldi, north from corso Umberto I and south from the Ottieri building and via Nuova Marina. Since before the knocking down of the walls of Naples, the square that gives the name to the area has been the point of arrival of the migrants from the southern regions of Italy in the city. Nowadays of the old medieval street network almost nothing has remained but most of the buildings still date back to that time. The area nowadays is home to





FIG. 8.12 The Mercato and Lavinai patches.  
Source: Model by the author



many low-income neapolitans of several ethnic communities. Having been affected by the reconstruction of Via Marina, the square has been closed toward the street by the Ottieri residential complex that as many of the 60s buildings in the area is monofunctional and overcrowded. From a preliminary analysis we can see that most of the void in the site is represented by the irregular courts of the buildings, with the big exception being the piazza Mercato itself. The buildings are almost all of the same typology and have a direct relationship with the streets. The big exceptions consist in the buildings that have been rebuilt after the II World War.

### 8.4.1.1 – Description gathered through interviews

Almost every Neapolitan has memories of the area of the Mercato and Lavinai. Whether it's because of their own experience or stories told by friends and relatives the narrow streets between Via Duomo and Corso Garibaldi play an important role in the collective imaginary of the city.

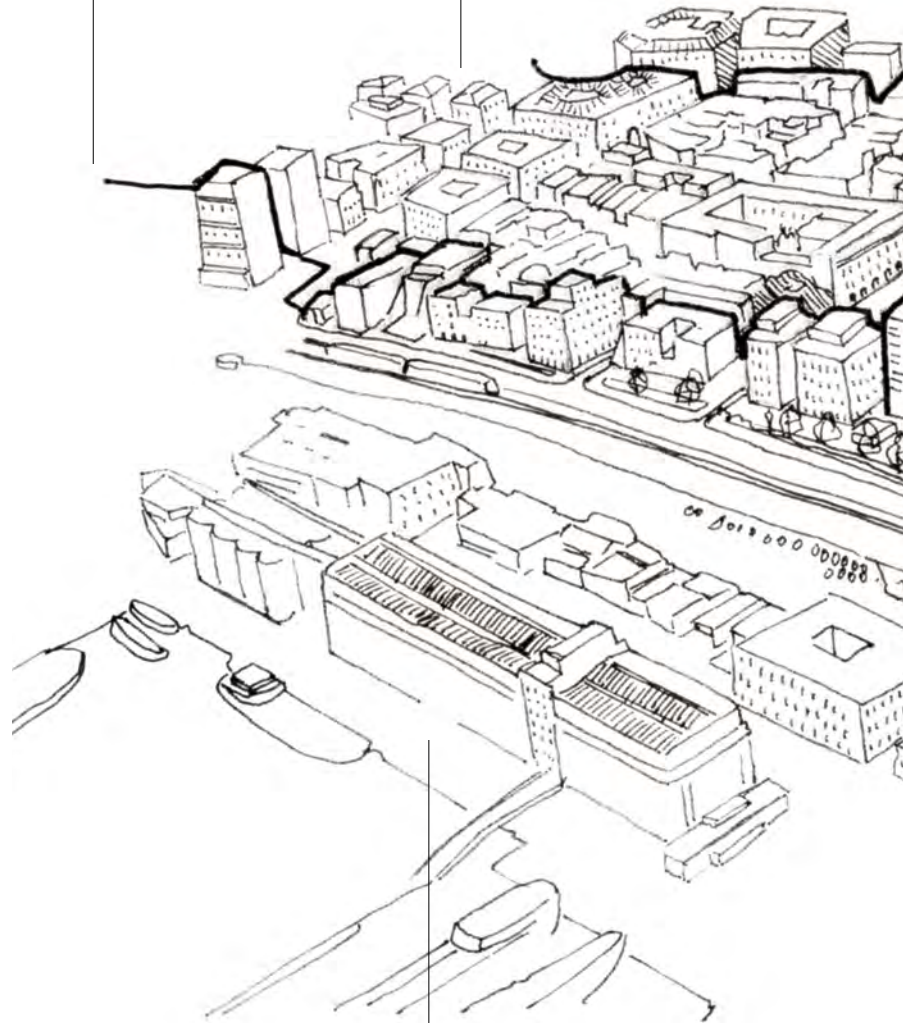
Despite that, only few noticeable places are truly known to non-residents: the Mercato square, where most of the Neapolitan families have been going before New Year's eve to buy fireworks; the Carmine church and the cult of the icon of the Virgin; the market of Porta Nolana and via Lavinai, where everything can be found, it's more tasty and costs less.

However, in order to understand the everyday life of the residents of the area, I needed to go beyond what I already knew about the area and get in contact with the residents and listen to their stories. Luckily, two people have been mostly helping me out in this: father Luciano di Cerbo from the Carmine Church and Marta Russo, scholar of the Federico II university and friend who has origins in the neighbourhood and has been living here many important moments of her childhood.

Talking with them and people in the street, I found out that the Mercato square was used as a football field by the kids and that since its popularity it had been attracting gamblers. That despite the growing population of foreign-born and second-generation citizens there is no open friction in the local communities. Nonetheless, when the third small mosque had been opened in Via Soprammuro, some old ladies whined a bit. They were probably influenced by what they saw in tv. I learned that historically it was an area of drapers and, despite being a predominantly poor neighbourhood, at the elections, residents have always supported right-wing parties.

The buildings on Via Marina are considered the lower limit of the Mercato. It was bombed during the IIWW and partially rebuilt disattending the reconstruction plan.

Corso Umberto, the upper limit, is retained as a main street by the residents but also a semipermeable barrier.



Magazzini Generali, Silos, Frigoriferi Spa. building in the Port area is the monumental barrier toward the sea but it's essential for the port economy and it has certain aesthetics.

FIG. 8.13 Hand drawing and indication of the relevant places and the stories of the Mercato and Lavinai area. Source: the author.



Piazza Mercato: it is one of the few gathering spaces in this part of the city. It is a place of identity of the local communities and a urban artifact important to the life of the city

In this direction, one would enter Forcella, with wich the Mercato has a strong connection, both historically and in terms of communities

The area between Via Lavinaio and Vico Soprammuro is considered by many in the area a "Bronx", socially problematic and dangerous.



Carmine square in front of the church is currently used as parking lot

Despite the walls not being there anymore, Corso Garibaldi is perceived as the limit of historical Naples

Rest of the walls of Naples and the Porta del Carmine, access to the city.

The area between the Ottieri building and Via Marina is currently used as a parking lot and gathering area.





FIG. 8.14 Satellite view of the Case Nuove and Mercato del Ferro area. Source: Google Earth.

#### 8.4.2 – Case Nuove & il Mercato del Ferro

Corso Garibaldi takes the name of the Italian revolutionary, who arrived here with the train from Portici on the 7th of September 1860 and declared the city free from the Spanish kings. Nowadays the old station is reduced to a ruin and has been flanked by a new station in the '70s. The area on the right of Corso Garibaldi, beyond the rails of the trains is referred to by the locals as the Case Nuove, housing complex built for the workers of the port between 1884 and 1918. Yet, the triangle shaped block up





FIG. 8.15 The Case Nuove and Mercato del Ferro patches. Source: Model by the author



north that borders with Corso Lucci is known as the Mercat r'ò Fierr, the Iron Market. The name derives from the location there of a market where it was possible to buy scrap pieces of iron and steel. The areas were built in the former Borgo Loreto , beyond the former walls of Naples, almost entirely destroyed with the WWII and still nowadays the residents consider themselves as not part of the historical tissue of Naples. Due to its genesis, the blocks present an homogeneous court typology, while the Iron Market is composed by block types clustered around an inner court.



### 8.4.2.1 – Description gathered through interviews

In complete contrast with what has been told in the previous pages, the Case Nuove and Mercato del Ferro are rather unknown to those that don't live the area. The neighbourhoods are not on any major route and they are bordered by Corso Garibaldi, Via Marina and Corso Lucci, three important axes that are trepassed by those who have to reach San Giovanni a Teduccio and the eastern districts of the city.

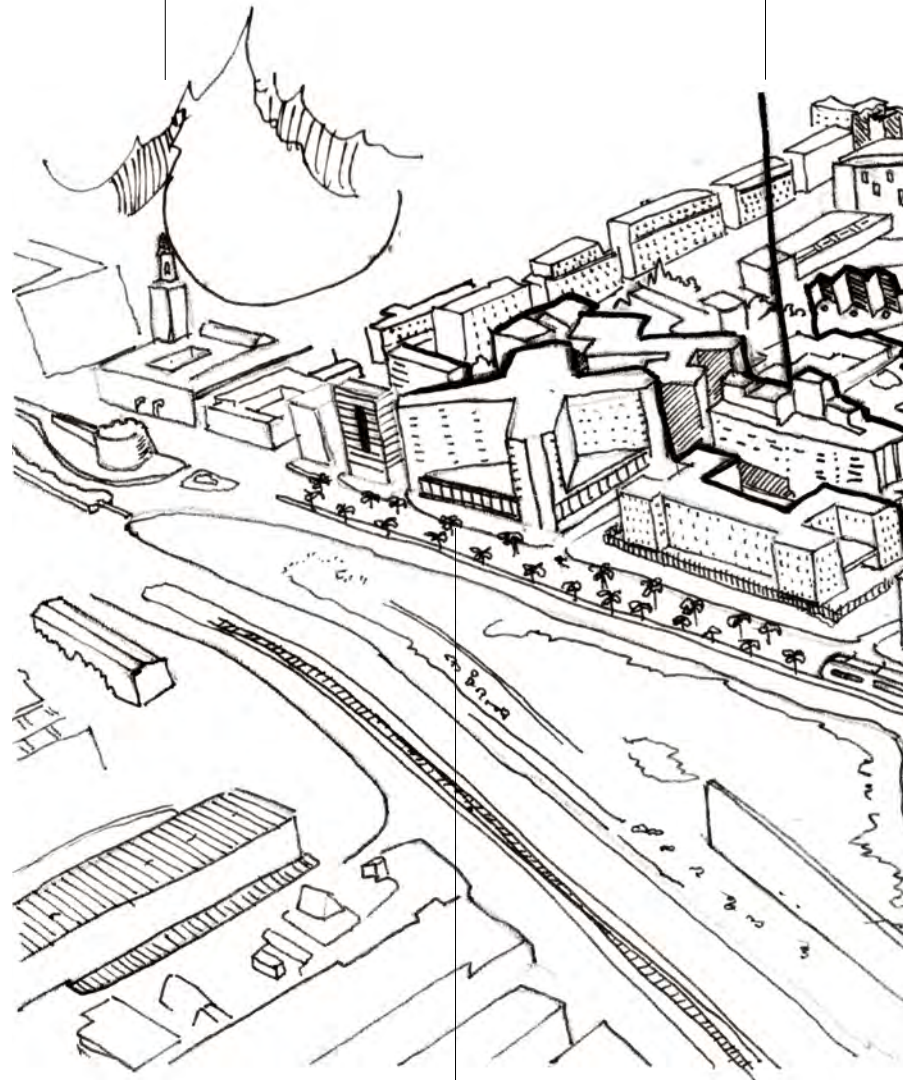
I too came to know this area of the city while talking with the interviewees. Pasquale Gallifuoco, representative of the ACLI association was the first to introduce me to the area and its origins. I learnt that the front on Via Marina was perceived as a wall, that via Enrico Cosenz was an unfinished urban project and was considered to be the little boulevard of the area and that the residential buildings were built to host the workers in the por and, after, those that got displaced by the earthquake. Until the early '90s the inner streets of the neighbourhood saw the presence of an everyday market, that closed under pressure of criminal organization and due to the low flow of people passing through the area, probably due to the masking morphology of the buildings on via Marina. Later the social composition of the area changed and those that moved out were slowly replaced by immigrants from oversea that were attracted by the cheap rents and close position to the central station. As the Imam Abdallah explained to me, the Islamic community opened its centre on Corso Lucci in 1989. Yet, one element that came up from the interview with Gennaro from Obiettivo Napoli and talking with Francesco Manco is that the cluster of buildings in proximity of the Garibaldi square is to be considered a different community: the Mercato del Ferro has comparable but different criticalities from the Case Nuove. Both lack open spaces and have a serious presence of criminality, in terms of prostitution in the Mercato del Ferro and weapons' and drug selling in the Case Nuove.

FIG. 8.16 Hand drawing and indication of the relevant places and stories of the Case Nuove and Mercato del Ferro. Source: the author.

Despite being in the Mercato area, the Carmine church is very important also to the communities of the Case Nuove and Mercato del Ferro.

Via Enrico Cosenz, the little avenue of the Case Nuove, its "entry" and where many community functions cluster.

Ponte a bridge": it from the under it, w steam dri



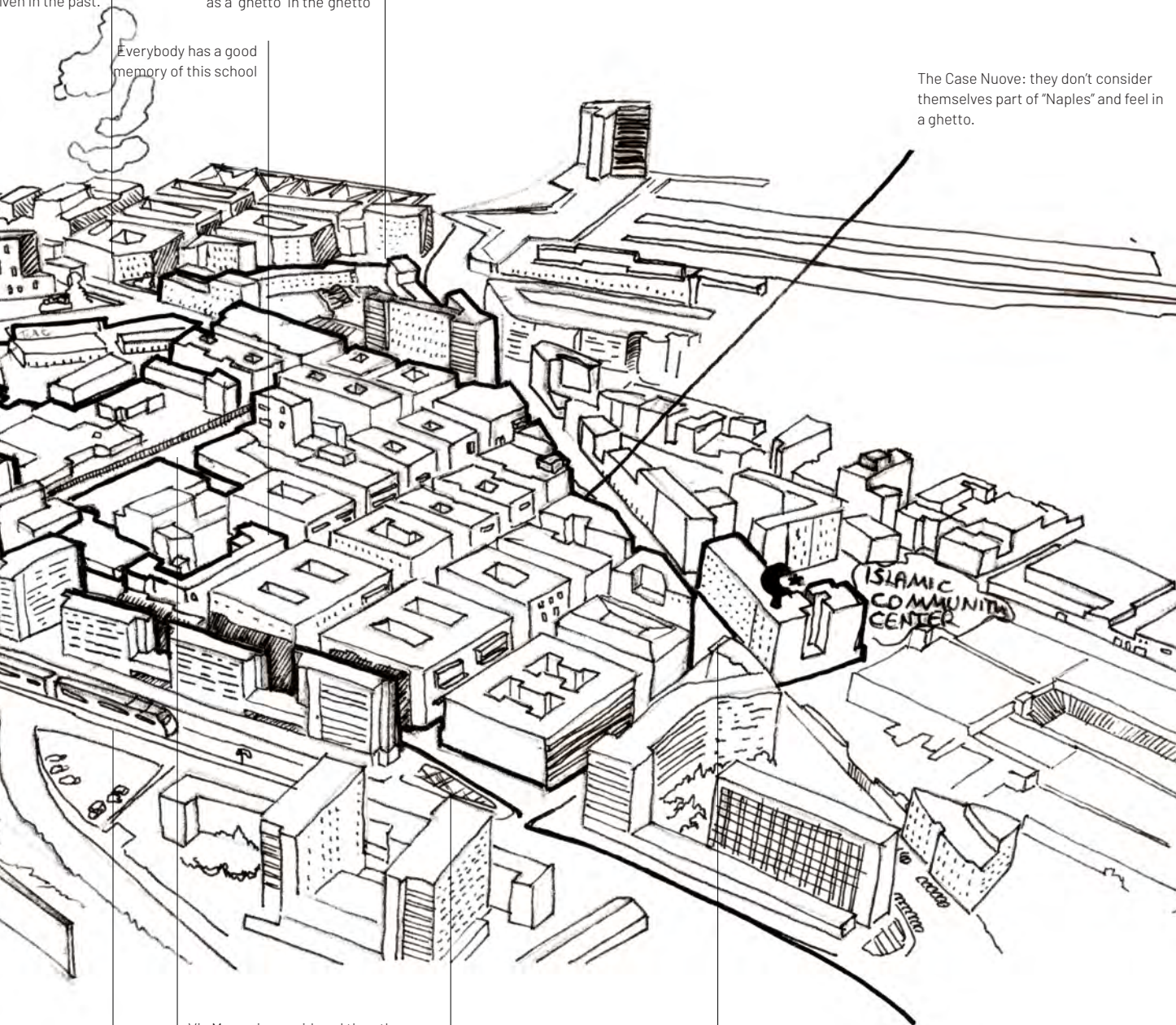
This building was built in the 80s and it hosts residences. According to a local passers, the rent is too expensive there. It also hosts the consulate of Morocco.

Vapore, "steam" takes the name of the trains passing which used to be given in the past.

The Mercato del Ferro, on the inside has a good amount of self-built houses and is configured as a "ghetto" in the "ghetto"

Everybody has a good memory of this school

The Case Nuove: they don't consider themselves part of "Naples" and feel in a ghetto.



Via Manso is considered the other main artery of the area.

Recently the tram-line has been reactivated but it is not spread enough to be really impactful for the locals.

One of the few open spaces at disposal of the residents of the Case Nuove. It is already showing signs of degradation.

The Islamic community centre and mosque since 1990. A staple for the local Islamic community

Via Marina is felt as the limit of the Case Nuove, and its buildings as the wall of the "ghetto". During the II WW and post-war here there was a physical wall.



## 8.5 – Stakeholders mapping & analysis

One important question that underlies the study of the porosity has been the mapping of the stakeholders and the analysis of the relationships among them.

This has been conducted in three steps:

- Mapping their position in the area
- Drafting which are the relationships among them
- Understanding which may be their area of influence.

Following on how Paola Viganò explains (Viganò, 2009), two of the main aspects that determine the porous quality of a urban environment are the property and relationship of power among the stakeholders. The two of them, together with the morphology and dimension of the parcels, determine how much residents are susceptible to external forces. Unfortunately in Italy, data on private property is not available to the public. Nonetheless from my interviews, I was able to understand that most of the commercial activities in the area rent the locals that they use. This explains why, how we'll see in the next pages, the commercial activities on the main routes used by the communities have been closing since the 90s'. Why instead a part of this commercial tissue has transformed into activities owned by foreign-born citizens has not been possible to fully know. The interpretation that I gave is that many of the newcomers to the districts practice a sort of collective ownership or rent of the shops that they use. This practice is less common among old neapolitan residents, yet there is a strong kin among the market vendors and the firework vendors which exert a huge influence on the streets in which they are present. Aside of them, in the Mercato area the most powerful stakeholder is the Church with its specific cult of the Madonna del Carmine. In the area of the Case Nuove and Mercat r'ò Fierr instead, the local civic organizations and the islamic community are the stronger influencers.



Stakeholders

<span style="display:inline-block; width:15px; height:15px; background-color:#c8e6c9; border:1px solid black;"></span> Region	<span style="display:inline-block; width:15px; height:15px; background-color:#e0f2f1; border:1px solid black;"></span> Nat. Health Service	<span style="display:inline-block; width:15px; height:15px; background-color:#bbdefb; border:1px solid black;"></span> Local Schools
<span style="display:inline-block; width:15px; height:15px; background-color:#a2d2c2; border:1px solid black;"></span> Municipality	<span style="display:inline-block; width:15px; height:15px; background-color:#4db6ac; border:1px solid black;"></span> Hotels' confederation	<span style="display:inline-block; width:15px; height:15px; background-color:#2196f3; border:1px solid black;"></span> Community buildings
<span style="display:inline-block; width:15px; height:15px; background-color:#81c784; border:1px solid black;"></span> Transport companies	<span style="display:inline-block; width:15px; height:15px; background-color:#424242; border:1px solid black;"></span> Trenitalia	<span style="display:inline-block; width:15px; height:15px; background-color:#ffc107; border:1px solid black;"></span> Catholic church

FIG. 8.17 Map of the stakeholders' position, influence and relationships.

Source:the author





### 8.5.1 – Analysis of the main stakeholders

The second step has been understanding what are the possible interests, problems, goals, resources, replaceability and criticality of the many stakeholders. Not all of them are present in the districts, as especially the public stakeholders are supra-territorial.

Despite the characterization of some of the stakeholders could be understood or grasped through various sources, as newspapers and newscasts, two other tools have been useful in this understanding.

The first was the study of their historical tendency of the actors and how they became committed to act in certain ways as a result of their consolidated beliefs and values. Determining if there is a path dependency (Arrow, 2004) by the actors has been enormously helpful in having an interpretation of what could be their behaviour.

Nonetheless, this kind of study may result in a biased judgement and for this reason, having the possibility to conduct interviews with some of the stakeholders and scholars studying the port area of Naples has been of extreme importance. Not only I've had the honour to be able to talk with community leaders such as the Imam Abdallah and Padre di Cerbo, but I have also had the possibility to interviews scholars such as Maria Cerreta, Paolo de Martino and Massimo Clemente that have been interacting with many of the major public and private actors over many years. The result has been determining which are the critical actors right now and who would be potentially decisive in a transformation process of the coastal stretch in analysis. Those have been highlighted in red and are: Naples' Municipality, the Port Authority, the Catholic Church, the Islamic Community, the local residents and commercial activities, the market vendors, the Federalberghi, the private developers and the local civic associations.

Actors	Interests	Problems
<b>Public</b>		
<b>Naples' Municipality</b>	Economic development of Naples	Lack of entrepreneurial resources
Naples' Metropolitan Region	Just development of the municipalities	Unequal distribution of capital & people
Campania's Region	Region's development	Uneven development of the region
Italian State	Citizens' representation & fulfillment	Uneven development of the region
<b>Port Authority</b>	Port's competitiveness	Upscaling of competitiveness
ANM	Better service & connection	Financial distress & Outdated infrastructure
EAV		
Trenitalia	Less travel time & more accessibility	Lack of infrastructure
Federico II University	Improved education & Research	Outdated structures & Lack of proper management and funds
Oriente University		
Police	Safety & Perception of Safety	Spread illicit and illegal activities & Presence of organized criminality
Carabinieri		
Health ministry	Accessible Healthcare	Lack of funds & old facilities
<b>Civic</b>		
<b>Catholic Church</b>	Salvation of the believers	Salvation of the believers
Madonna dell'Arco Associations	The cult of the Madonna dell'Arco	Lack of formal support from the Church
ACLI	The Integral development of the individual	Lack of proper work opportunities
<b>Islamic community</b>	Minority's needs	Lack of spaces and recognition
Salam House	Young generations' fulfillment	Lack of resources of the individuals
A.N. Genitori Lotta Alla Droga	Saving youth from drug abuse & affairs	Lack of alternatives for teenagers
Consorzio Antico Borgo Orefici	Protection of the jewellers of the district	Growing competition from outside
<b>Private</b>		
<b>Local residents</b>	Survival & fulfillment of the family	Lack of open space & job opportunities
<b>Commercial activities</b>	Survival & fulfillment of the family	Few strollers & high e-competition
<b>Market vendors</b>	Survival & fulfillment of the family	Few strollers & lack of institutional support
Fireworks' vendors	Survival & fulfillment of the family	Problematicity of the market
Federalberghi & Tourism lobby	Expansion of the tourism market	Perceived urban decay
Maritime mobility companies	Expansion of the tourism market	Need of space for different kind of ships
International couriers	Expansion of the goods transit	Increase of the consumption of goods
<b>Illegal</b>		
Camorra	Illegal trade and activities	Lack of alternatives

FIG. 8.18 Stakeholders' analysis.  
Source: the author

Goals	Resources	Replaceability	Dependency	Critical Actor
Better living conditions for citizens	Authority & financial resources	Low	High	Yes
Better living conditions in the Region	Authority & financial resources	Low	High	Yes
Economic growth	Authority & financial resources	Low	Low	Yes
Economic growth & safety	Authority & financial resources	Low	Low	No
Expansion of the commercial docks	Expansion of the commercial docks	Low	Low	Yes
Increase of the number of runs and stations	Structures & Infrastructure	Medium	High	Yes
Avoid faster trains to enter in Naples	Infrastructure & management		High	No
Improvement of facilities & preparation of its staff	Position on the territory & relationship network	Medium	High	No
Major deployment of men & Control	Policemen & equipment	Medium	Medium	Yes
Spacious structures & more workforce	Authority & financial resources			
Provision of safe space for kids	Position, structures & foundings	Medium	Medium	No
Celebrating the procession	Faith and support of the believers	Low	Medium	Yes
Job provision & support	Position & network	High	Low	Yes
A proper Mosque & cemetery	Position & network	Low	Medium	No
Integration of minorities & access to the job market	Position & network	High	Low	Yes
Giving an alternative to drug related issues	Position & network	Medium	Low	No
Providing brand protection and regeneration of the district	Network & financial resources	Low	Low	No
Self-determination	Private savings & network	Medium	High	Yes
Maintaining of the activity	Private savings & network	High	High	No
Maintaining of the activity	Private savings & network	High	High	No
Maintaining of the activity	Private savings & network	High	High	No
Creation of attractions in the area	Position, structures, private foundings	Low	Low	Yes
Redevelopment of the docks	Means of transport & private foundings	Low	Medium	Yes
Redevelopment of the docks	Vehicles & private foundings	Low	Low	Yes
Safeguard of their area of interest	Vehicles & private foundings	Medium	Low	Yes



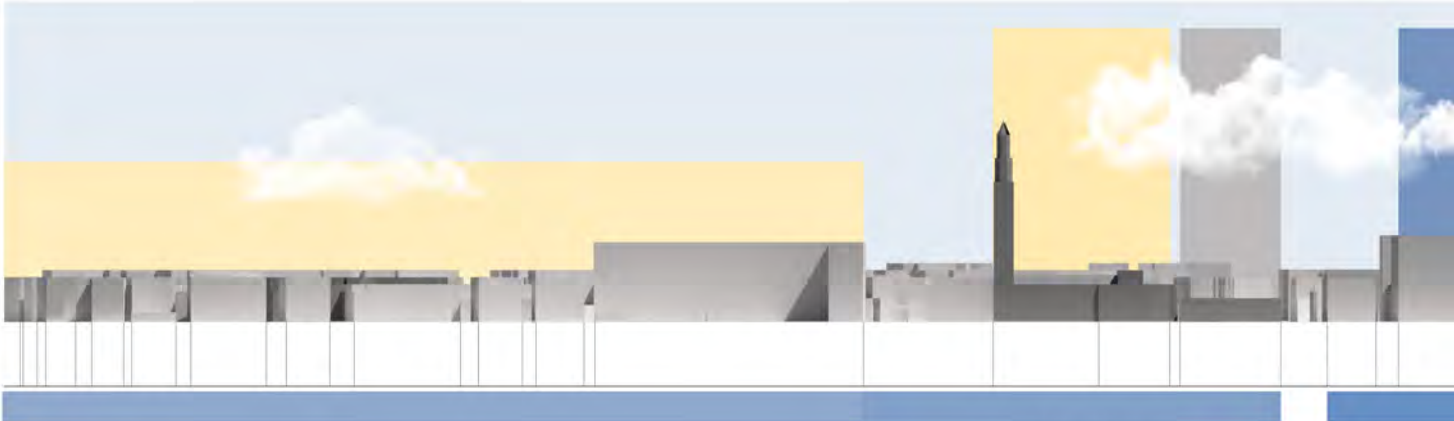
## 8.5.2 – Cross-sections’ study of the stakeholders’ influence



Section A-A': From Corso Umberto I to Via Marina and the port through the Mercato district



Section B-B': From Via Duomo to Corso Armando Lucci trough the Mercato District, the Market street and the New Houses (Case Nuove)



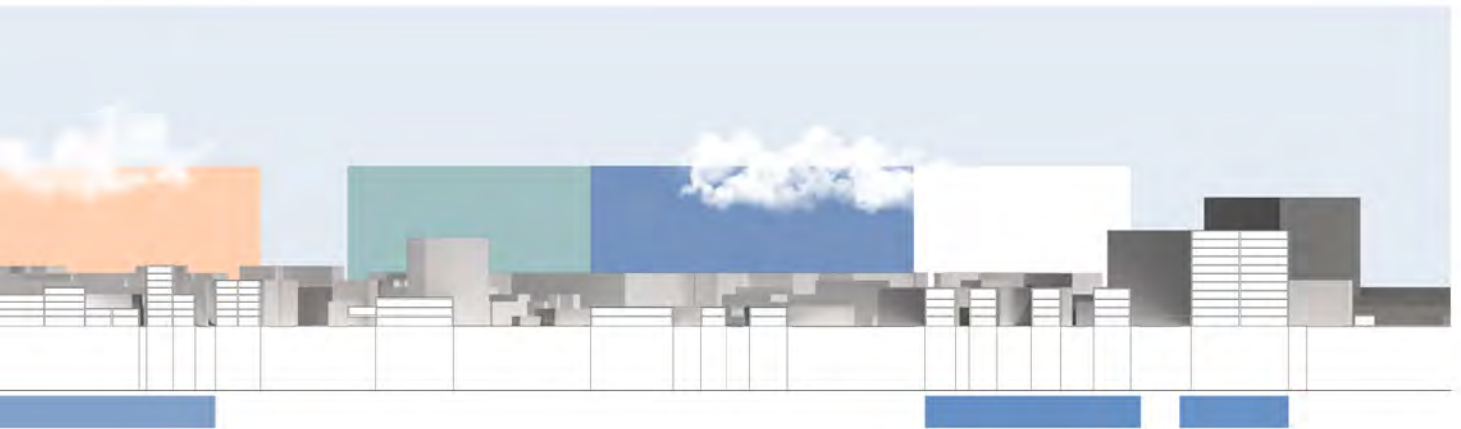
Section C-C': Prospect of Via Marina toward the districts

Stakeholders

Health ministry

Police

Islam



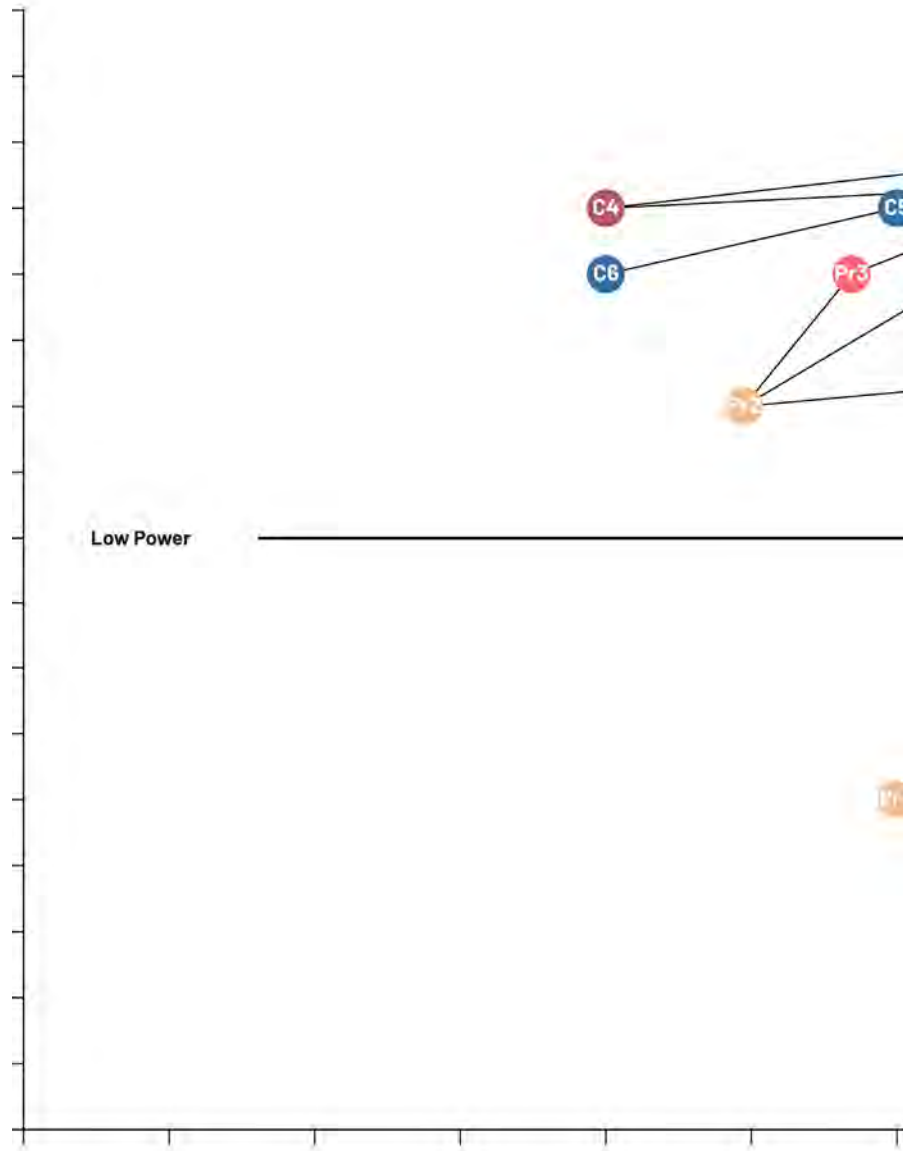
- Communities
- Religious
  - Civic
  - EAV
  - Corso Umberto
  - Mercato
  - Lavinai
  - Case Nuove
  - Mercato del Ferro

### 8.5.3 – Power-interest Analysis

After having researched and interpreted which are the interests, problems, goals, resources, replaceability and dependence of each actor and having identified those that are critical in the decision making for the area of study, I proceeded with the positioning of the actors on a power-interest matrix and the reading of the strenght of their relationship.

What is visible in my interpretation is the great distance that separates the municipality and the residents. Despite having both high interest, there is an obvious difference in power between the two, that is a result of the lack of political representation of the lower class citizens. This division is clear also in the distance that is between the civic associations, that try to bridge the gap with the public institutions but are still closer to the instances of the residents, and the big private stakeholders that defend their economic interests and have higher leverage on the municipality. Among those the strongest and the one that has the highest interests in the redevelopments of the area is the Port Authority, immediately followed by the international couriers and the Federalberghi, the hotel confederation.

On the other hands, small private stakeholders such as the local shops and market vendors that are not only working but also living in the area, are closer to the claims of the residents.

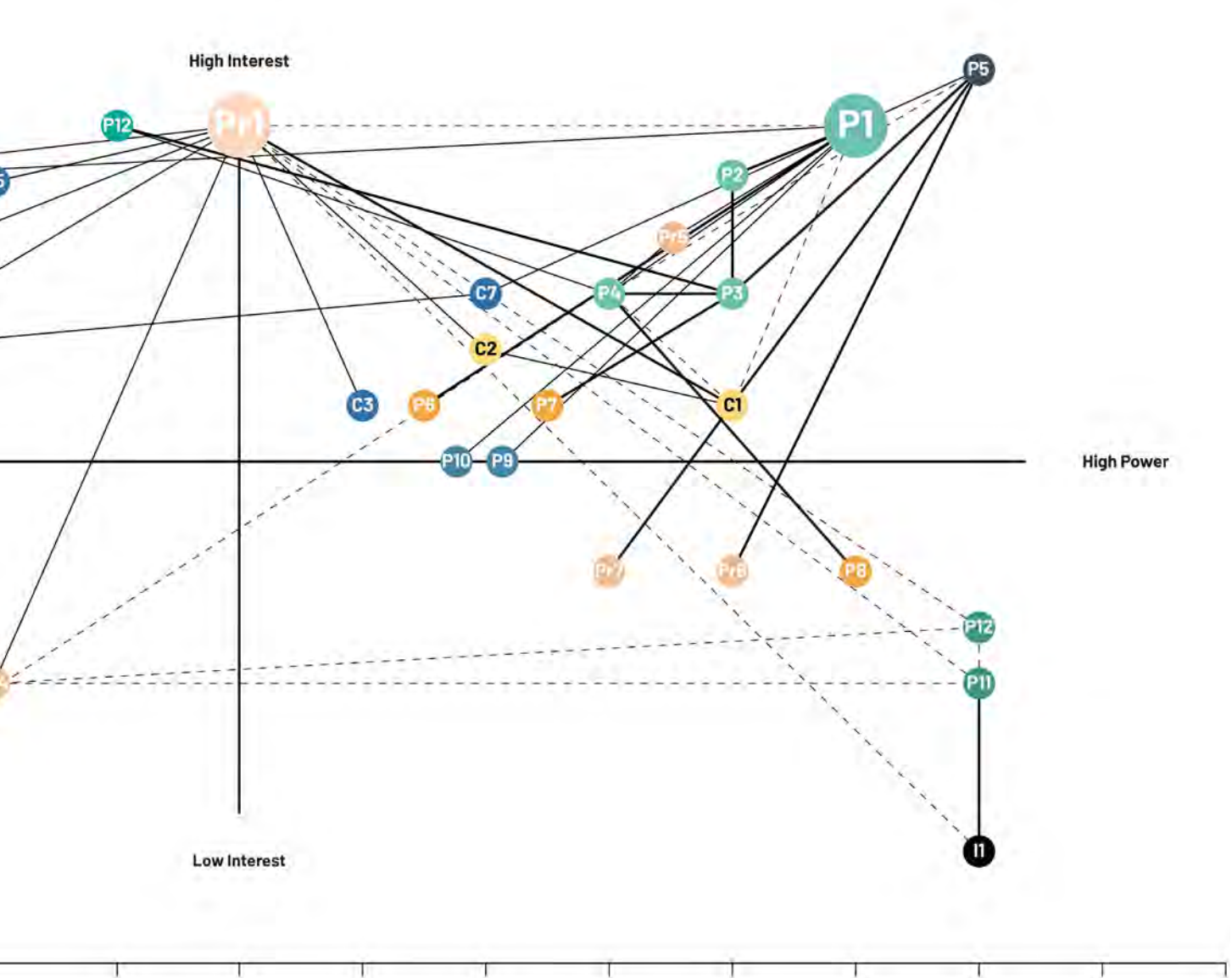


*Legend*

- |                                |                          |                       |                                |
|--------------------------------|--------------------------|-----------------------|--------------------------------|
| <b>P1</b> Naples' Municipality | <b>P4</b> Port Authority | <b>P7</b> Trenitalia  | <b>P10</b> Ministry of justice |
| <b>P2</b> Metropolitan region  | <b>P5</b> ANM            | <b>P8</b> Federico II | <b>P11</b> Health ministry     |
| <b>P3</b> Campania region      | <b>P6</b> EAV            | <b>P9</b> L'Orientale | <b>P12</b> Carabinieri         |

FIG. 8.19 Power-Interest analysis of the stakeholders and strenght of their relationship.  
Source: the author





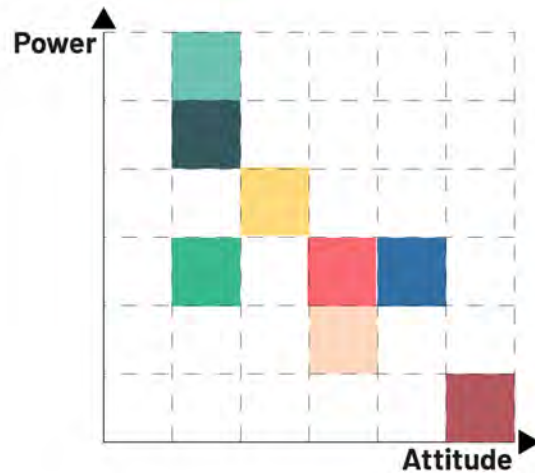
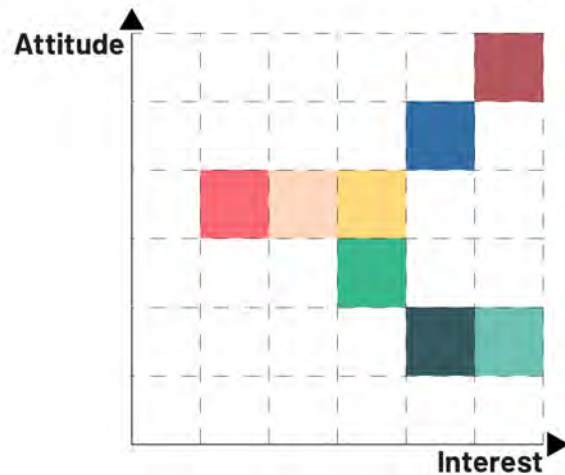
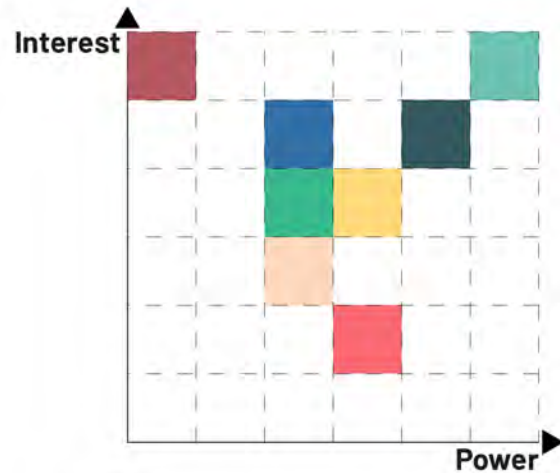
- C1** Catholic Church
- C4** Islamic community
- C7** Borgo Orefici
- Pr3** Market vendors
- Pr6** Maritime mobility companies
- C2** Madonna Dell'Arco Ass.
- C5** Salam House
- Pr1** Local residents
- Pr4** Fireworks' vendors
- Pr7** International couriers
- C3** ACLI
- C6** A.N. Gen. Lotta alla Droga
- Pr2** Commercial activities
- Pr5** Hotels' confederation
- II** Camorra

### 8.5.4 – Stakeholders’ positioning

As a conclusion of the stakeholder analysis, I interpreted how the critical stakeholders that I detected may act in case of a proposal for the area. In order to do so, I grouped the civic associations, since they share most of the interests and resources and I have determined which is the attitude of each one of the actors.

Following the definitions given by Murray-Webster and Simon (Murray-Webster and Simon; 2006) I have classified the stakeholders as:

- Acquaintances, in this case, the local residents that despite the low power and not being conscious of their economic interest, have a high attitude and may back any intervention if well presented.
- Friends, such as the civic associations and the islamic community that can help in the engagement with the residents and help in the design of a decision making process and give voice to their instances.
- Time bombs, which are the market vendors in the case of the area. They have an high attitude, medium power and low interest in change seen their precarious condition. They should be involved in the decision making in order not to have them as oppositors of any proposal.
- Sleeping giant, being the Catholic Church, that is a strong institution in Naples, with many properties. It locates in the middle of the scheme and depending on if it backs or not a project it may help its implementation.
- Tripwire, here being the private developers. They don't have much power, nor interest and attitude but their involvement is essential for any proposal. Unfortunately due to the budget issues that afflict the municipality, in this moment, they can have leverage on the public institutions.
- Saboteurs. Sadly, I see in the Municipality itself the main possible saboteur. This is due to its lack of attitude, which has been already described as institutional inertia.



Legend



FIG. 8.20 Stakeholders' positioning.  
Source: the author

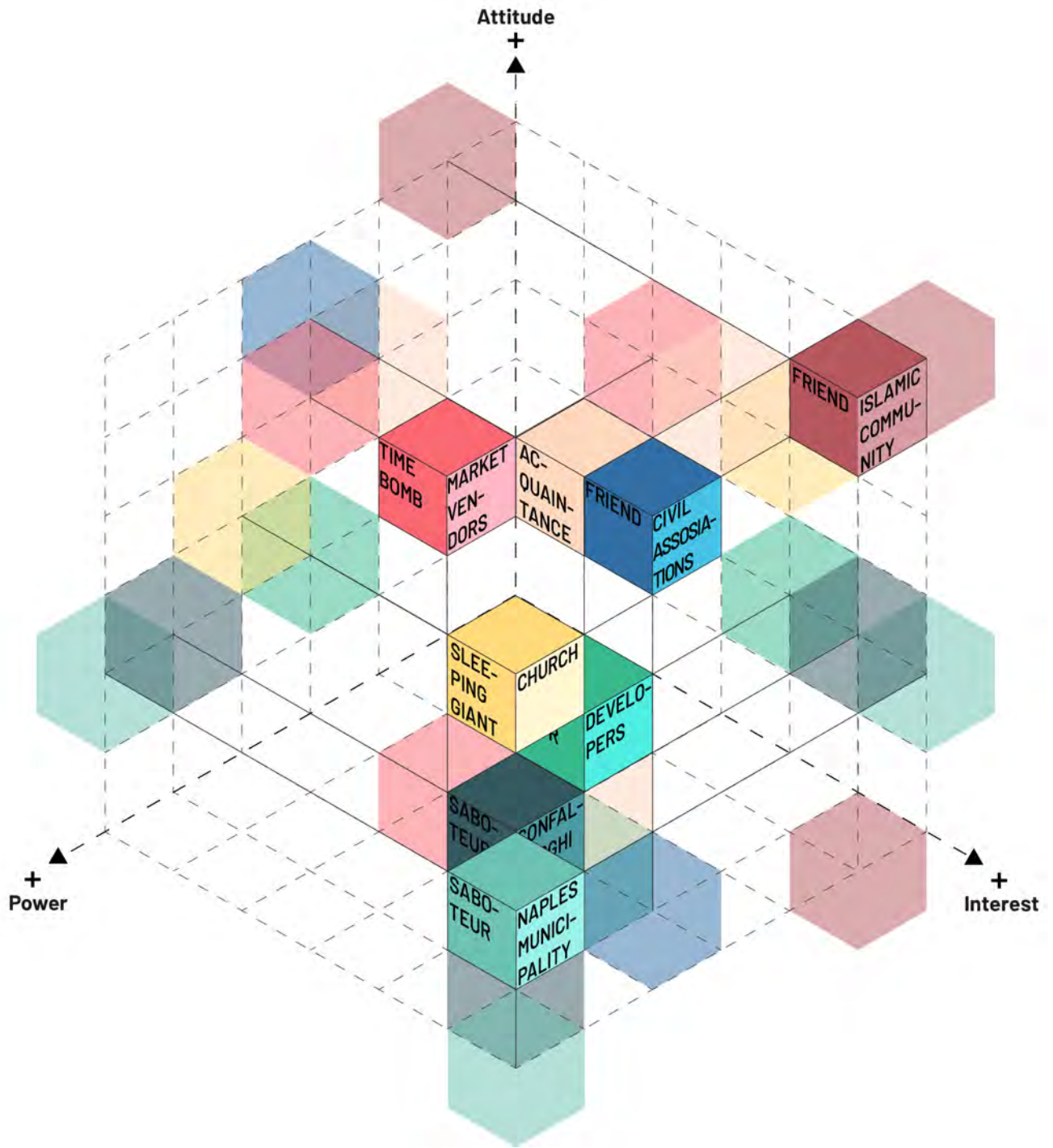


FIG. 8.21 Stakeholders' identification.  
Source: the author



## 8.6 – Activity of the ground floors

The first step to understand the areas of focus has been mapping which activities take place in the ground floors of the buildings and distinguish them in main categories. As already noted by Jane Jacobs and then retaliated by Talen (Talen, 2008), one of the determining factors of the vitality of a mix used neighbourhood is the mix of functions that it hosts.

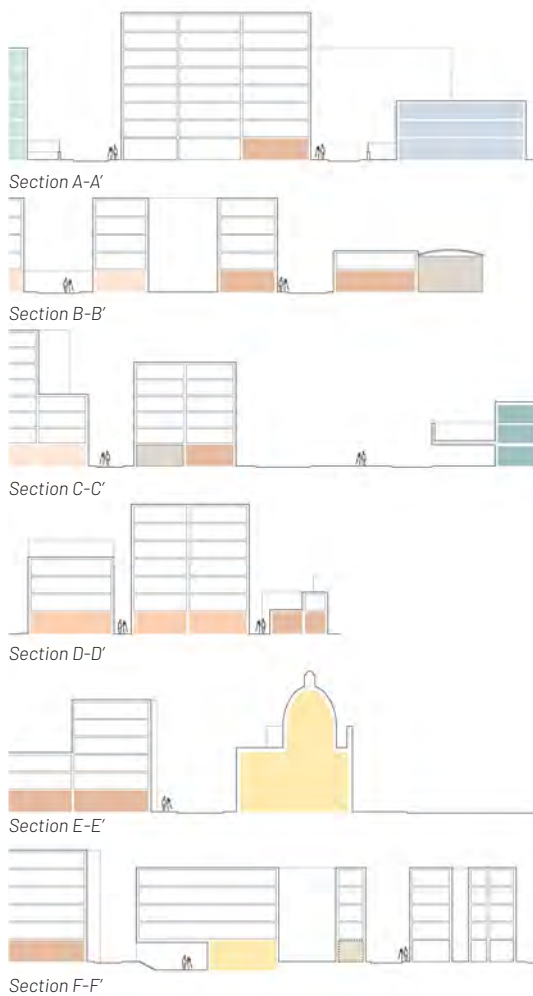
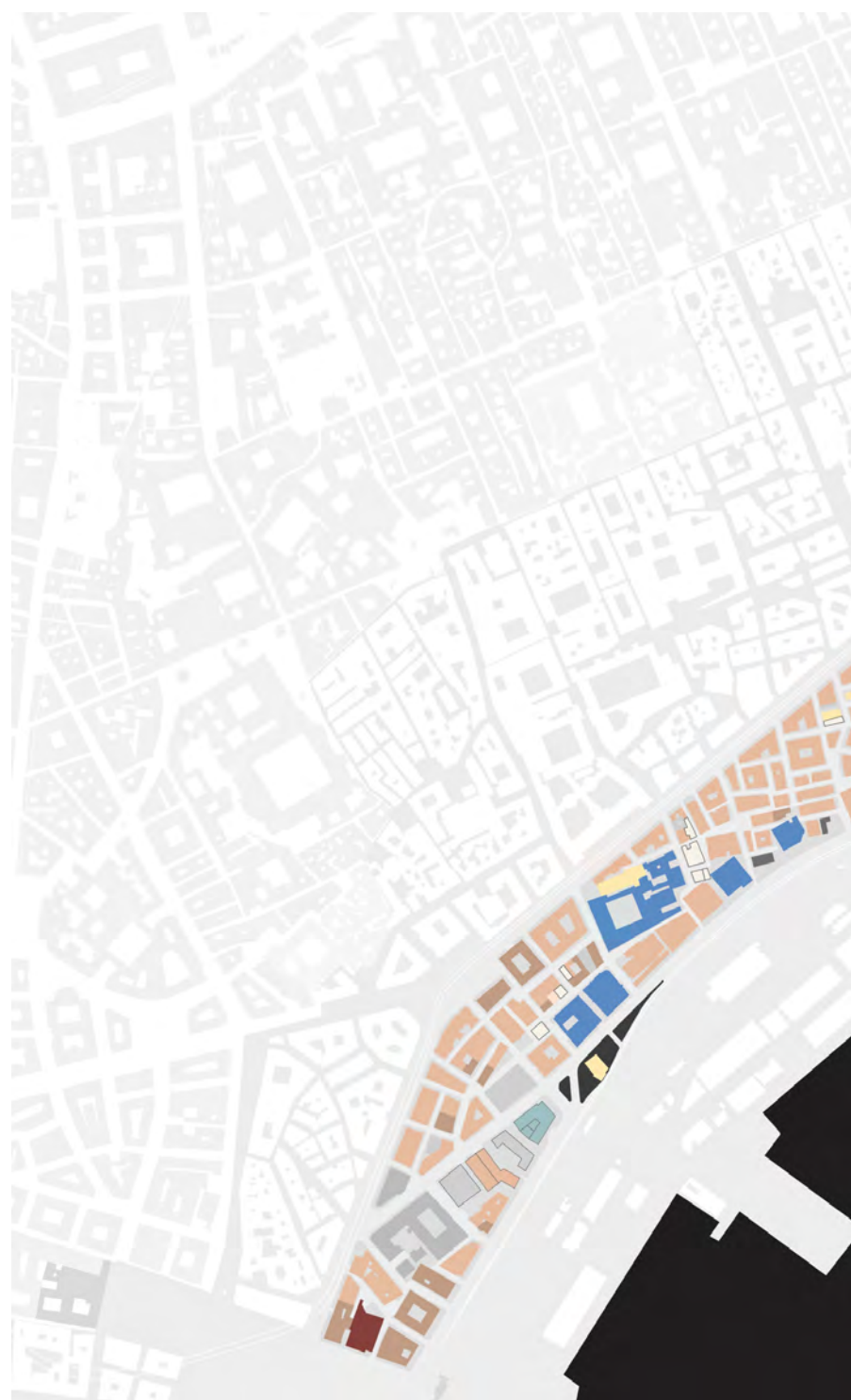
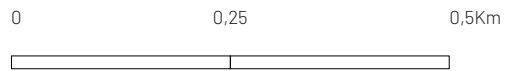


FIG. 8.22 Map of the activity of the plints of the buildings.  
Source: the author



Activity of the plint of the buildings

<span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential	<span style="display: inline-block; width: 15px; height: 15px; background-color: #8b4513; border: 1px solid black; margin-right: 5px;"></span> Restoration	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4682b4; border: 1px solid black; margin-right: 5px;"></span> Schools	<span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> Police
<span style="display: inline-block; width: 15px; height: 15px; background-color: #9370db; border: 1px solid black; margin-right: 5px;"></span> Commercial	<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffd700; border: 1px solid black; margin-right: 5px;"></span> Church	<span style="display: inline-block; width: 15px; height: 15px; background-color: #00008b; border: 1px solid black; margin-right: 5px;"></span> University	<span style="display: inline-block; width: 15px; height: 15px; background-color: #3cb371; border: 1px solid black; margin-right: 5px;"></span> Hospital







1



2



3



4

FIG. 8.23 From top to bottom: Residential buildings in Via Antonio Toscano; Flower shop in Piazza Mercato; Masardona pizzeria in Via Capaccio; Entrance of St. Eligio Church in Via St. Eligio. Source: photos by the author, 2021



5



6



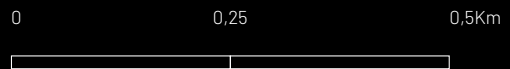
7

FIG. 8.24 From top to bottom: Entrance of Secondary School in Via Enrico Cosenz; Facade of the Obiettivo Napoli ONLUS in Via Enrico Cosenz; Back entrance of the Loreto Mare hospital. Source: photos by the author, 2021





FIG. 8.25 Location of the photos.  
Source: the author



### 8.6.1 – Cross-sections' study



Section A-A': From Corso Umberto I to Via Marina and the port through the Mercato district



Section B-B': From Via Duomo to Corso Armando Lucci trough the Mercato District, the Market street and the New Houses (Case Nuove)



Section C-C': Prospect of Via Marina toward the districts

Functions  
Pub



Institutional   Commercial   Religious   Community   Residential   Parking   Mobility   Industrial



## 8.6.2 – Some distinctive elements

Already from the brief mapping of the previous pages, it has been possible to single out some characteristics.

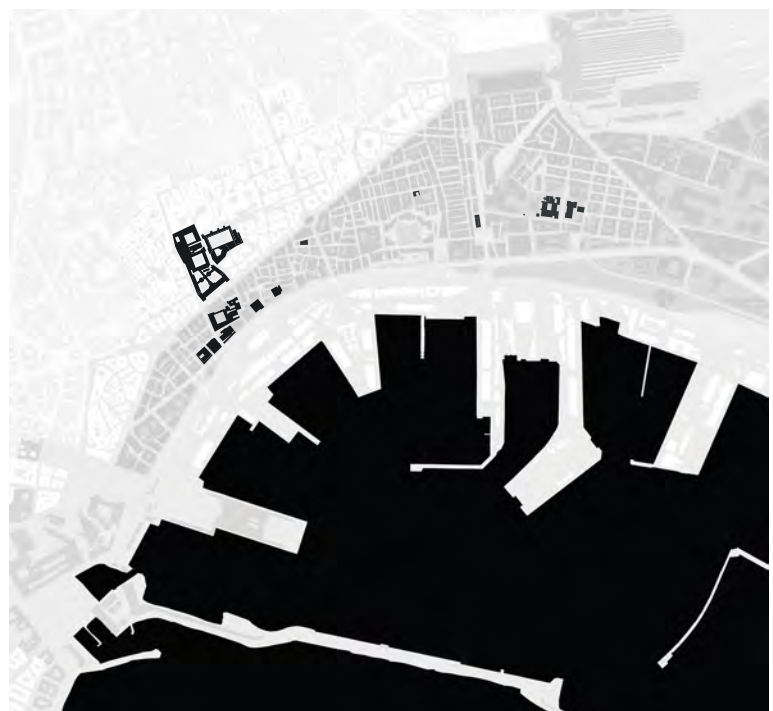
- Residential ground floors: regarding the activity of the ground floor, it's possible to detect two monofunctional patches where the predominant function of the plint is residential. These patches are the area of the market adjacent to Via Lavinai and the Case Nuove. The Mercat r'ò Fierr also is showing this tendency toward a residential use of the ground floor that for now is not visible on the front on Corso Armando Lucci.
- Commercial plinths: the commercial activities seem to mostly aggregate on some main routes. It is symptomatic to notice their almost complete absence on the right of Corso Garibaldi and its growing disappearance from the inner streets of the Mercato area.
- Mobility infrastructure: despite its criticalities, the areas are well served by the mobility infrastructure that is laid around almost the entire perimeter. Nonetheless it's worth noticing how impactful is the EAV station on Corso Garibaldi. With its rails it makes a physical barrier between the historical Mercato and the Case Nuove and Mercato del Ferro.
- Schools and universities: the area is in close proximity to the buildings of both education systems. The main primary and secondary schools are in the area of the Case Nuove, while the University clusters in Porta di Massa.
- Despite not being recognized as part of the historical centre of Naples, a growing number of cultural and historical buildings is disseminated in the area of the Mercato. For its history, beyond Corso Garibaldi there are not many manufacts formally recognized aside of the modernist and brutalist buildings in proximity of the Port.
- Drosscape: much of the free space of the area of study is closed by barriers or used to park cars. In addition, many monumental complexes are currently abandoned or underused.



*Residential ground floors*



*Commercial plinths*



*Schools and universities*



*Buildings of cultural and historical interest*

FIG. 8.26 Highlighting of the first distinctive elements of the districts.

Source: maps by the author.



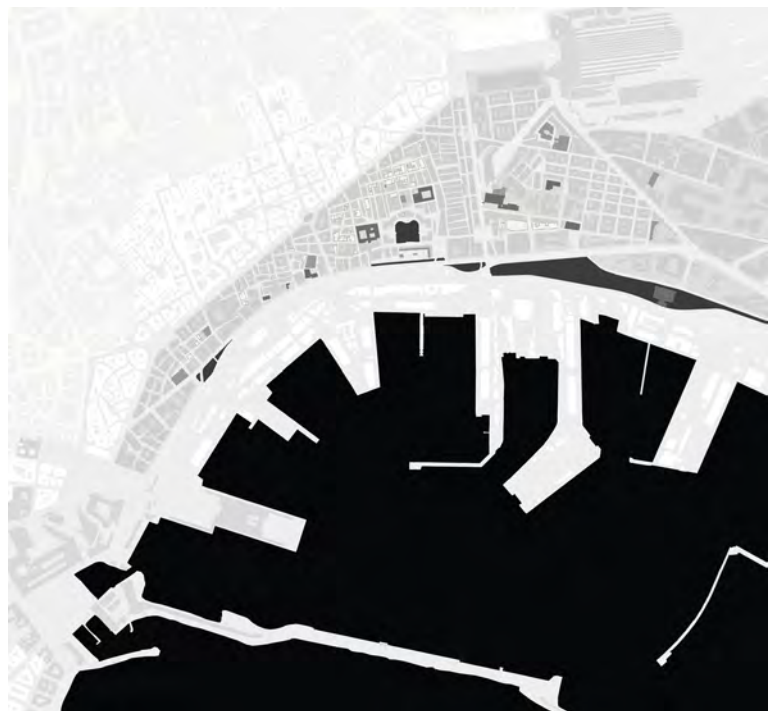
plinths



Mobility infrastructure

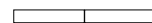


cultural and historical interest



Drosscape

0 0,25 0,5Km



## 8.7 – Permeability of the plints

Beside what activity takes place in the plints of the buildings, it has been important to check what is the relationship with the street space and whether the ground floors of the buildings are permeable or not. These data give us insights on how the public space is lived and what are its potentials and urgencies.

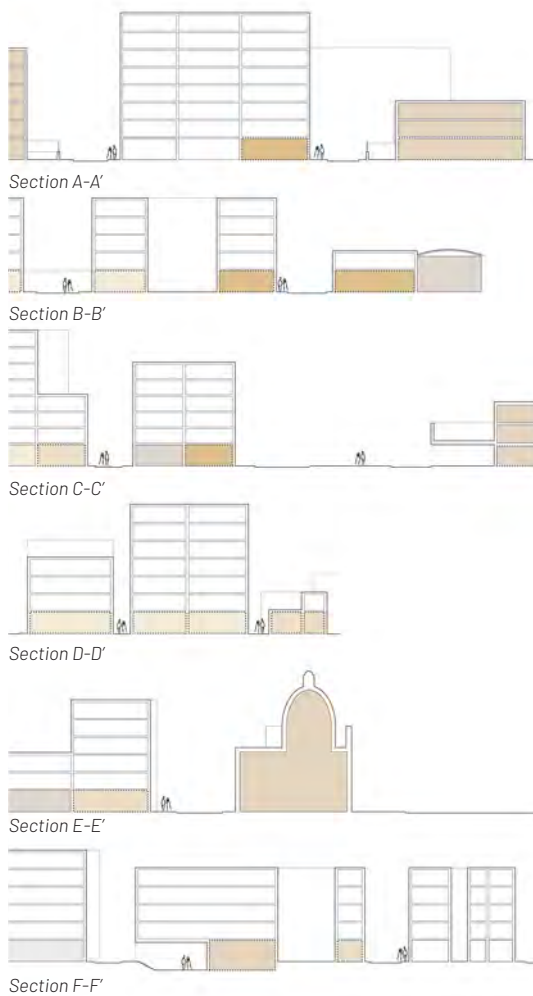


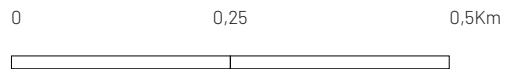
FIG. 8.27 Map of the activity of the plints of the buildings.  
Source: the author



Permeability of the plint of the buildings











1



4



2



5



3



6

FIG. 8.28 From top to bottom: Residential use of the plinth in Via Gian Battista Mansoi; Commercial use of the plinth in Via Beato Gerardo; Prefecture branch in Via Marina. Source: photos by the author, 2021

FIG. 8.29 From top to bottom: Inactive plinth in Via Duca di S. Donato; Active but close plinth of the Loreto Mare hospital; active open plinth of garage and shop in Via Loreto Source: photos by the author, 2021



FIG. 8.30 Location of the photos.  
Source: the author





800m radius



2500m radius



5000m radius



*Green patches integration*

*Industrial & mobility buildings integration*

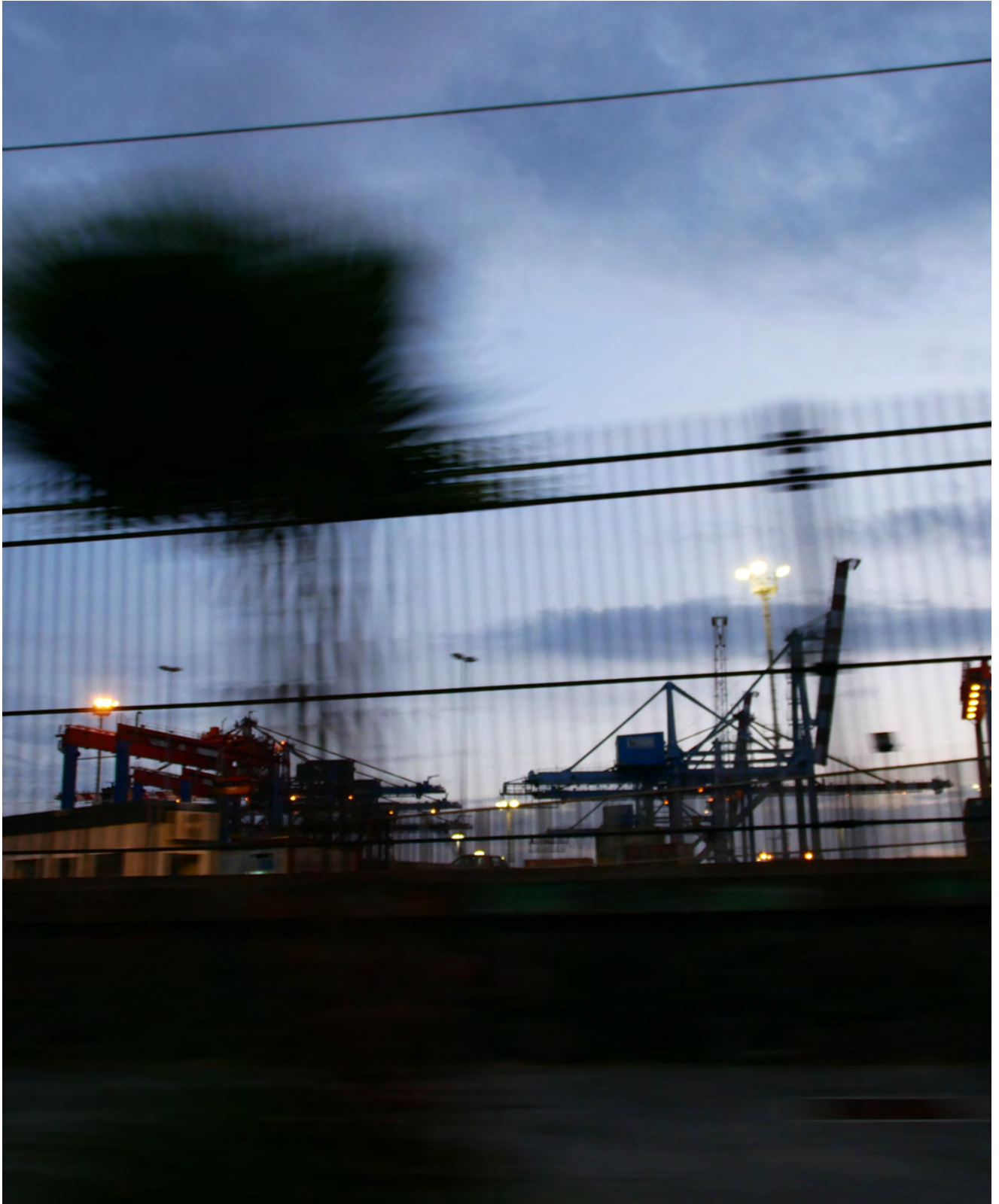
*Services' integration*

## 8.8 – Space syntax analysis

Before proceeding with the analysis of the use of the street space it has been interesting to re run the spatial integration analyses and see whether the street network has some unexpressed potentials and how does it affect the residents' mobility. It's easy

to see how the most integrated streets are Corso Garibaldi and Via Marina. The two of them also host the major concentration of services and access to the mobility infrastructure. Yet it is also noticeable how the area of the New Houses and Iron Market

doesn't have the same potential for centralities as the Mercato and Lavinai area. This is probably due to the larger size of the blocks and the orthogonal grid.



## 8.9 – The main actors in space

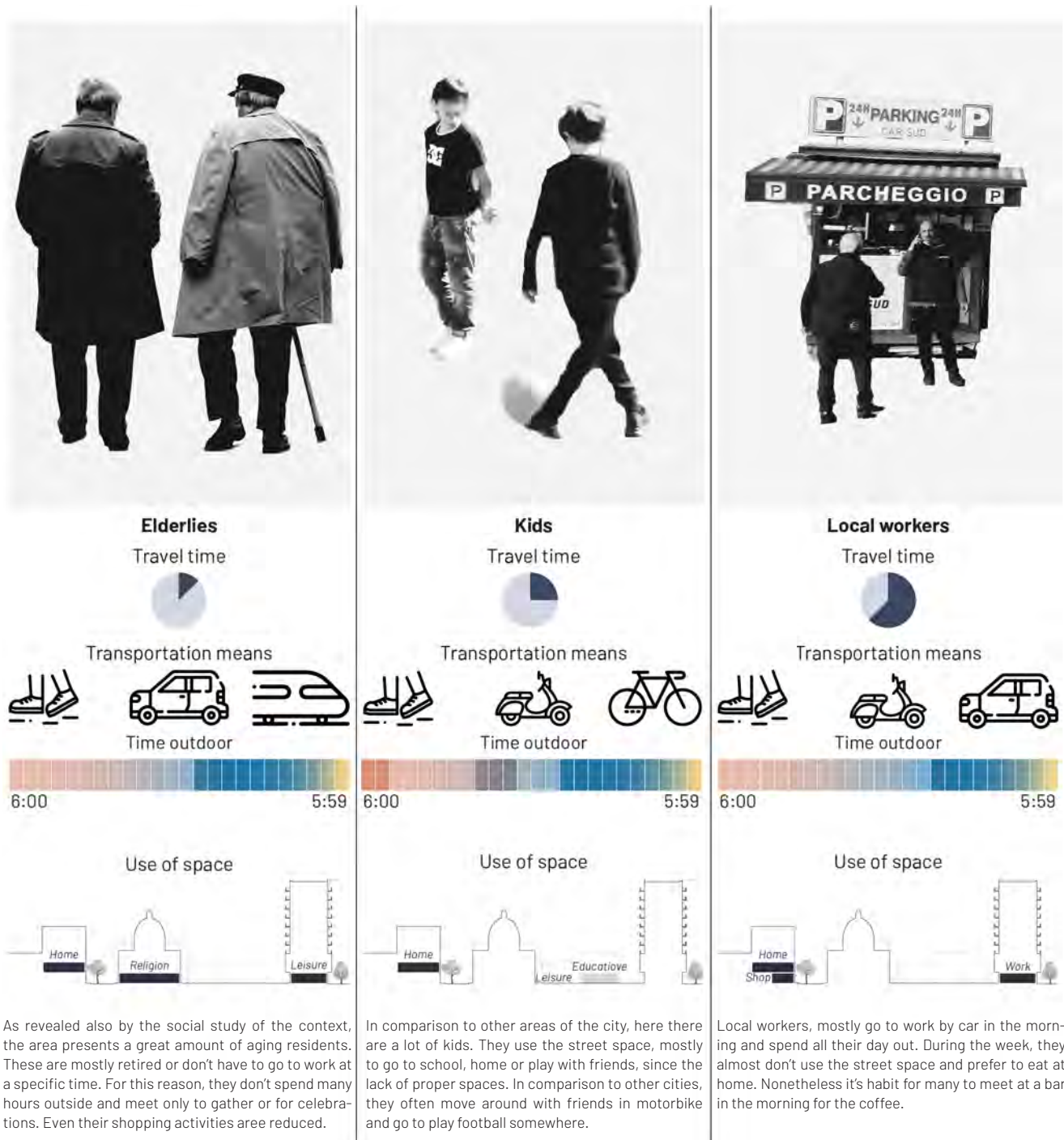


FIG. 8.31 Initial interpretative diagrams of the actors' habits.  
Source: the author





### Foreign born communities

Travel time



Transportation means



Time outdoor



Use of space



Foreign born and second generation groups share many of the habits of older generations of neapolitans with the exception that often don't have access to private means of mobility. Many of them work in the market or go to work in other areas of the city by public transport. They use the street space to gather and go to relevant places for them.



### Young female adults

Travel time



Transportation means



Time outdoor



Use of space



I decided to single out young female adults as a category, because while they share many of the needs of their male counterpart, they often encounter more obstacles. In my interpretation they have less access to means of transport and feel more insecure late at night.



### Young male adults

Travel time



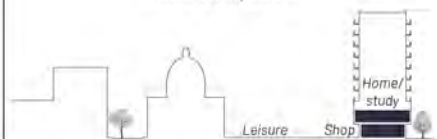
Transportation means



Time outdoor



Use of space



Young male adults as their female counterpart, mostly use the streets to go to study/ work and gather with friends, possibly at a bar or restaurant. They have slightly more access to private means of transport and in comparison to older generations are less attached to religious rituals, even if they still celebrate the most relevant holidays.

## 8.10 – Use of the street space

Even if, the map of the functions that take place in the plint of the buildings may give an idea of how people use the space and which behavioural patterns distinguish their activities, the life of local residents as well as the experience of passers is connoted by a use of the street space that is not always a reflection of what takes place in the surrounding buildings.

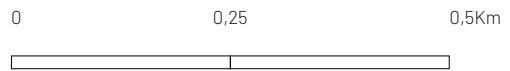
For this reason, over the months of study and visits on site, I've been conducting a mapping of how the street space is used by the people. This has been possible trough the photographic and video documentation, as well as the use of Google Maps.



FIG. 8.32 Map of the use of the street space.  
Source: the author

Use of the street space

- Strolling and shopping
- Leisure and restoration
- Street Market
- Gathering and leisure







4

FIG. 8.33 From top to bottom: People strolling and shopping in Piazza Garibaldi; People gathering in Corso Armando Lucci; a couple having lunch at a pizzeria behind piazza Mercato; locals shopping at the market in Via Lavinai. Source: photos by the author, 2021



FIG. 8.34 Location of the photos.  
Source: the author

0 0.25 0.5Km





## 8.11 – The condition of the streets

Regardless of which activities usually take place in the streets, in order to understand how the spatial practice of the local communities affects and it's affected by the urban environment some key phenomena have been mapped, during the site-visits.

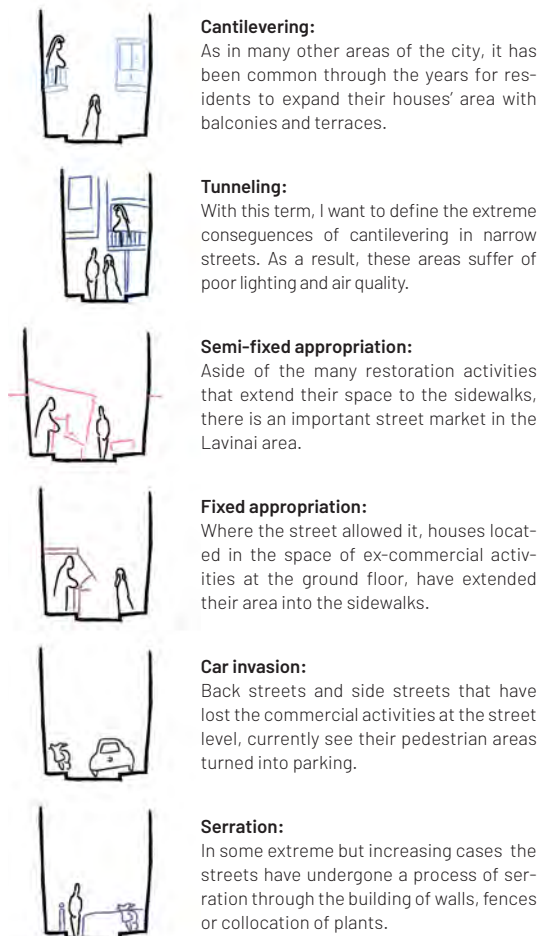








FIG. 8.35 Map of the phenomena related to the conditions of the streets.  
Source: the author



Phenomena related to the use of the streets

 Cantilevering	 Semi-fixed appropriation	 Car invasion
 Tunneling	 Fixed appropriation	 Serration







3



4



2



5

FIG. 8.36 From top to bottom: Cantilevering in Via Lavinaio; Serrating and tunneling in Vico Grazie a Soprammuro  
Source: photos by the author, 2021

FIG. 8.37 From top to bottom: Semi-fixed appropriation in Via Soprammuro; Fixed appropriation in Via Gian Battista Manso; Car invasion in Via Luigi Serio.  
Source: photos by the author, 2021





FIG. 8.38 Location of the photos.  
Source: the author

0 0.25 0.5Km





## 8.12 – Hierarchy of the streets

The study of the activity of the plinths, their use and the phenomena of appropriation of the streets, together with the interviews and conversations with the residents led me to draft this map of the hierarchy of the streets.

Differently from the spatial integration analyses of the previous pages, this map is an attempt at registering of what consideration the residents have of the streets of the districts.

In first place, following the deductions of Griffiths, Vaughan, Haklay, and Jones (Griffiths, Vaughan, Haklay, Jones; 2008) I have been distinguishing those that can be considered the main streets in the area. In the case of the Pendino and Mercato districts, these are corso and piazza Garibaldi and corso Umberto. They present an elevate mix of shops and work as community hubs where people from the Case Nuove, Mercato del Ferro, Lavinai, Mercato, as well as from othersurrounding areas meet and interact with each other. By contrast, it has emerged that another number of highly integrated streets such as via Duomo, via Marina and Corso Lucci, while having the potential to be main streets, at the moment are perceived as barriers and are seldomly frequented.

After that, I've distinguished the secondary and backstreets that are relevant to the local communities. Secondary streets usually host relevant functions for the everyday life of the residents as schools, important churches and distinctive commercial activities. Backstreets on the other hand work as an extension of the private space of their houses, hosting functions that are important for the individuals, such as car parkings and repairs and enclosed gathering spaces.



Hierarchy of the streets







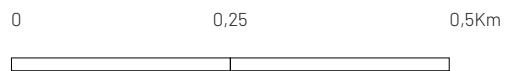
- |   |  |  |
|---|--|--|
|  Main streets        |  Relevant side streets |  Relevant backstreets |
|  Segregating streets |  Side streets          |  Backstreets          |

FIG. 8.39 Map of the hierarchy of the streets.  
Source: the author







1



4



2



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3



6

FIG. 8.40 From top to bottom: Corso Garibaldi, the main street; Relevant secondary street Via Nolana; Relevant backstreet, the back of Piazza Mercato. Source: photos by the author, 2021

FIG. 8.41 From top to bottom: Via Marina, the problematic main artery; Via Cosmo in Mercato Rivoli, secondary street; Via Loreto, backstreet. Source: photos by the author, 2021





FIG. 8.42 Location of the photos.  
Source: the author

## 8.13 – Urgencies

The plan analysis and the comparative studies carried out in order to study the porosity of the area has led to the emergence of many urgencies that affect the life of the local communities. These result in invisible barriers and phenomena of socio-spatial segregation within the confined area of the Mercato and Pendino districts themselves.

In fact, from the initial morphological and social analysis, we can observe an high concentration of foreign born and second generation families living in the Lavinai and Mercato del Ferro, in overcrowded small dwellings. The same situation does not present itself in the Case Nuove, that appear as a monofunctional residential area with low quality of housing, especially in its groundfloor. The area of the Mercato instead, while not monofunctional, is seeing its commercial tissue disappearing and presents an high number of vacant ground floors and buildings.

These patches are bordered by the main streets of Via Marina, Corso Lucci, Corso Umberto, Via Duomo and Corso Garibaldi. Despite having some gathering points, especially the last one, these streets constitute barriers and manifest themselves with the absence of functions that are relevant for the everyday life of the communities and the high amount of space dedicated to car parking and mobility. This condition is reinforced by the morphology of the buildings that constitute the front on these axes. They are often of different scale and disrupt the street network.

Lastly the whole area lacks of gathering and leisure space for people of every age and group. This factor is sadly strenghtened by the considerable number of negated spaces by phisical and institutional barriers and abandoned buildings. The most noticeable examples are the industrial port area toward the sea, the mobility transport plot close to the station on Corso Garibaldi and the many old warehouses that are used for parking.



Legend








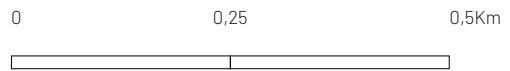
- |   |  |   |
|---|--|---|
|  Street barriers         |  Obstructive buildings |  Low quality housing |
|  Monofunctional district |  Industrial docks      |  Overcrowded areas   |
|  Problematic morphology  |  |   |

FIG. 8.43 Map of the Urgencies of the area.  
Source: the author





## 8.14 – Potentials

Despite the many urgencies that has been described in the previous paragraph, the study of the districts has revealed many potentials that may be serving as starting considerations for a proposal.

The first one and most evident is given by the position of the area: the area is bordered on the northern side by the historical centre of Naples and on the western side by the Municipio square with its cultural pole and the access to the touristic piers of the port; both districts are in a walk distance from the central station in piazza Garibaldi, with the cluster of hotels, and the regional transport terminal of the EAV in Corso Garibaldi; along them, the tram lines of Via Marina and Corso Garibaldi have been restored offering a more reliable mean of public transportation to the residents.

Within the area itself, as we have seen in the previous pages, I have identified the routes that are most relevant for the vitality of the area and many vacant spaces and buildings along them can not only serve for community functions that are lacking but offer opportunities for the social issues that affect the residents. The hidden axes in the apparently homogeneous Case Nuove, the key role of Porta Nolana and the Lavinai Market, piazza Mercato, the Via Savarese and Via Chioccarelli and the presence of the Borgo orefici on the other side of Via Duomo, with which we can put in connection the communities' routes and overcome the visible and invisible barriers of the neighbourhoods.

Lastly, I cannot forget to mention those places that are not only important for the communities but that Aldo Rossi would call urban artifacts for their role in the life of the city. These are the monumental complexes and the space of piazza Mercato, the Carmine Church and the Sant' Eligio complex on one side, and the abandoned Marianella park and Fishery Market on the west side near the port.



Legend










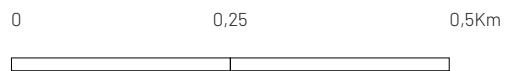
 Community buildings	 Important routes	 Inactive buildings or plynts
 Area of street market	 Tourist docks	 Corsotiums of artisans
 Hotels' cluster	 Underused port area	 Historical attractors

FIG. 8.44 Map of the Potentials of the area.  
Source: the author



## 8.15 – Conclusion map

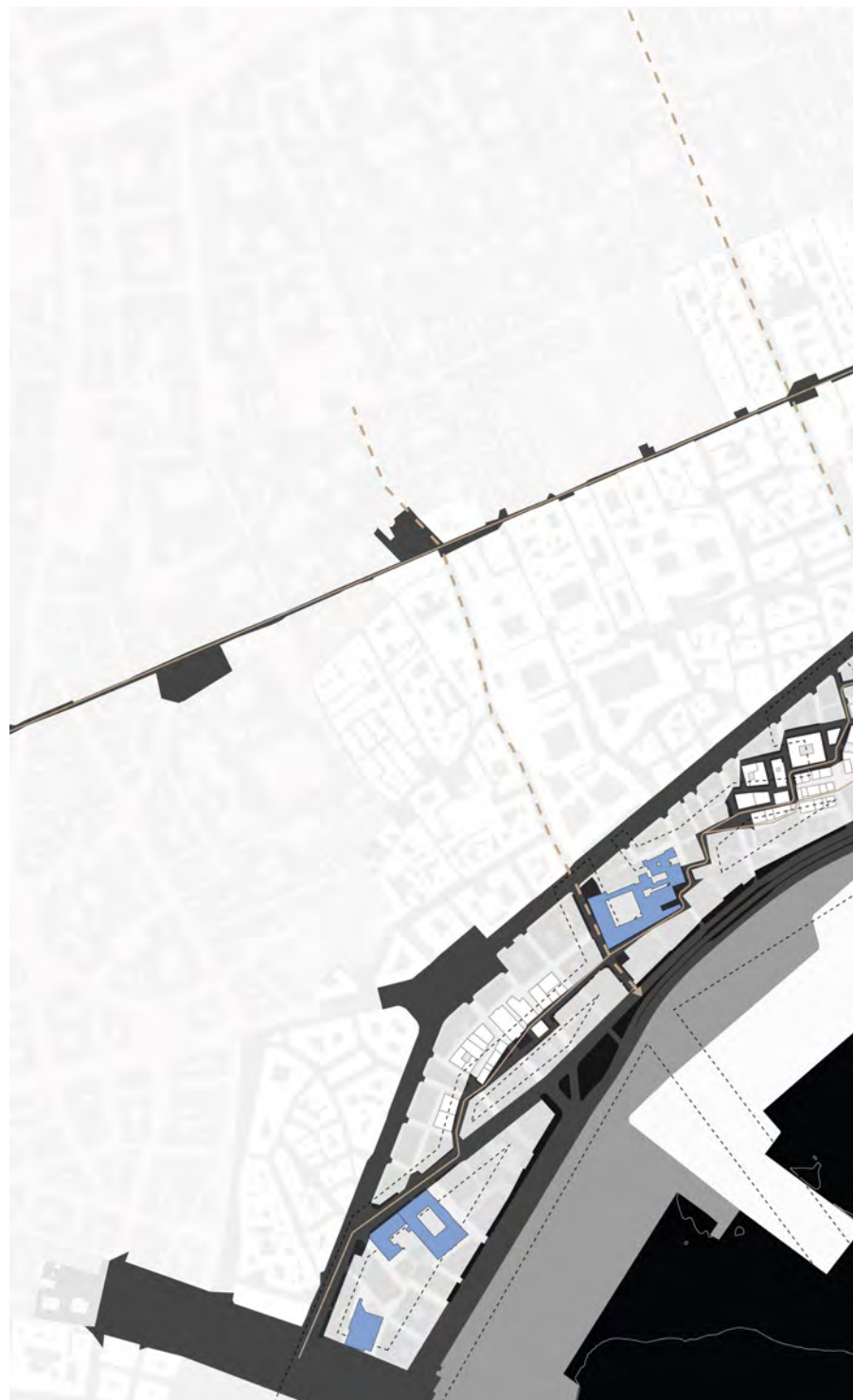
From the previous maps it was possible to redact a conclusive map that could serve as a strategy map to follow when drafting the proposal.

This consists of reinforcing the internal routes that are used by the local communities and redesign the space of the transversal axes that connect the centre of the city to Via Marina. With this strategy it would be possible to overcome the barriers that are present in the area, put in connection those that now are separate patches and strengthen those spaces that are relevant to the communities.

This would be achieved through the redesign and opening of spaces along those routes and the use of those that are currently negated spaces, whether they are enclosed by barriers, underused or invaded by cars.

In this sense, the strategy wouldn't imply to counter the current allocation of community places and functions relevant to the city but rather to make the transition smoother in order for the residents not to live in ghettos or marginalized neighbourhoods anymore (actual words used by the interviewees).

A particular role would be played by those urban artifacts that have been detected previously and that can serve as pivots between the scale of the city and the scale of the neighbourhoods.



### Legend

- |                       |                          |                                |
|-----------------------|--------------------------|--------------------------------|
| ■ Relevant streets    | ■ City services          | — Internal communities' routes |
| ■ Current sidewalk    | ■ Communities' buildings | --- Cutting road arteries      |
| □ Patches to be sewed | ■ Urban artifacts        |                                |

FIG. 8.45 Conclusion map to guide the proposal.  
Source: the author





## 8.16 – A Structure emerging

As a result of the analyses and subsequent interpretations, a not evident structure emerged in the area. It consists of a hierarchy of spaces that are used by the residents in different degrees and that put in connection various relevant community and city places. Nonetheless this structure appears as hidden because regardless of its importance in the everyday practice of the citizens it doesn't show noticeable changes in its section.

However, as it has been demonstrated in the previous pages the use of the street space is not homogeneous nor perceived as such. Differences in the plinth activities and permeability, topology, origin and history has resulted into different forms of appropriation or domination of the space.

As it will be shown in the next pages, the structure consists of three main subsystems:

- The internal routes, that constitute the arteries of the residents' life
- The transversal connections that connect the upper part of the city to the port
- The front of the city toward the port on Via Marina



### Legend

Relevant streets	City services	Trees
Current sidewalk	Communities' buildings	Parking spots
Green patches	Urban artifacts	Relevant pavings

FIG. 8.46 Map of the emerging structure of the area.  
Source: the author







### 8.16.1 – Internal routes

The first subsystem is constituted by the internal routes that are used by the local communities. These roads intercept most of the buildings, services and places that are relevant to the residents' life and identity.

Despite the patches being considered as separate by the locals and the communities distinguish themselves from one another, these routes not only connect them but embody the space for social interaction and diversity.

Going from Corso Arnaldo Lucci on the right, where the Islamic community centre, the Church Sant'Anna alle Paludi and the community of the Strettola are located, it's possible to follow Via San Cosmo and Via Enrico Cosenz toward Porta Nolana up north and the Carmine Church south. From those two points paths cross the Lavinai into the Mercato area and following the main communities' streets reach the Borgo Orefici on the left of Via Duomo.

From that point on, it's possible to follow a path until the big opening of Piazza Municipio.



#### Legend










- |  |  |  |
|--|--|--|
|  Relevant streets |  City services          |  Trees            |
|  Current sidewalk |  Communities' buildings |  Parking spots    |
|  Green patches    |  Urban artifacts        |  Relevant pavings |

FIG. 8.47 Map of the Internal Routes.  
the author

Source:





Section A-A': Via San Cosmo Fuori Porta Nolana



Section B-B': Vico San Giovanni



Section C-C': Piazzetta Orefici



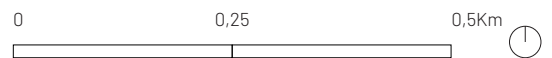
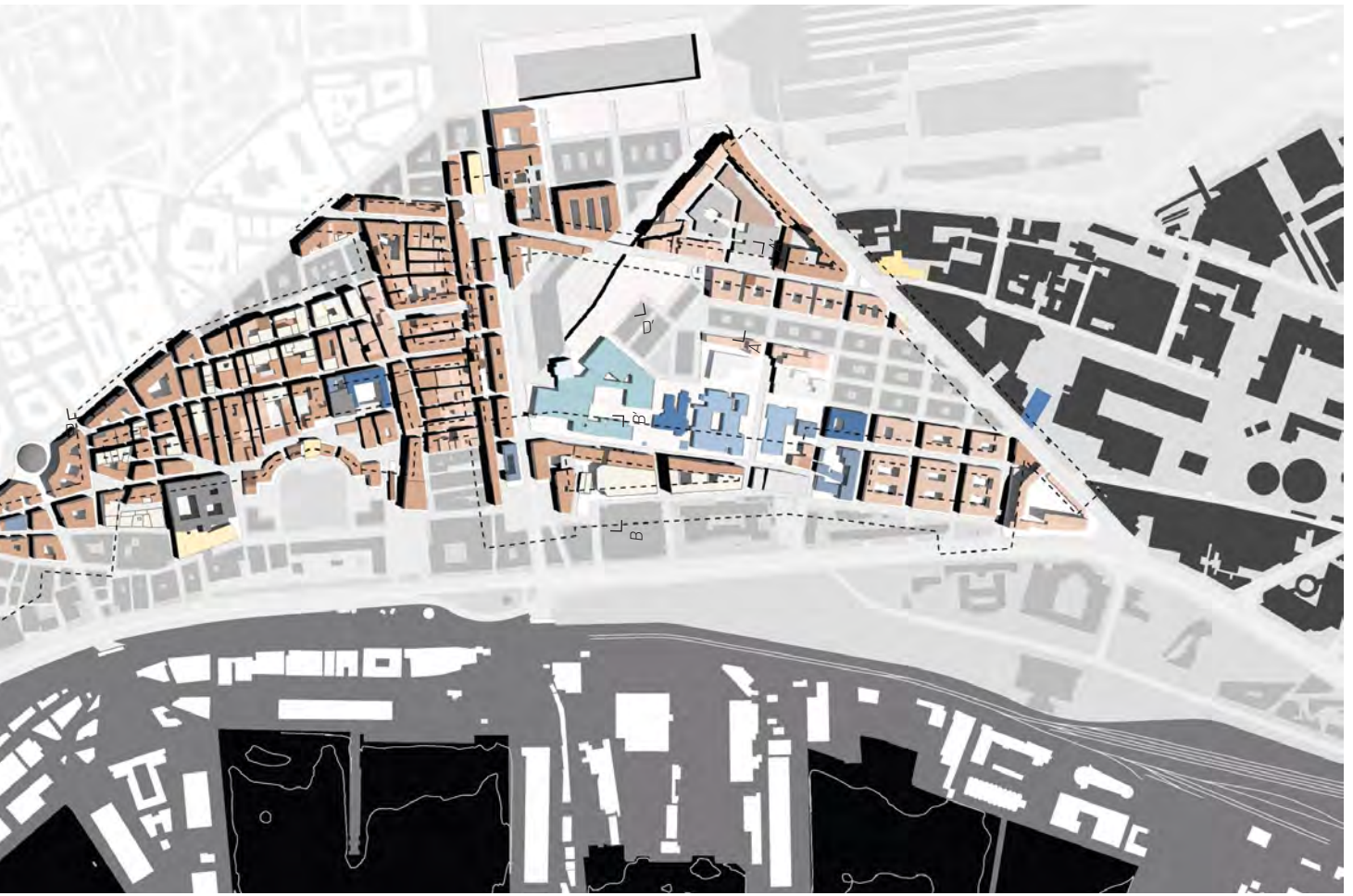
Section D-D': View of the front of San Giacomo Savarese

Activity of the plint of the buildings

- |             |             |            |          |
|-------------|-------------|------------|----------|
| Residential | Restoration | Schools    | Police   |
| Commercial  | Church      | University | Hospital |

FIG. 8.48 Street sections and plynth functions  
Source: the author





### 8.16.1.1 – Deductions from direct observation

Many of the deductions over the characteristics of the substructures of the districts have been made possible by my staying in Naples and having the possibility to do extensive site visits. Those allowed me to have the possibility to directly observe the reality of the places I was studying. In these pages I will try to represent the thought process that has been underlying my photographic investigation.

The system of internal routes that are used by the local residents is mostly constituted by what I defined as relevant side streets. As case of analysis I decided to take in examination via Enrico Cosenz in the area Case Nuove. Taking first a look at the street space, it is immediately noticeable how it is dominated by cars and the sidewalks had to be protected via physical barriers from their possible invasion. At the same time, despite being one of the most important streets for the locals, only the buildings of one of the two sides has permeable fronts, hosting shops in the plinth and houses at the higher floors. As a result most people prefer to walk on just one of the sidewalks. Nonetheless, the lack of pocket spaces and greenery has forced the commercial activities to install awnings that extend on the street and to gain some filter space disposing their products on the sidewalk. The street despite its community relevance doesn't have the right conformation, not offering the proper space for activities to happen side by side without conflict. For instance the fencing of schools and buildings of the EAV mobility company the street space of space for gathering and leisure. As for the moment the street doesn't appear safe for many categories of actors.

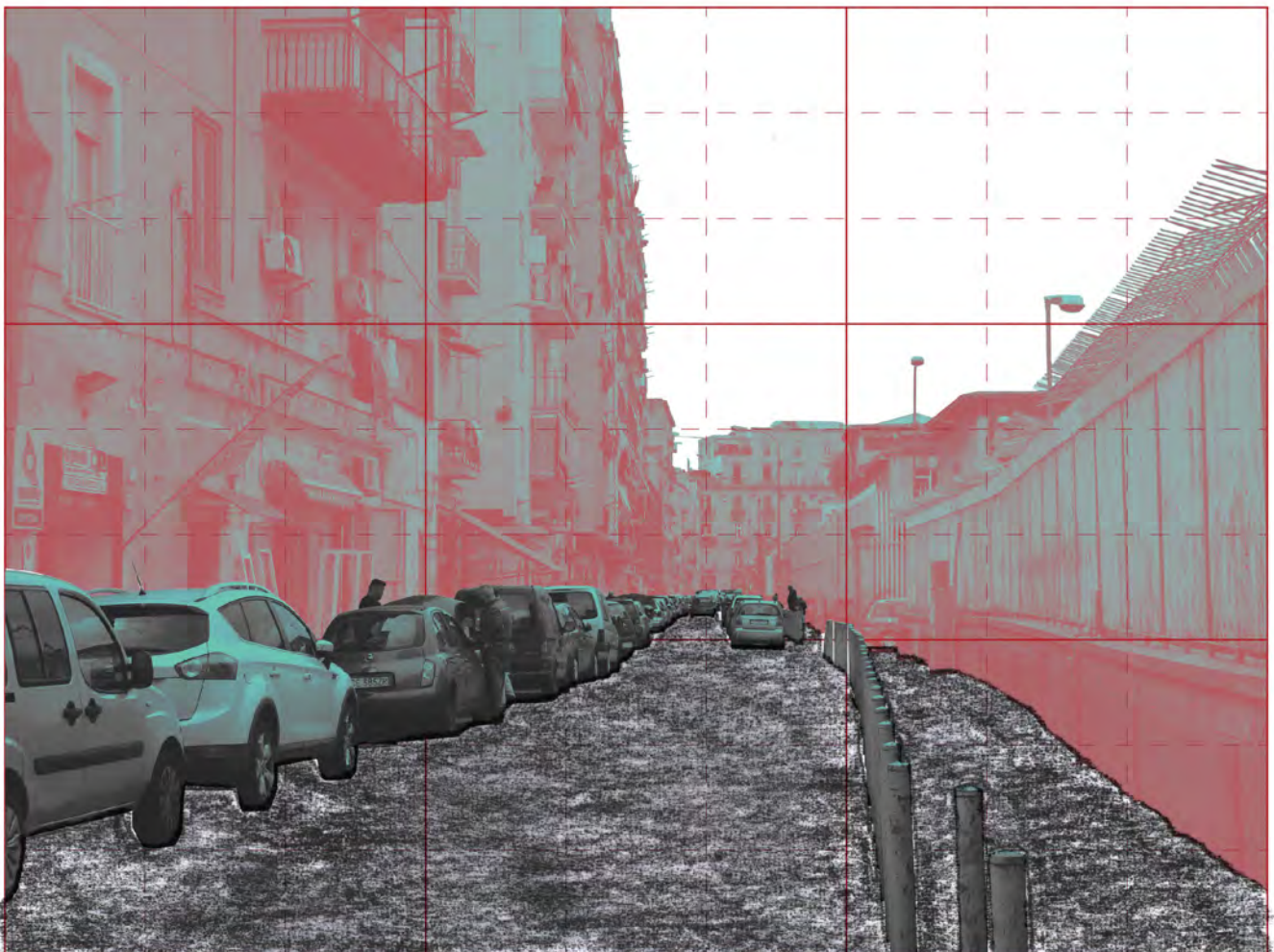


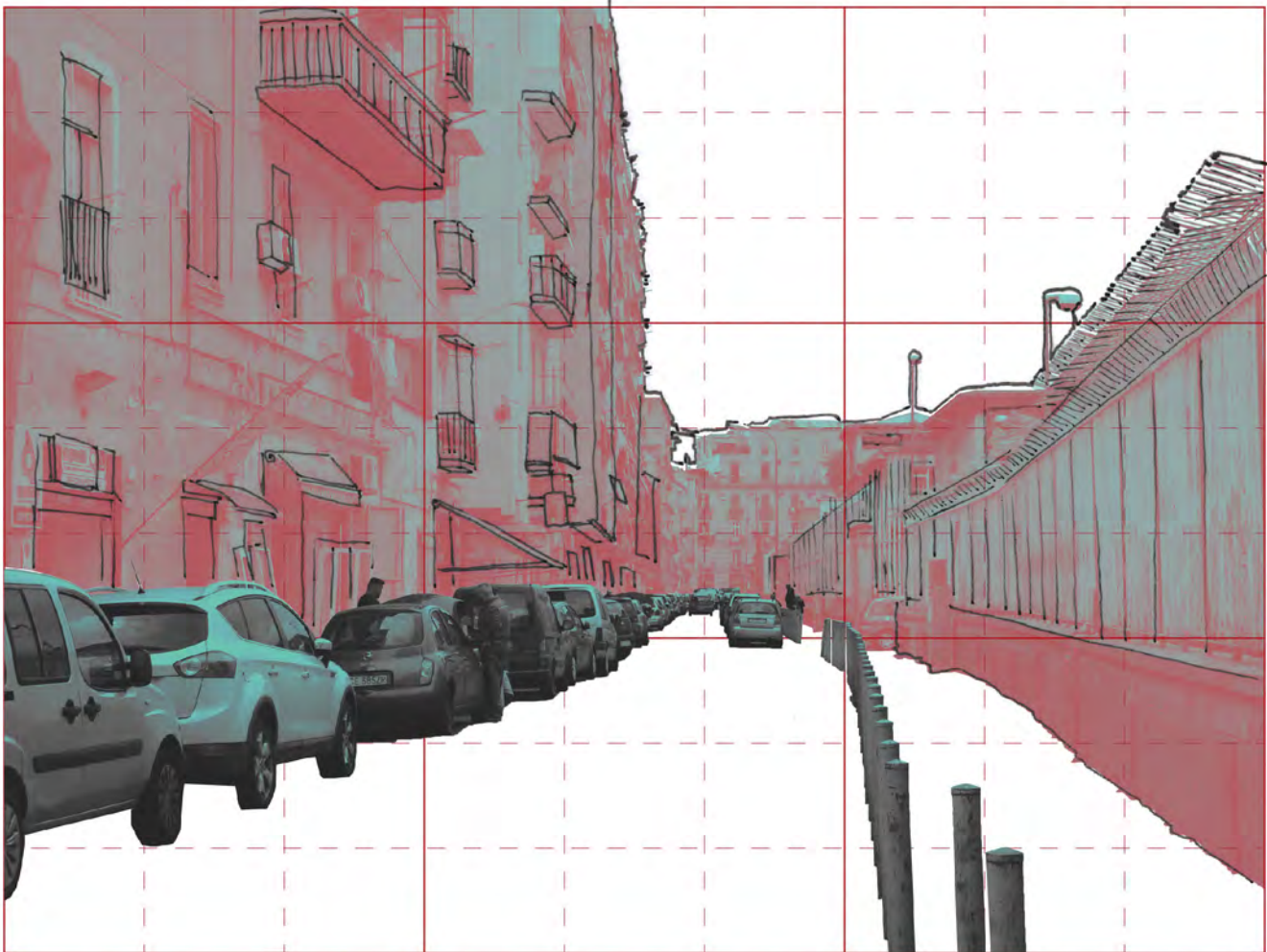


FIG. 8.49 On the left page, reading of the open space of Via Enrico Cosenz and the flow of people  
Source: the author

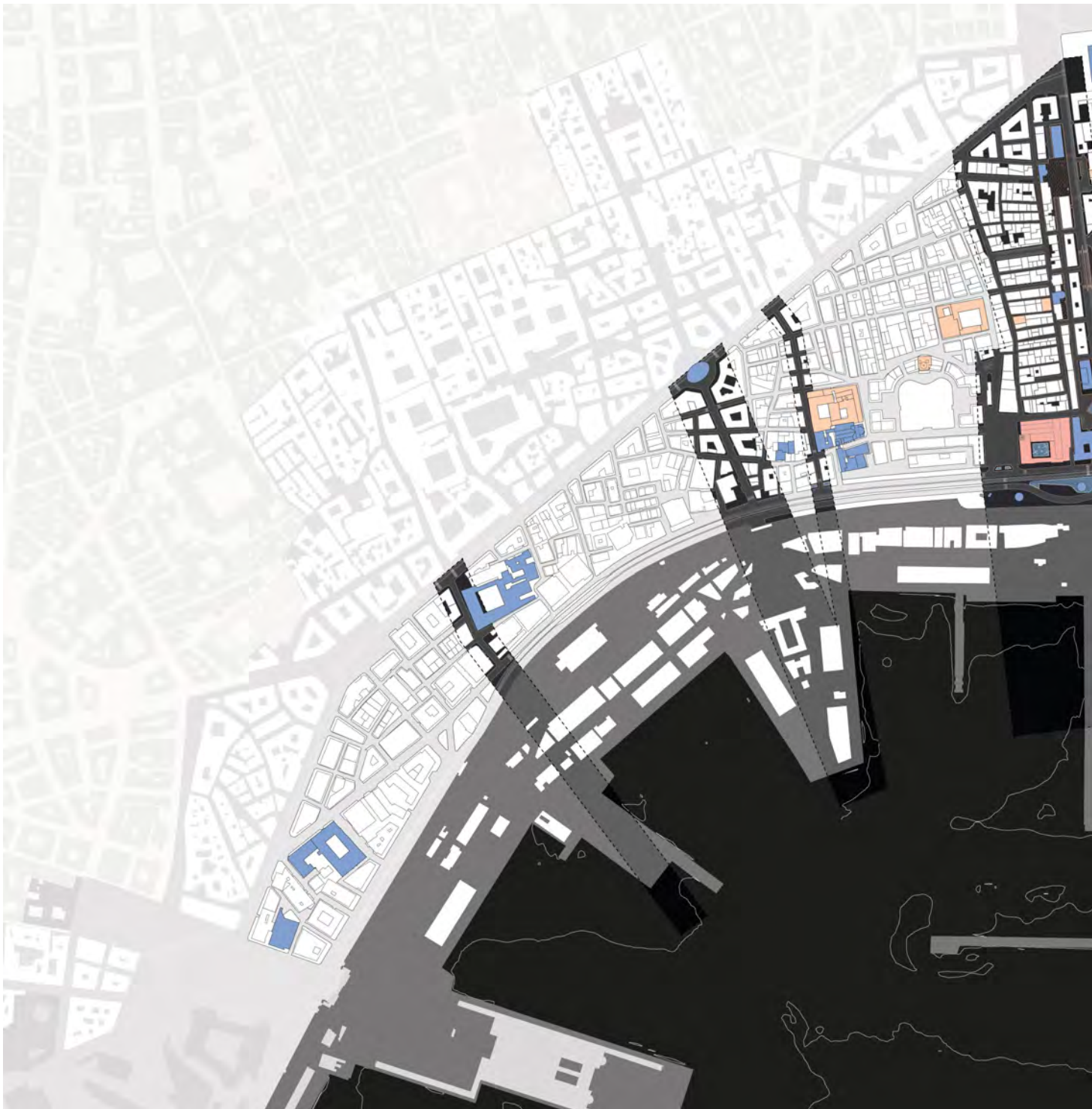
FIG. 8.50 At the bottom, reading of the facades and opening of the buildings to understand their relationship with the public space  
Source: the author

*Despite being one of the internal routes that are most used by the communities of the Case Nuove, Via Enrico Cosenz has only one front hosting functions. The other one is constituted by the fences of the schools and mobility company properties.*

FIG. 8.51 On the right, original photo of Via Enrico Cosenz, May 2021  
Source: photo by the author







Legend

- Relevant streets
- Current sidewalk
- Green patches

- City services
- Communities' buildings
- Urban artifacts

- Trees
- Parking spots
- Relevant pavings

FIG. 8.52 Map of the Transversal connections.  
Source: the author



### 8.16.2 – Transversal connections

These transversal connections are an effect of the city's arteries planned already in 1884 to connect the historical centre with the port. As such still nowadays, while offering bigger roads to host otherwise unsuitable functions for the narrow streets of the medieval tissues of Pendino and Mercato, they cut the area in several segments.

Nonetheless, this main streets have been paired along the years with relevant backstreets that are used by the residents to traverse the neighbourhoods. As a result we have the street market taking place in the Lavinai street behind Corso Garibaldi, Via Manso and Via Loreto forming a continuity between the Iron Market and the New Houses and Via Duca di S. Donato being an important commercial street for the residents.

The main difference that is immediately noticeable from the map is that the cutting axes as Corso Garibaldi host mostly functions that relate to the scale of the city, in contrast with the internal transversal routes. Moreover the city's arteries are mostly meant for car mobility with reduced space for pedestrians. In this sense, while still used to go shopping by the locals, they also act as semi-permeable barriers.

However, a special note has to be made for Corso Garibaldi, the street is still perceived as the end of the historical city of Naples by the residents and as such it works as an invisible barrier. The redesign of its section would mitigate this feeling.







Section C-C': View of the front of the buildings on Corso Garibaldi by the side of the Mercato. This is what the locals consider the Wall

FIG. 8.53 Street sections and plinth functions  
Source: the author

*Activity of the plint of the buildings*

- |  |  |   |   |
|--|--|---|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential | <span style="display: inline-block; width: 15px; height: 15px; background-color: #8b4513; border: 1px solid black; margin-right: 5px;"></span> Restoration | <span style="display: inline-block; width: 15px; height: 15px; background-color: #4682b4; border: 1px solid black; margin-right: 5px;"></span> Schools    | <span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> Police   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d2691e; border: 1px solid black; margin-right: 5px;"></span> Commercial  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffd700; border: 1px solid black; margin-right: 5px;"></span> Church      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #00008b; border: 1px solid black; margin-right: 5px;"></span> University | <span style="display: inline-block; width: 15px; height: 15px; background-color: #3cb371; border: 1px solid black; margin-right: 5px;"></span> Hospital |

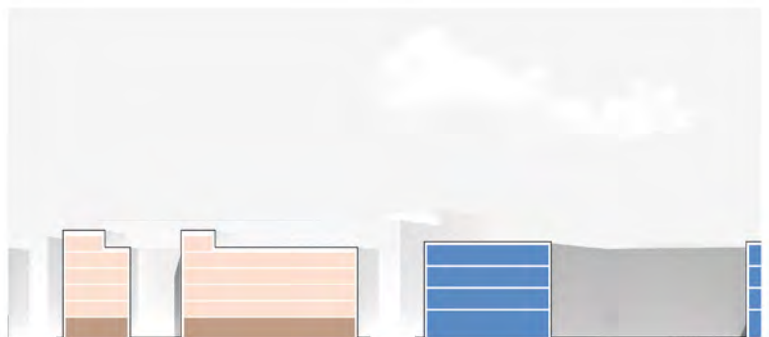




Section A-A: Porta Nolana on Corso Garibaldi



Section B-B: Via Duomo



Section D-D: Via Porta di Massa

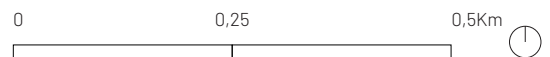


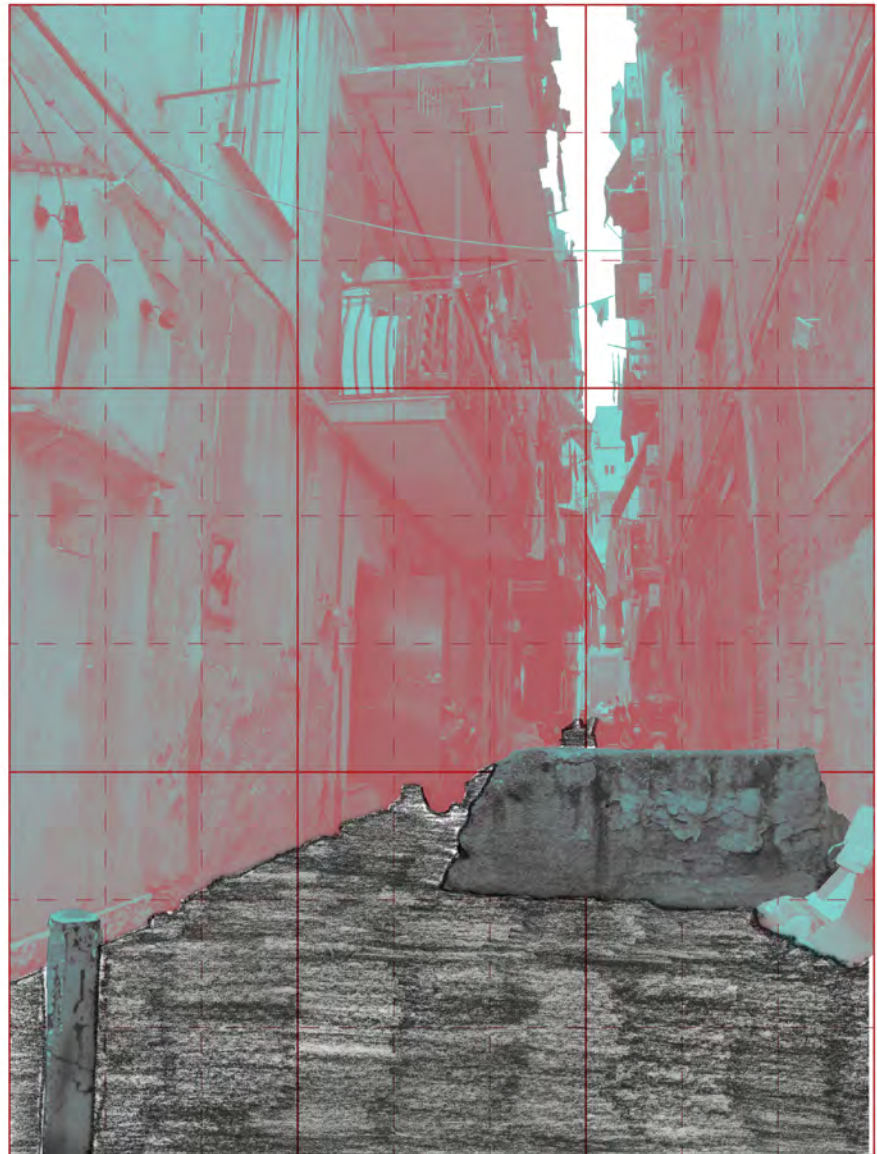


FIG. 8.54 On top, original photo of Vico Grazia a Soprammuro.  
Source: the author

FIG. 8.55 On the right, reading of the street space and how people would traverse it.  
Source: the author

*The space of the street is interrupted by several elements that have been built by the residents to avoid cars to enter. Despite being public, the space is felt as an extension of the private space.*

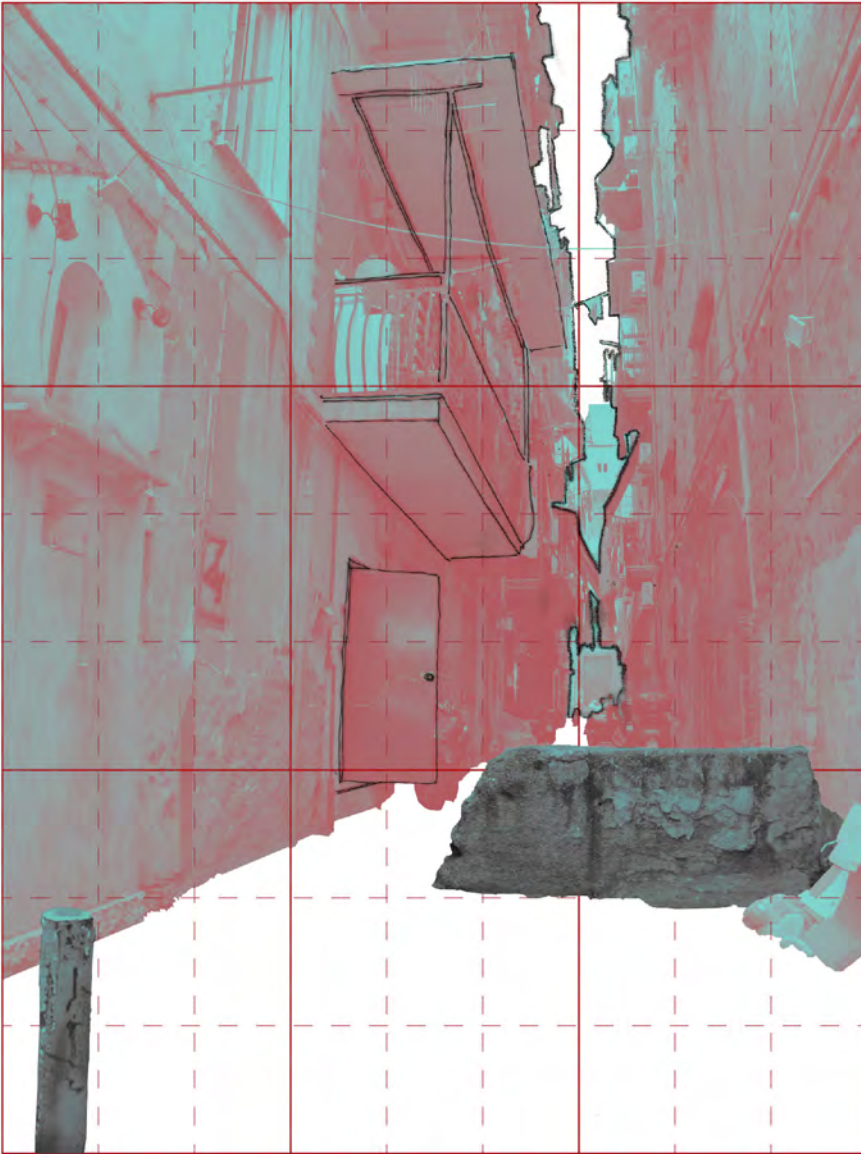
FIG. 8.56 On the right page, re-reading of the facades and opening of the buildings to understand their relationship with the public space.  
Source: photo by the author



### 8.16.2.1 – Deductions from direct observation

As explained before, the system of transversal connections that cut the districts from north to south is supported by a number of backstreets and side streets. In this case, I wanted to focus on the space of the streets of the Lavinai, behind Corso Garibaldi, toward the Mercato, that with its comb-like disposition provide narrow sidestreets that are appropriated by the residents.

The case taken in examination here is possibly the most extreme: Vico Grazia a Soprammuro. Just trying to walk through it, one can notice the phenomena of serration of the street and tunneling. In order to avoid cars to enter, the residents have built a concrete wall that encloses the space. In this way, while still being



public, the street becomes an extension of the space of the houses. In this space residents meet to smoke or park their motorbike. Taking a look at the sky, the situation doesn't differ much: over the years the householders have built numerous balconies that provide an extension of the small living space they have, as well as a mean to have sun light and fresh air. Ironically by doing so, they have eroded the access to these public goods.

This kind of action suggests us two things: on one hand, there is a need for a filter space, that is not provided by the current urban environment; the second, is that the residents have the attitude to take direct action and this may be channeled through designed participatory processes.



### 8.16.3 – The Front towards the Port

When asked about it, many Neapolitans would not even think about the connection between the Mercato, the Lavinai, the New Houses and the Iron Market with Via Marina. The street, as already written in the previous pages, had been first opened for the will of king Carlo III di Borbone in the XVIII century and it was meant to serve the expansion of the port towards East. Nowadays it still retains this role, since it hosts the entrances to the Port. It is a six lanes streets which is rarely traversed or used by pedestrians aside of certain spots.

For the way it was rebuilt after being bombed during the WWII, Via Marina was meant to be the front of the city toward the sea. For this reason, it hosts many services that a relevant at a scale that goes beyond the one the area of study, such as the hospital, the police department and many university buildings.

The original plan for it had been drafted in 1946 by the engineer Luigi Cosenza and proposed the introduction of towers connected by a portico. However the plan had not been detailed enough and has been subject of many tamperings during the years that led to its fragmented character.

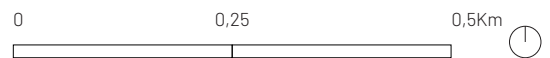
Despite its cumbersome morphology, however ,it connects two important urban artifacts that are dear to the Neapolitan population as a whole: the Carmine Church and Piazza Mercato complex where every Neapolitan buys fireworks for New Year's eve and the Fishery Market where every family was used to go to buy the traditional ingredients for the Christmas Eve.



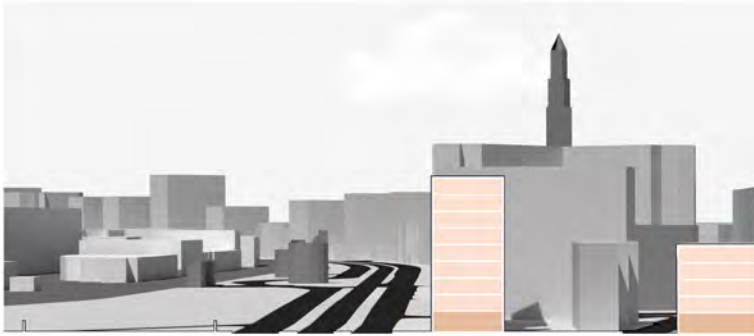
Legend

- |                    |                          |                    |
|--------------------|--------------------------|--------------------|
| ■ Relevant streets | ■ City services          | ✕ Trees            |
| ■ Current sidewalk | ■ Communities' buildings | ■ Parking spots    |
| ■ Green patches    | ■ Urban artifacts        | ■ Relevant pavings |

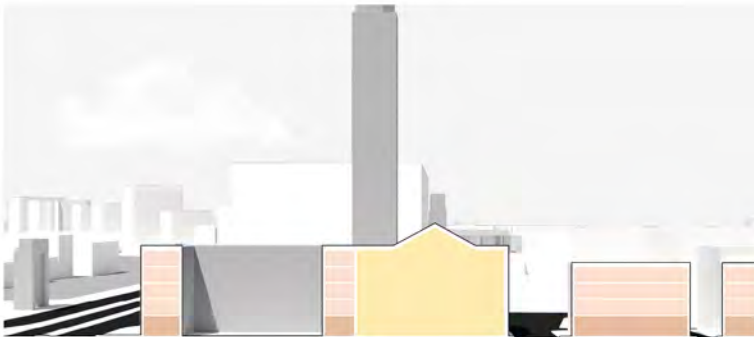
FIG. 8.57 Map of the front on Via Marina.  
Source: the author



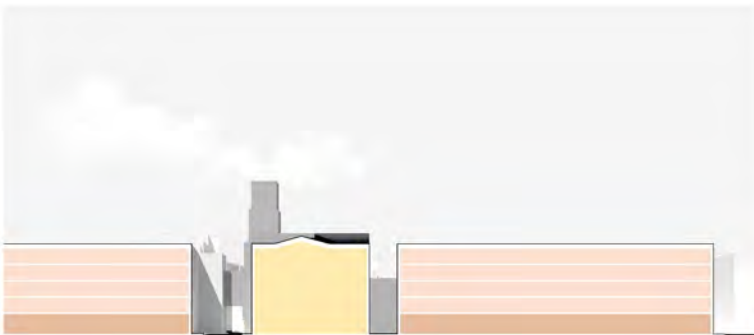




Section A-A': Via Marina



Section B-B': Via del Carmine and Carmine Church



Section C-C': Via Sant'Eligio in correspondence of the Sant'Eligio church

Activity of the plinth of the buildings

- |             |             |            |          |
|-------------|-------------|------------|----------|
| Residential | Restoration | Schools    | Police   |
| Commercial  | Church      | University | Hospital |

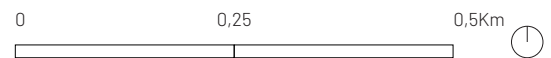
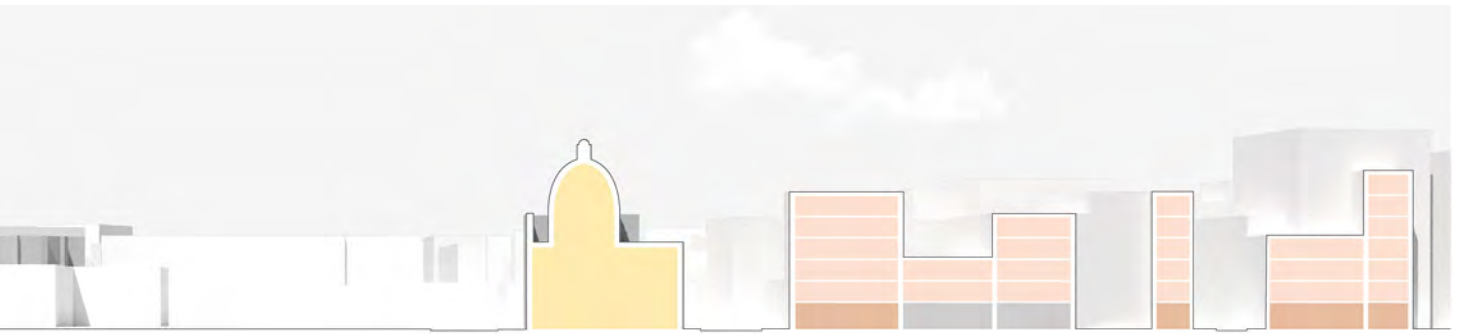


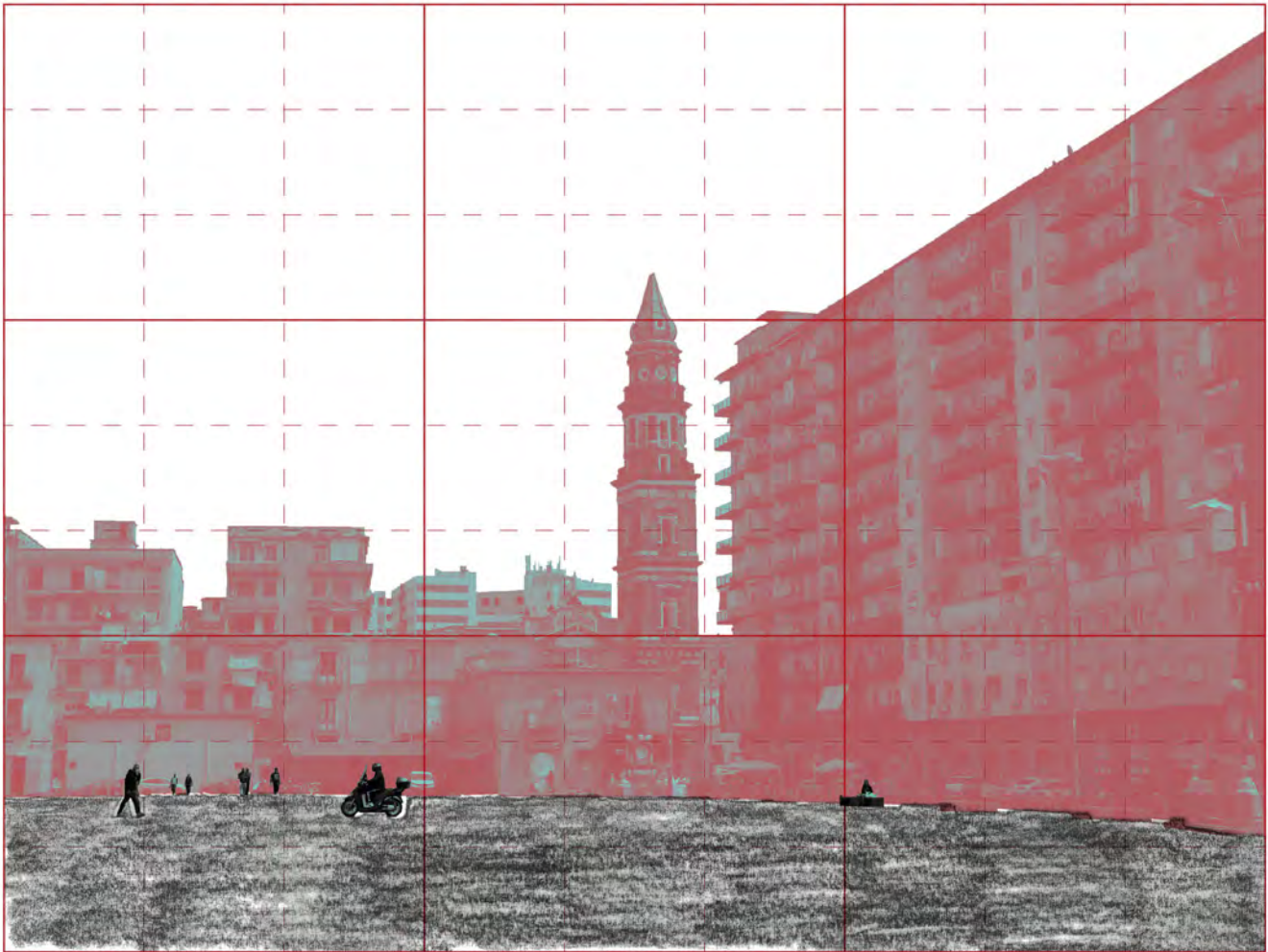
Section D-D': Mercato square



FIG. 8.58 Street sections and plinth functions  
Source: the author







### 8.16.3.1 – Deductions from direct observation

As explained for the other sub-structures, much of the interpretation and deduction regarding the system composed of Via Marina, the adjacent buildings and the surrounding spaces has been mostly done through direct observation during the video and photographic explorations of the area.

For this case, it has been chosen to show the exercise of deduction made on Piazza Mercato. Despite it has been recognized as one of the urban artifacts of the area and as such it is difficult to ascribe to any of the systems, it is without a doubt that it has a complex relationship with Via Marina. At the current state, the square is one of the only proper open spaces in the area and despite its long history and having hosted the market in the past, it does not represent an inviting space to gather, lacking as it is of greenery, places to sit or any distinction of areas. Nonetheless, since the scarcity of options, people gather here anyway, often by motorbike and usually group close the facades of the buildings that offer the only sheltered spaces.

The buildings themselves have all a small scale and allow for a visual connection with the Chiesa del Carmine, letting the people know that there is another space beyond the emicycle. Even Palazzo Ottieri, with its positioning doesn't disrupt this connection. Nonetheless it surely constitutes an hard edge for the square and it is out of scale, not only because it competes with the monumental scale of the church but because it casts a direct shadow on the square already in the early hours of the afternoon.



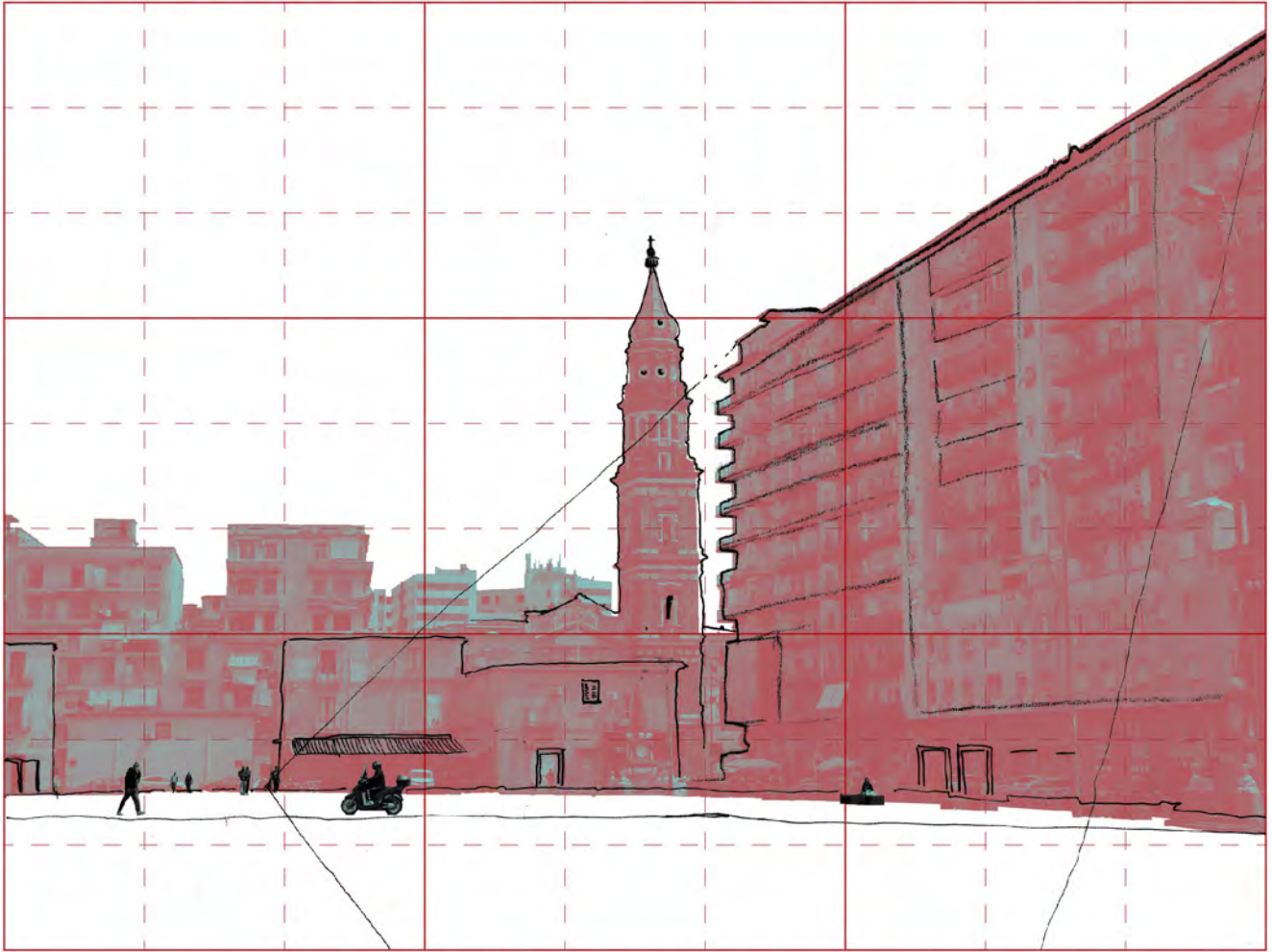


FIG. 8.59 On the left page, reading of the open space in Piazza Mercato and the flow of people  
Source: the author

FIG. 8.60 On the top, reading of the facades and opening of the buildings to understand their relationship with the public space  
Source: the author

*The Ottieri buildings that closes the square toward Via Marina functions as a wall and being located south casts a humongous shadow on the square already from the early hours of the afternoon.*

FIG. 8.61 On the right, original photo of Piazza Mercato, June 2021  
Source: photo by the author







# 9 – Proposal

FIG. 8.62 Photo of Via Antonio Toscano in June 2021.  
Source: photo by the author.



## 9.1 – The New Houses, Via Enrico Cosenz & Via Marina

For the final part of the research, I will be focusing on the area of the New Houses and the Iron Market, with a special focus on the internal routes that are important to the local communities.

I will dedicate special attention to the role that Via Enrico Cosenz, Via San Cosmo Fuori Porta Nolana, Via Santa Maria delle Grazie a Loreto and Via Ciccone play for the everyday life of the local residents.

EAV train station

Corso Garibaldi

Piazza Mercato

Sant'Eligio Complex

Palazzo Ottieri

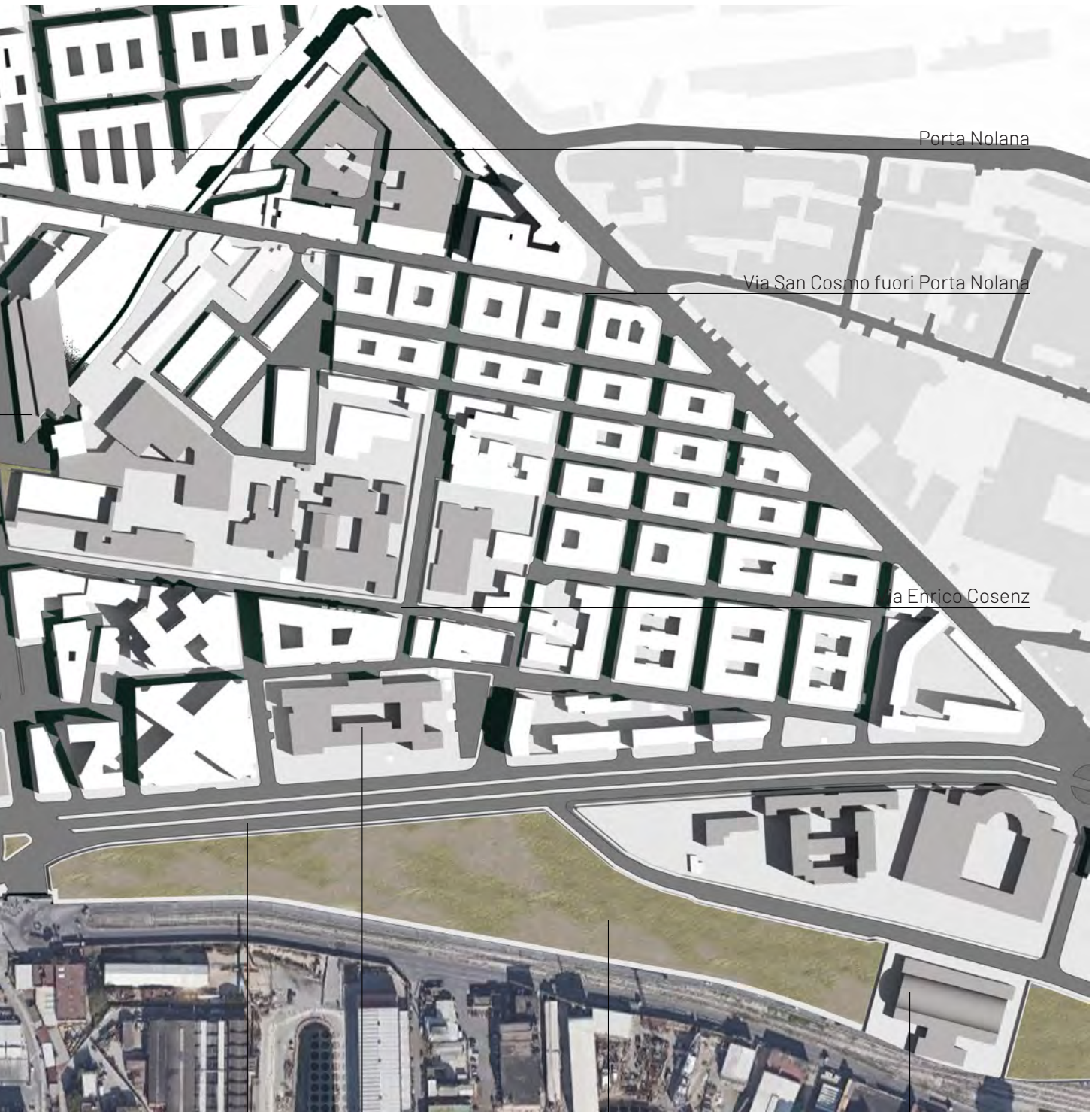
Chiesa del Carmine



Rests of the Walls & Porta del Carmine

FIG. 9.1 Rendered map of the current state of the area  
Source: the author





Porta Nolana

Via San Cosmo fuori Porta Nolana

Via Enrico Cosenz

Via Marina

Hospital

Future Marianella Park

Fishery Market

0 0,125 0,25Km



## 9.2 – Current state of the New Houses, Via Enrico Cosenz & Via Marina

As seen more in detail in the previous pages, the main internal routes in this area are the one constituted by Via San Cosmo fuori porta Nolana that separates the Case Nuove from the Mercato del Ferro in the upper part, and Via Enrico Cosenz with the clustering of schools south of the train station on Corso Garibaldi.

In both cases most of the street space has narrow sidewalks and most of the space is used for car parking and circulation.

Aside of the few trees that coast some of the streets, there are no publicly accessible green spaces in the area. In the area of the Mercato the only few that are present are the courtyards of the Sant'Eligio monumental complex and the Carmine's church, while by the side of the Case Nuove, we can see the big negated space of the Marianella park.

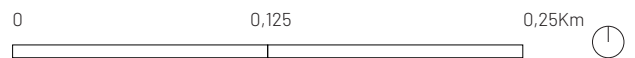


### Legend

- |                  |                        |                  |
|------------------|------------------------|------------------|
| Relevant streets | City services          | Trees            |
| Current sidewalk | Communities' buildings | Parking spots    |
| Green patches    | Urban artifacts        | Relevant pavings |

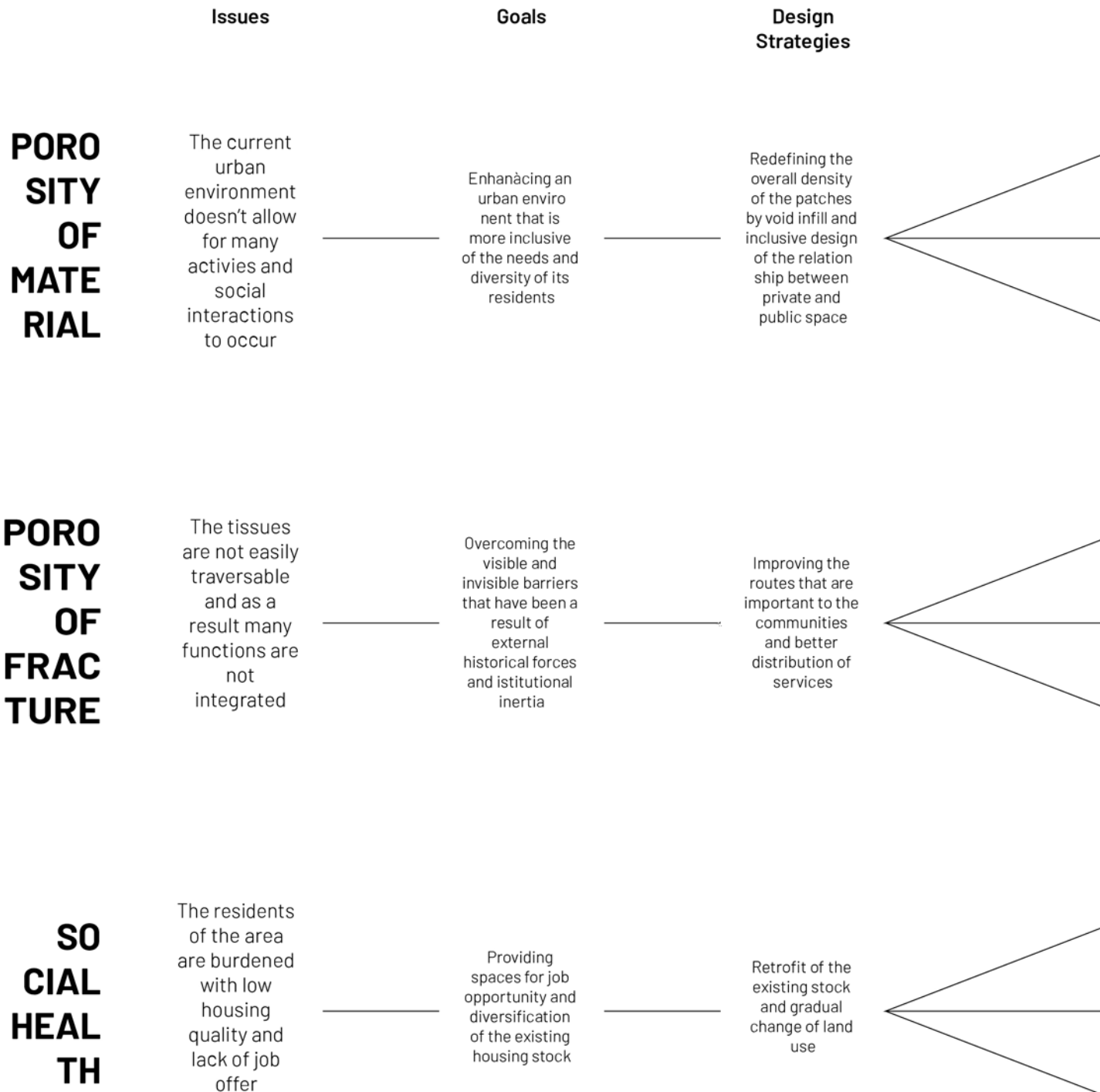
FIG. 9.2 Zoom in on the New Houses and the Iron Market  
Source: the author

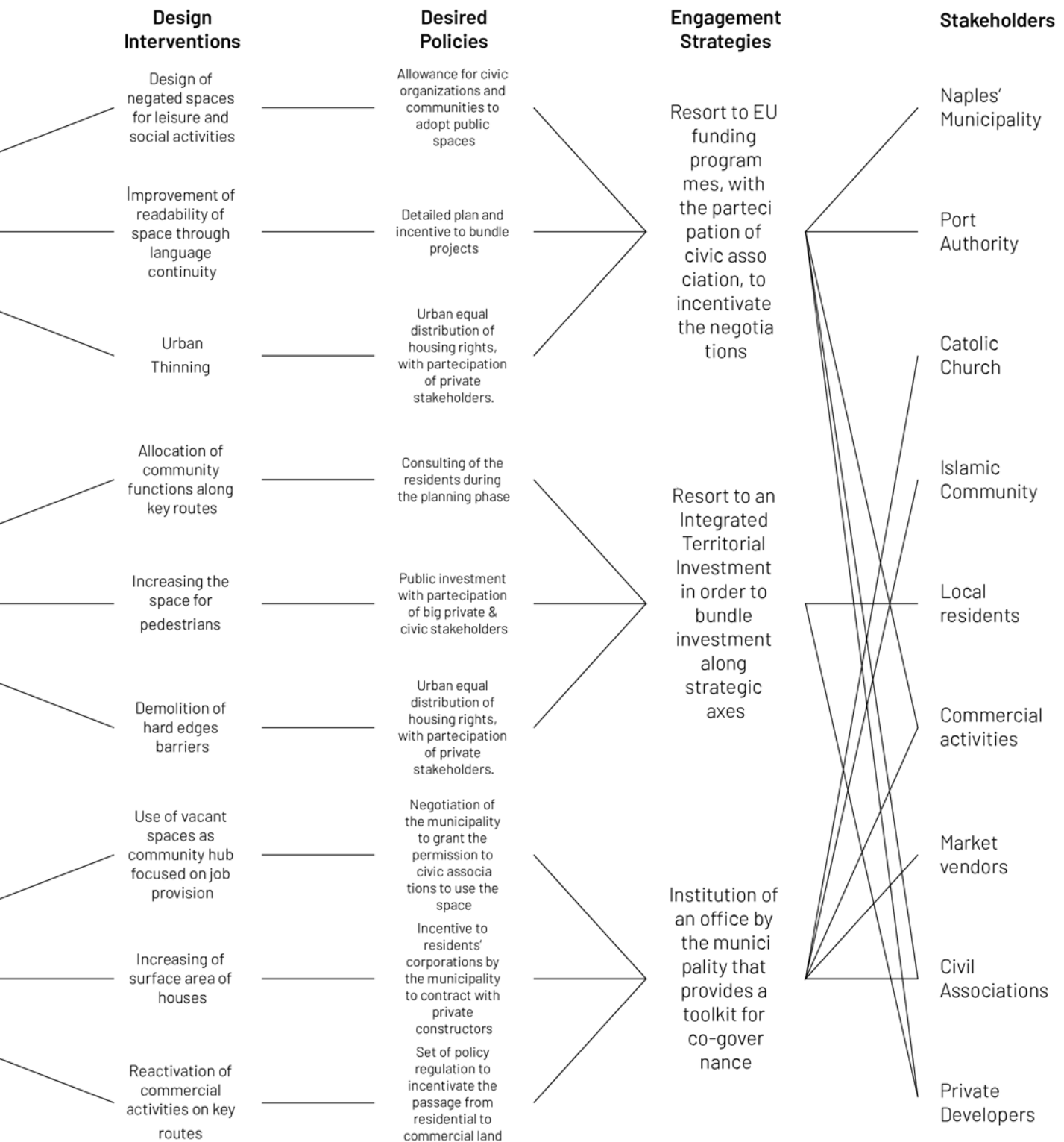






### 9.3 – Project navigation scheme





#### 9.4 – Interpretation of the current state

In this interpretation of the current state of things, it is possible to see which are the most used routes by the residents and where do they gather. At the same time, it has been highlighted the negated spaces, closed by barriers and those that are invaded by cars.

Lastly, I wanted to put attention on which are the important buildings for the communities and which instead are obstructive. Those consists of the station and its rails, the abandoned complex on its side, the unused fishery market and the warehouses used for parking in the Mercato del Ferro.

The hard edges of the area of the schools, the railway company and the police act as an obstacle that reinforces the division between the Mercato and the Case Nuove without providing any spatial benefit to the residents.



#### Legend

- |                   |                 |                 |                         |
|-------------------|-----------------|-----------------|-------------------------|
| Obstructive       | Negated space   | Gathering areas | Transversal connections |
| Car invaded space | Dormitory areas | Internal routes |                         |

FIG. 9.3 Interpretative synthetic map of the area  
Source: the author



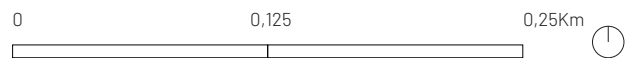
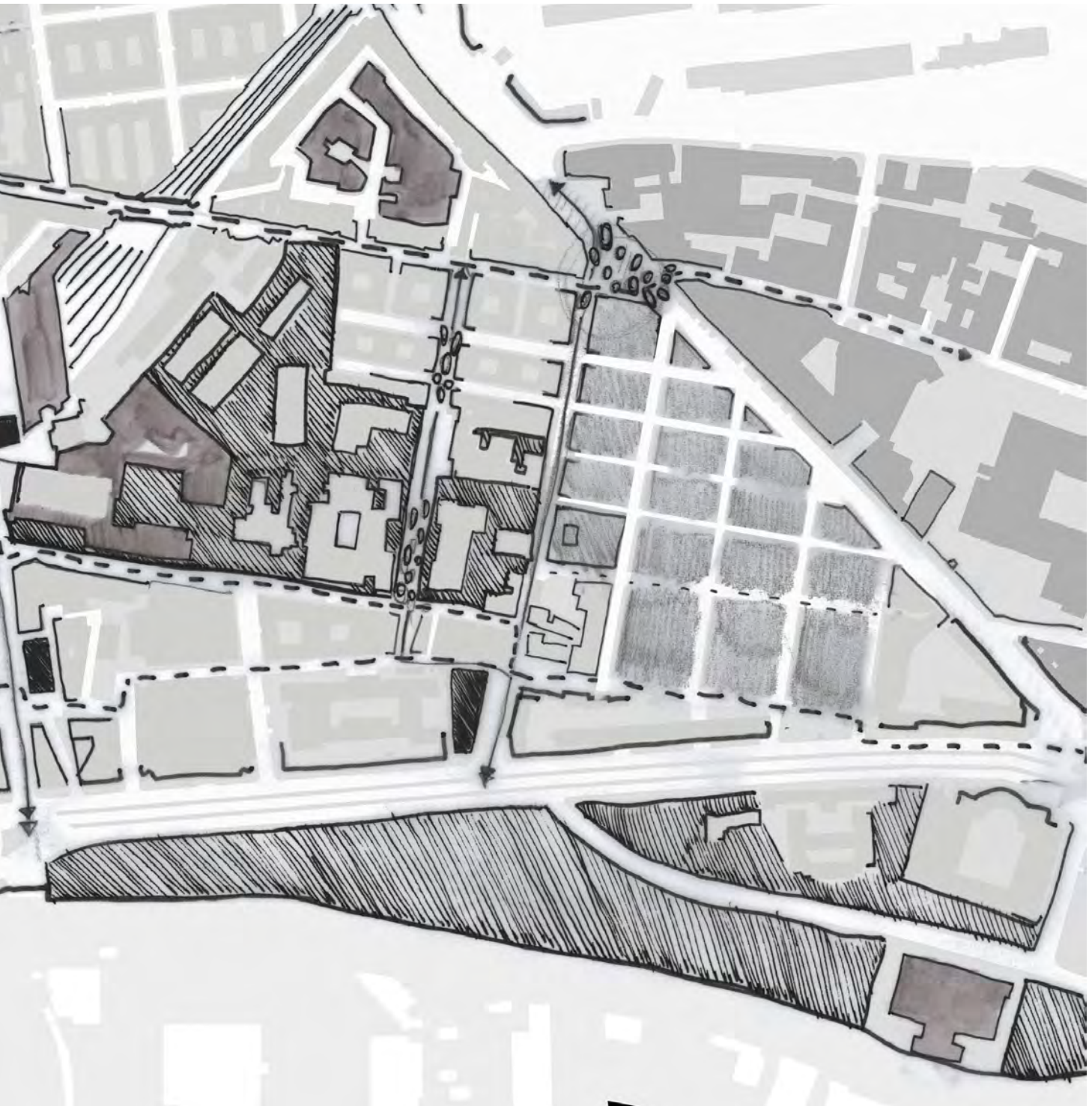




FIG. 9.4 Axonometric view of the current state of the area Source: the author







## 9.5 – Proposal

The proposal for the New Houses and the Iron Market aims at addressing the urgencies and take advantage of the potentials that have been identified in the area.

It can be divided in three strategies that will be detailed in the following pages:

- Strategy for the Porosity of the Material
- Strategy for the Porosity of fragment
- Strategy for the Social Health of the Population

The program for the plan is to reinforce the main arteries that are relevant to the local communities and remove the hard edges in order to make the negated space available again to the citizens.

Along these connections, it is intended to reuse the abandoned and vacant big industrial and monumental complexes to host work hubs that can help at tackling the social issues that are affecting the population.

On the transversal connections that run through the neighbourhood, the proposal is to reintroduce the commercial activities in mixed amount with the residential.

Lastly, the whole front on Via Marina has been completely reworked to follow the morphology of the city behind and extend on the other side of the street. The new complexes would offer a mix of activities along with sport facilities and a Mosque and School for the Islamic community.



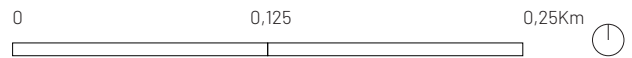
### Buildings' functions

Residential	Commercial	Work spaces	Religious
Mixed Res./Com.	Restoration	Office	Hospital

FIG. 9.5 Plan for the proposal with the new functions  
Source: the author



- Education
- Cultural
- Sport
- Urban elements





### 9.5.1 – Map of the interventions

In respect of the existing tissues, it has been opted to be as conservative as possible in regards the possibility to reimagine the whole tissue. In order to strenghten the transversal connections in the new houses area, it has been introduced a double facade that can give language continuity to the main streets as well as solve the housing issues of the residents. By the end of the neighbourhood toward Via Marina it has been first opted to densify with additions on top of the existing buildings and then design new mixed use complexes along the street on both sides.

These would have an open block typology and would integrate the new drawing for the Marianella Park. This would be structured on the main axis that would run between the fishery market and the mosque. The limit toward the industrial port would be marked by the introduction of multifunctional building that would have the module of a shipping container. These would be anchored on a 15m tall structure that in case of dismantle of the industrial port may be reintegrated in the drawing of the park.

In addition to that, new pavimentations have been introduced to allow for new routes for the pedestrians and the pocket spaces opened with the removal of barriers has been implemented for private, public and semi-private green patches.



#### Operations










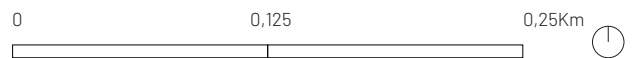
 Restructuring	 Plinth reactivation	 New buildings	 Cycle path
 Reuse	 Addition	 Urban elements	 New Green

FIG. 9.6 Plan for the proposal with operations to be done  
Source: the author





 Structures for self construction



### 9.5.2 – Diagrammatic map

This diagrammatic map wants to be a synthesis of the two previous drawings and show in contraposition with the interpretative map of the current situation how the district would change with the interventions.

The Case Nuove would gain a new centrality that would revolve around the community buildings and work hubs in Via Manso and Via Enrico Cosenz. At the same time Via Marina would become an avenue that opens on the park and new area of the city in connection with the fishery market.

Corso Garibaldi, instead, while not changing its characteristics would improve its permeability and cease to be the perceived barrier between the Mercato and the neighbourhoods beyond.

Piazza Mercato would retain the role that it already has, with the difference of not being anymore the only place for gathering in the area and being instead part of a larger system of squares and parks.



#### Legend

- Green spaces
- Reused buildings
- Gathering areas
- Transversal connections
- Frame Structures
- Dormitory areas
- Internal routes

FIG. 9.7 Diagrammatic map of the proposal  
Source: the author



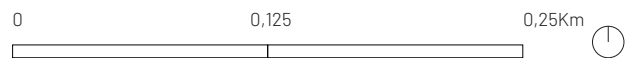
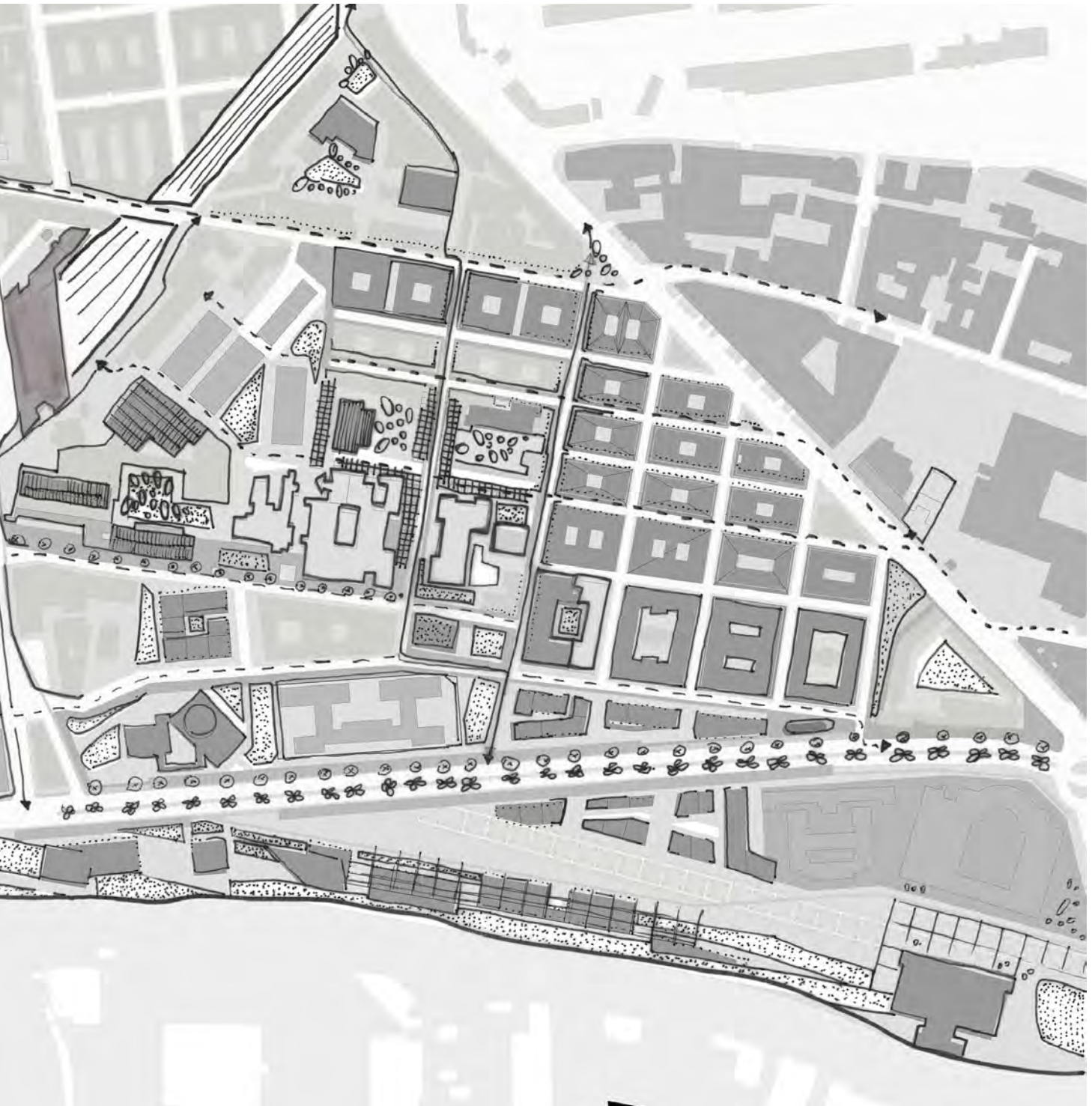






FIG. 9.8 Axonometric view of the proposal with new functions  
Source: the author





*Buildings' functions*

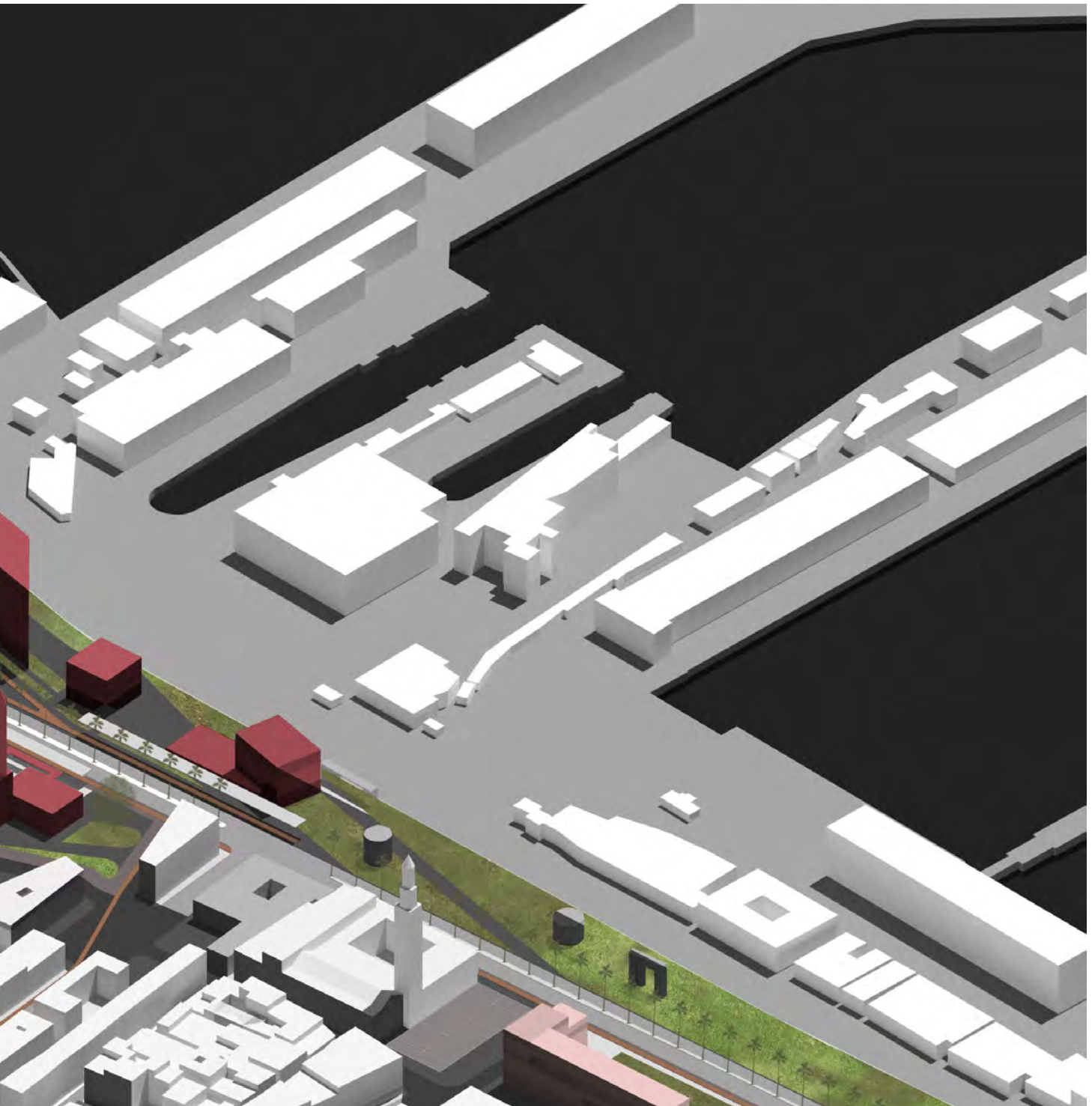
- |   |   |   |   |   |  |
|---|---|---|---|---|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f9a825; border: 1px solid #ccc; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1a522d; border: 1px solid #ccc; margin-right: 5px;"></span> Commercial  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e377c2; border: 1px solid #ccc; margin-right: 5px;"></span> Work spaces | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e377c2; border: 1px solid #ccc; margin-right: 5px;"></span> Religious | <span style="display: inline-block; width: 15px; height: 10px; background-color: #9ecae1; border: 1px solid #ccc; margin-right: 5px;"></span> Education | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid #ccc; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f9a825; border: 1px solid #ccc; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f2f4f; border: 1px solid #ccc; margin-right: 5px;"></span> Restoration | <span style="display: inline-block; width: 15px; height: 10px; background-color: #5dade2; border: 1px solid #ccc; margin-right: 5px;"></span> Office      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #a6d854; border: 1px solid #ccc; margin-right: 5px;"></span> Hospital  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid #ccc; margin-right: 5px;"></span> Cultural  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #808080; border: 1px solid #ccc; margin-right: 5px;"></span> Urban elements |





FIG. 9.9 Axonometric view highlighting the operations  
Source: the author





Operations









- |   |   |  |  |  |
|---|---|--|--|--|
|  Restructuring |  Plinth reactivation |  New buildings  |  Cycle path |  Structures for self construction |
|  Reuse         |  Addition            |  Urban elements |  New Green  |  |





FIG. 9.10 Photo of Via Nicola Capasso on the side of the school CPIA Napoli 2 in June 2021.  
Source: photo by the author.







FIG. 9.11 Axonometric view of the proposed functions Source: the author

*Buildings' functions*

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #e74c3c; border: 1px solid black; margin-right: 5px;"></span> Religious      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f39c12; border: 1px solid black; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 15px; background-color: #2ecc71; border: 1px solid black; margin-right: 5px;"></span> Hospital       |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #2980b9; border: 1px solid black; margin-right: 5px;"></span> Commercial      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #3498db; border: 1px solid black; margin-right: 5px;"></span> Education      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #2c3e50; border: 1px solid black; margin-right: 5px;"></span> Restoration     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #2980b9; border: 1px solid black; margin-right: 5px;"></span> Cultural       |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #e74c3c; border: 1px solid black; margin-right: 5px;"></span> Work spaces     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #2980b9; border: 1px solid black; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #3498db; border: 1px solid black; margin-right: 5px;"></span> Office          | <span style="display: inline-block; width: 15px; height: 15px; background-color: #7f7f7f; border: 1px solid black; margin-right: 5px;"></span> Urban elements |

## 9.6 – Strategy for the Porosity of Material

With this strategy, the intent is to restructure the cell of the urban tissue by enhancing the buildings' typology and answer to the people's needs. It has been mostly thought for the Case Nuove and how a system of double facades can answer to the families' need of better houses and allow for diversification of the stock. In addition to that, an expansion of the new houses has been thought along Via

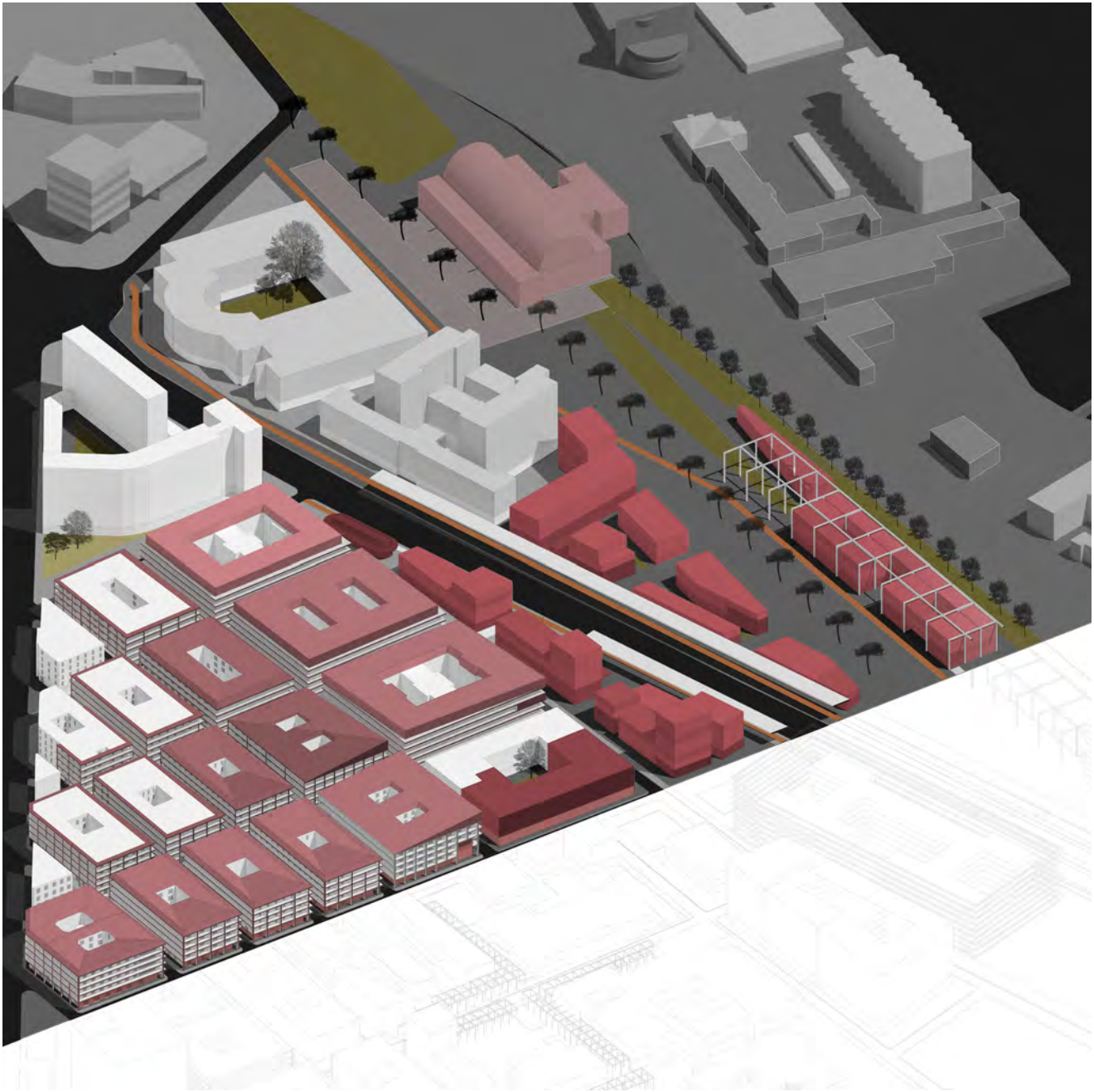


FIG. 9.12 Axonometric view of the operations  
Source: the author

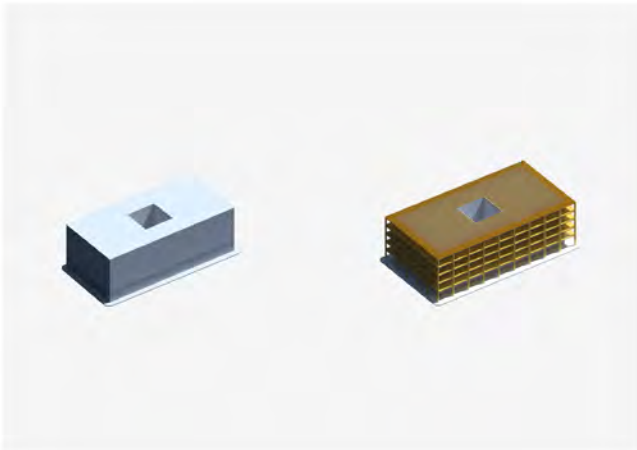
*Operations*

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid #ccc; margin-right: 5px;"></span> Restructuring       | <span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid #ccc; margin-right: 5px;"></span> Urban elements                   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #c06060; border: 1px solid #ccc; margin-right: 5px;"></span> Reuse               | <span style="display: inline-block; width: 15px; height: 10px; background-color: #804020; border: 1px solid #ccc; margin-right: 5px;"></span> Cycle path                       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e04040; border: 1px solid #ccc; margin-right: 5px;"></span> Plinth reactivation | <span style="display: inline-block; width: 15px; height: 10px; background-color: #408040; border: 1px solid #ccc; margin-right: 5px;"></span> New Green                        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #a04040; border: 1px solid #ccc; margin-right: 5px;"></span> Addition            | <span style="display: inline-block; width: 15px; height: 10px; background-color: #404040; border: 1px solid #ccc; margin-right: 5px;"></span> Structures for self construction |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #d02020; border: 1px solid #ccc; margin-right: 5px;"></span> New buildings       |  |

Marina and crossing the city's artery. The new complexes have been thought with an open typology in mind that recomposes the alignment of the street without resulting in a barrier for the older core. On the other side of the street instead, the Marianella park has been rethought to give importance to the reuse of the fishery market. The border with the port area has been reinforced with a multifunctional building that uses ship containers as modules clustering on a 15m tall frame. One day this frame could be left empty and be rethought as part of the park structures.



### 9.6.1 – Design Interventions



#### *Doubling of the facades*

With the doubling of the facades it may be possible to extend the area of the houses, thus responding to the need of the households of more comfortable houses while not compromising the structural functioning of the building. As a solution, it can also work to create diversity in the local housing stock and be more appealing different kind of actors.



#### *Creation of a portico*

Giving language continuity through an architecture element has the potential of not only improve the readability of the urban tissue and support the use that the communities make of the street space.



#### *Housing units' transformation*

Some special social housing units, however, deserve a different treatment and need to be transformed in a more radical way. The prime example of this is the Ottieri building, which for number of households and history should not be demolished but rather retought in its internal functioning and impact on the area.

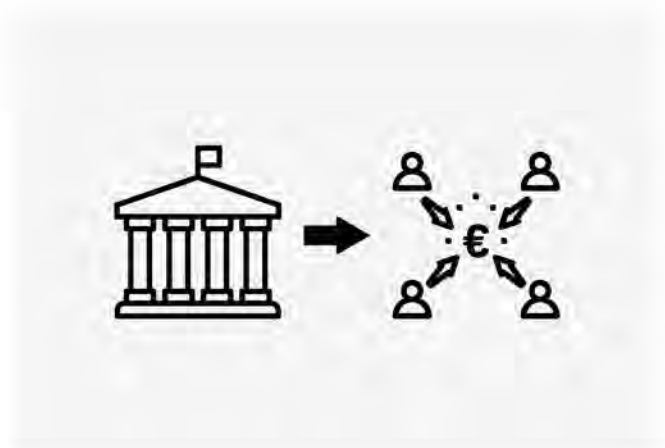
FIG. 9.13 Diagrammatic axonometric schemes of the interventions on the buildings. Source: the author



### 9.6.2 – Desired policies

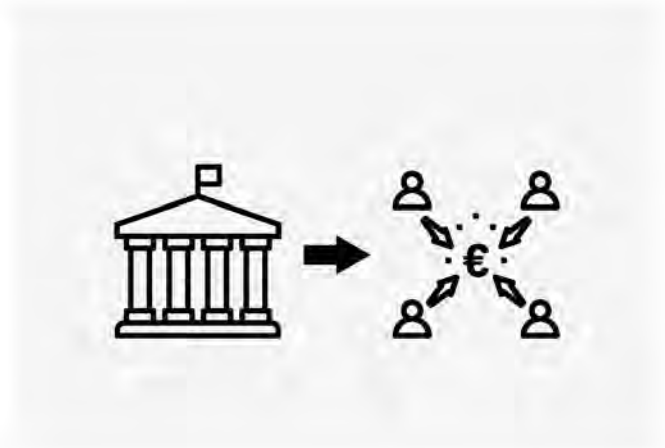
*Private investments made by the buildings' residents on incentive of the municipality.*

Through incentives as the Next Generation EU, the municipality should incentivate the transformation of these buildings with the direct participation of their administration.



*Private investments made by the buildings' residents on incentive of the municipality.*

Through incentives as the Next Generation EU, the municipality should incentivate the transformation of these buildings with the direct participation of their administration.



*Incentive by the municipality to form a consortium*

The risk of these manufactures is the one of being exposed to gentrification. On the other hand, its residents lack the capital to found the transformation. This is why the municipality should push for the configuration of a consortium of residents that has the juridical power and leverage to interact directly with the private developers.

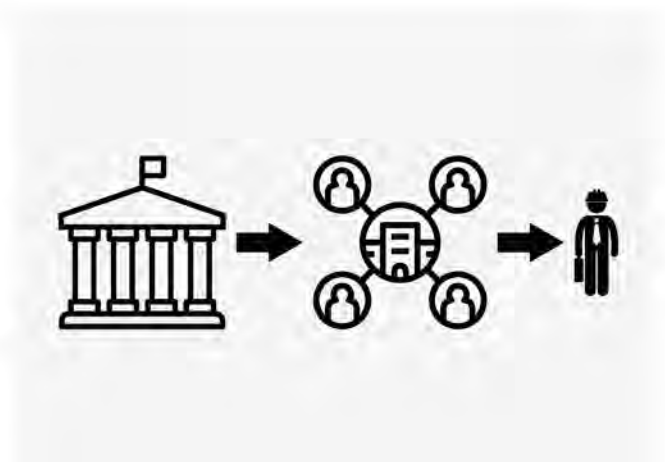


FIG. 9.14 Diagramatic schemes of the desired policy interventions.  
Source: the author



*Pedestrian*

*Mixed Comm/Res.*

*Mixed Comm/Res.*

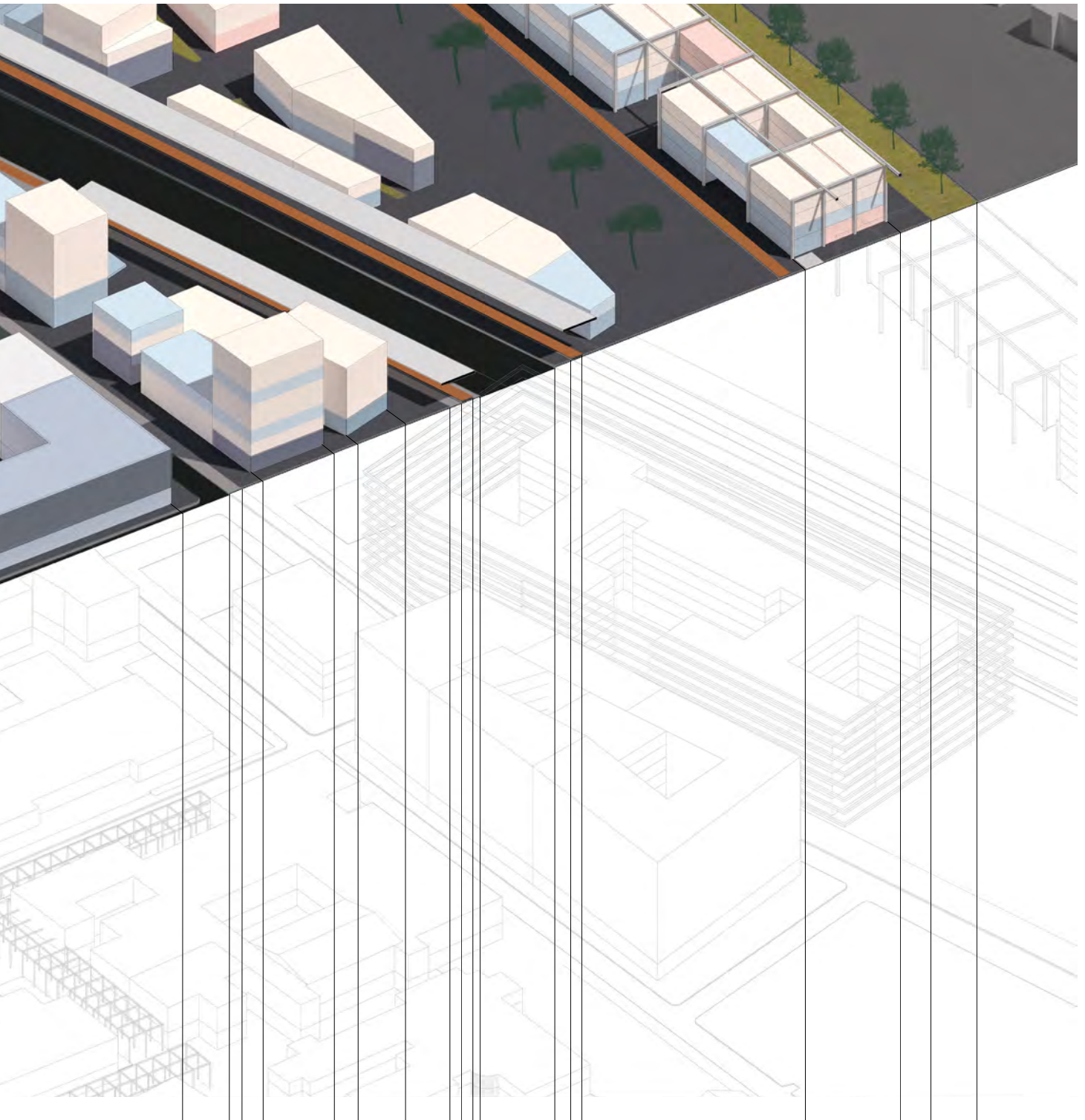
*Mixed Comm/Res.*

*Mixed Comm/Res.*

*Mixed Comm/Res.*

*Com.*

FIG. 9.15 Cross-section measurements  
Source: photo by the author.



Commercial      Restoration      Office      Pedes. BK.      Cars      BK.      Park      Modular mix use Pedes. Green

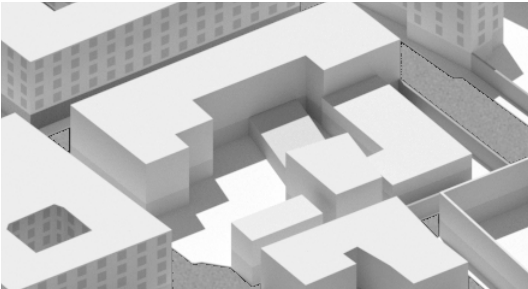


### 9.6.3 – Design detailing

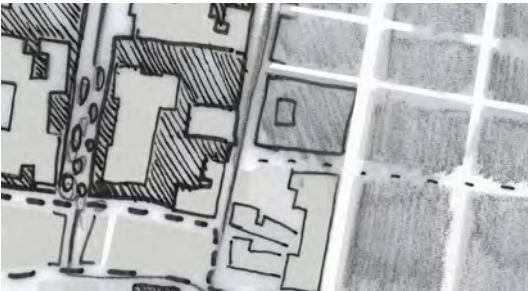
The doubling of the facades has been thought in order to highlight which are the main arteries for the communities. The depth and modularity of the solution varies and accentuates specific corners. In addition, the local school on Via Manzo has been completed with a volume in order to free the green space inside.



Satellite view of the current situation



Axonometric view of the current situation

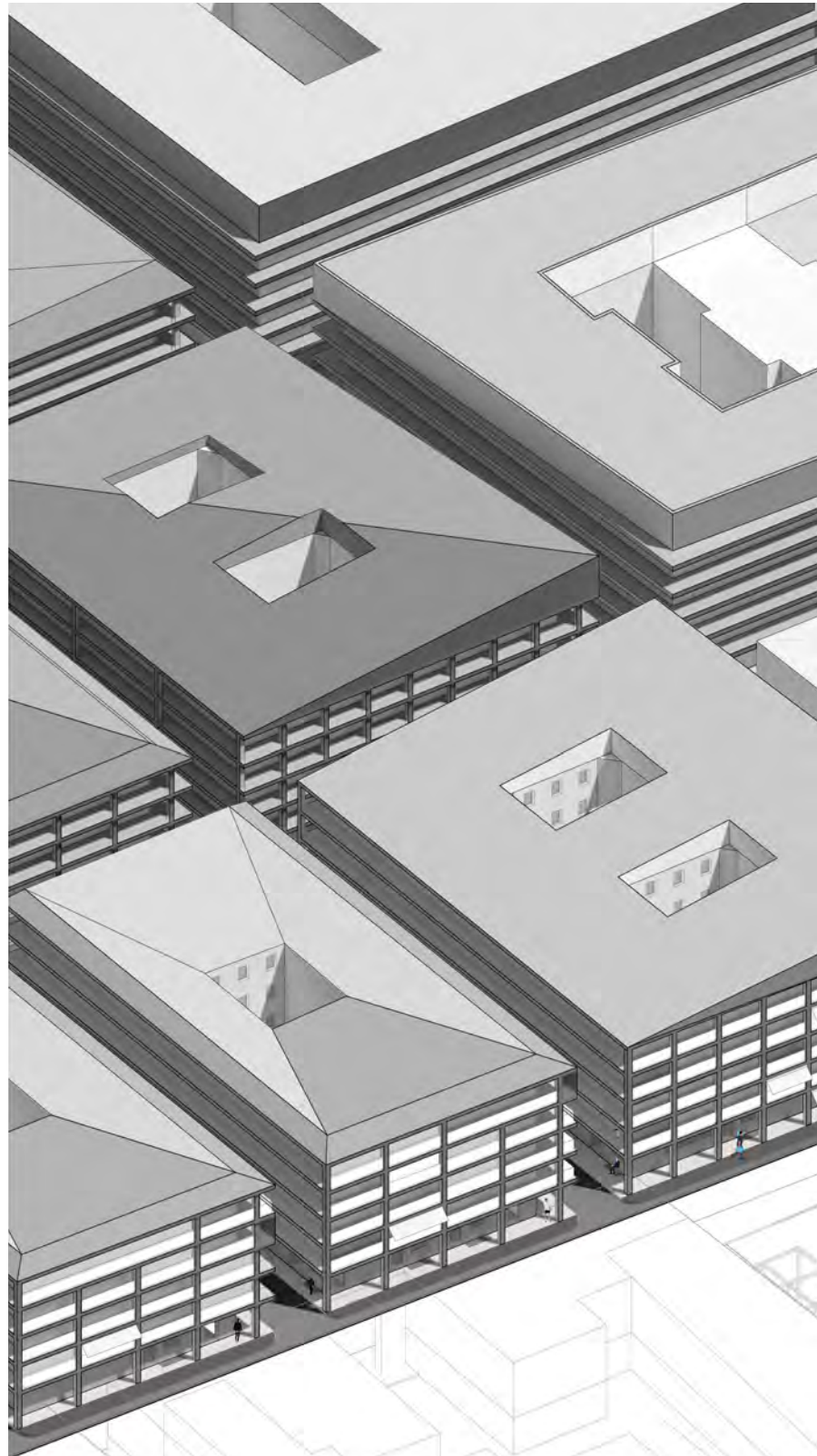


Diagrammatic interpretation of the current state



Diagrammatic interpretation of the project

FIG. 9.16 Detail of the first design strategy.  
Source: photo by the author.





#### 9.6.4 – Critical actors

In order to implement the design strategy described in the previous pages it has been necessary to identify which among the local stakeholders would play the role of the critical actors in the process.

##### *Pr1: Municipality of Naples*



The main public actor is of course the municipality of Naples. Nonetheless it is important that the public authority steps outside of its role of legislative framework provider and becomes a primary actors with which the civic organizations and residents can interact. Following on what is my interpretation of the current stakeholders' balance, it is important to push for a definite change in attitude of the institution.

##### *C1: Obiettivo Napoli*



Obiettivo Napoli not only has been the most collaborative civic entity that has contributed to this research but it's also the main civic organization of the Case Nuove and Mercàt ro' fierr. It has been providing many social services for the local residents over the years and it has served as a point of reference for the many times the local communities needed support in their demands to the municipality.

##### *C2: ACLI*



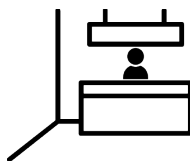
In the area there is the local branch of the ACLI system. The Associazioni Cristiane Lavoratori Italiani makes of the provision of jobs its interpretation of the evangelic mission. In the social context of the area, it works to open opportunities for the many unemployed residents and those who, for various reasons, couldn't conclude their school education. In this strategy, they would be secondary stakeholder that bridges between the local residents and the commercial activities.

##### *Pr1: Local residents*



Despite having shown in the previous pages how variagate and complex is to assign all the local communities to one group, it is also important to remember that have not been detected relevant fractures among them. In particular, what has emerged from my interviews is that, even if the population doesn't have many hopes for change, when the matter requires the residents can have the will power to compose one entnity. For these reason, it is necessary to detect a strategy to engage with them.

##### *Pr2: Commercial activities*



One of the important aspects to tackle regarding the porosity of material, here being the urban block, is the mix of activities that it hosts. From the analyses and interviews, the lack of commercial activities in the groundfloor of the buildings of the area has been due a legislation that facilitated a switch to residential use, not being owners of the locals and low purchasing power of the population. In order to have an economical healthy social compound we should attract and incentivate the formation of new commercial activities.

##### *Pr3: Market vendors*



As in many other areas of the city, much of the households' shopping is done in the street markets. Yet, in the Case Nuove, this has almost completely disappeared over the fourty years. It is a symptom of the social health of the area and as such it will be tackled in the third strategy. Yet, their disappearance seems to have been incentivated by the urban morphology and barriers of the area. Local residents would welcome the return of the market and being it hosted on the street it would only require the disposition of spaces from the municipality in accordance with the local communities.



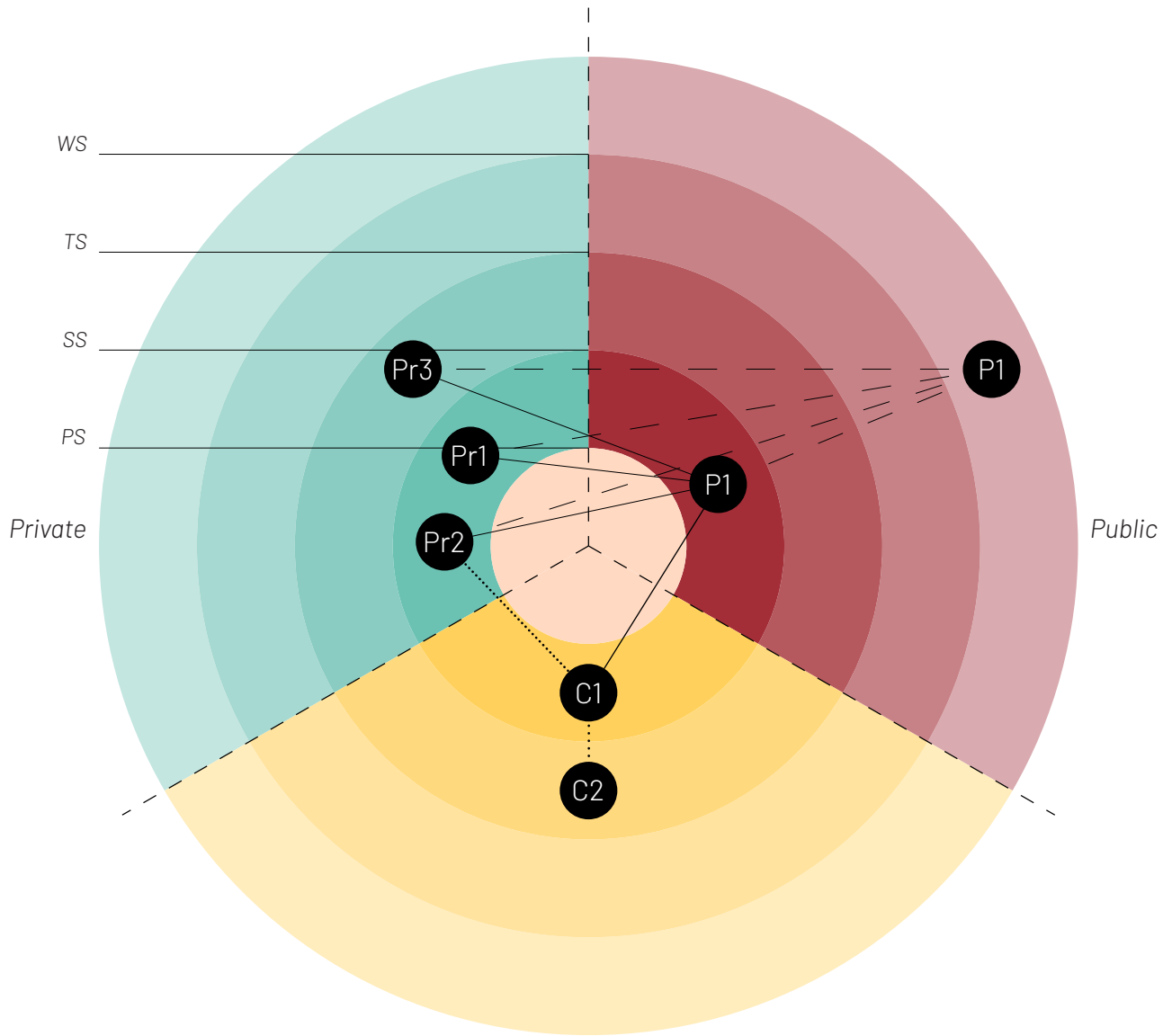


### 9.6.5 – Engagement strategy: Public incentives to endogenous transformations

In accordance with the study of the quality of the Case Nuove and Mercato r'ò Fierr, the strategy for the transformation of the main urban block of the neighbourhood should be prevented from resulting in population substitution and uncontrolled gentrification, since one of the main causes preventing the area from being subjected to the phenomenon is the low quality of housing.

For this reasons, the transformation of the buildings should be directed in along the lines of the strategy here proposed but it should be discussed with the local residents through meetings and tools and incentives should be made in order for the buildings' administrations carry out the change themselves.

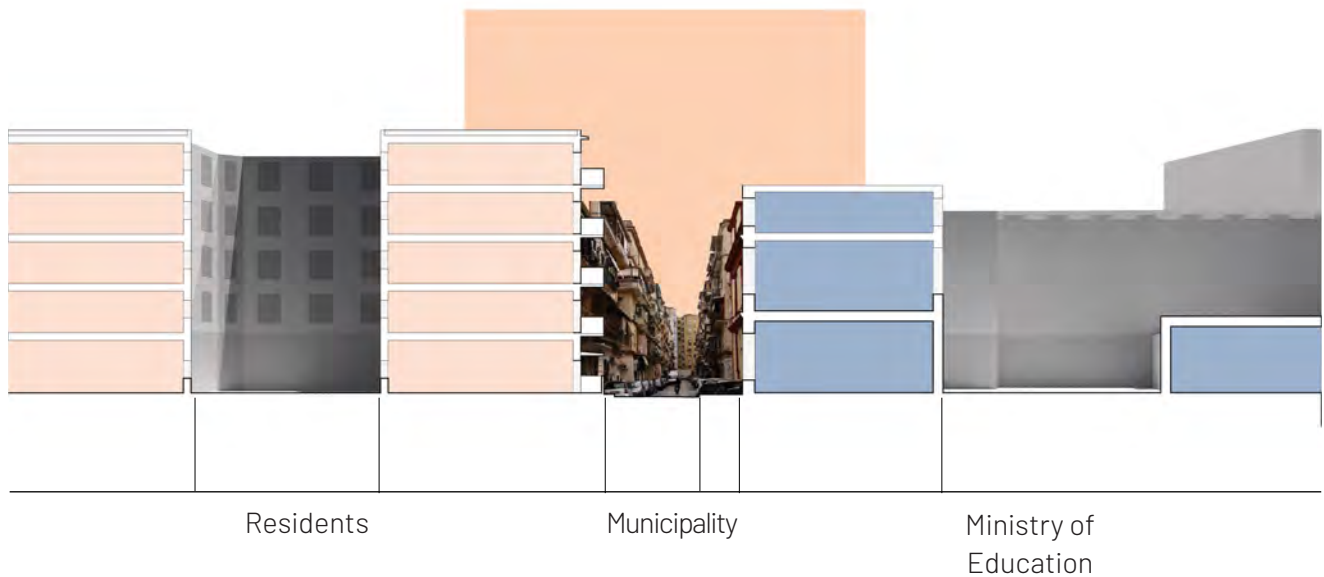
At the time of this writing, the Next Generation EU plan is going to be implemented in different measures among the countries whose economy has been mostly affected by the Covid-19 pandemic. Among the measures, the Italian government has instituted a 90% tax deduction bonus on retrofit of buildings roofs and facades to incentivate the construction market and cut the emissions due to the technology of the old italian building stock (Agenzia delle Entrate, 2021). These incentives, nonetheless, are not coordinated and often citizens don't know how to take advantage of it. In this sense, as we'll also see later, the institution of an office by the municipality with the scope of informing the population and the discuss with them a strategy would make sure that the capital is spent in the interest of the local communities. Along the tax deductions, the Municipality should rework its zoning plan, and incentivate the switch from residential to commercial land use of the locals in the plynth of the buildings. This could be achieved trough tax deduction on the switch and request of permits. Yet it is necessary that other measures of monetary incentives are implemented in order to incentive the financial partecipation of local privates and commercial activities to partecipate to the expense. One such measure would be stimulating residents to form cooperatives and co-own the locals.



- Co-management
- Co-founding
- ..... Co-design
- - - Incentivation
- Convincing
- Contracting

- |                                |                               |                                |                            |                                  |                                   |
|--------------------------------|-------------------------------|--------------------------------|----------------------------|----------------------------------|-----------------------------------|
| <b>P1</b> Naples' Municipality | <b>P5</b> Local Schools       | <b>P9</b> Trenitalia           | <b>P14</b> European Union  | <b>C4</b> Islamic community      | <b>Pr3</b> Market vendors         |
| <b>P2</b> Metropolitan region  | <b>P6</b> Morocco's Consulate | <b>P10</b> Universities        | <b>C1</b> Catholic Church  | <b>C5</b> Salam House            | <b>Pr4</b> Hotels' confederation  |
| <b>P3</b> Campania region      | <b>P7</b> ANM                 | <b>P11</b> Ministry of justice | <b>C2</b> ACLI             | <b>Pr1</b> Local residents       | <b>Pr5</b> Private constructors   |
| <b>P4</b> Port Authority       | <b>P8</b> EAV                 | <b>P13</b> Health ministry     | <b>C3</b> Obiettivo Napoli | <b>Pr2</b> Commercial activities | <b>Pr6</b> International couriers |





*Buildings' functions*

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f9c99d; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e85c3d; border: 1px solid black; margin-right: 5px;"></span> Religious      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e87d3d; border: 1px solid black; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 10px; background-color: #c9e8c9; border: 1px solid black; margin-right: 5px;"></span> Hospital       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #1a4d5d; border: 1px solid black; margin-right: 5px;"></span> Commercial      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #5d89c9; border: 1px solid black; margin-right: 5px;"></span> Education      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: black; border: 1px solid black; margin-right: 5px;"></span> Restoration       | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1a3d5d; border: 1px solid black; margin-right: 5px;"></span> Cultural       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e85c3d; border: 1px solid black; margin-right: 5px;"></span> Work spaces     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #3d66c9; border: 1px solid black; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #5d99c9; border: 1px solid black; margin-right: 5px;"></span> Office          | <span style="display: inline-block; width: 15px; height: 10px; background-color: #666666; border: 1px solid black; margin-right: 5px;"></span> Urban elements |

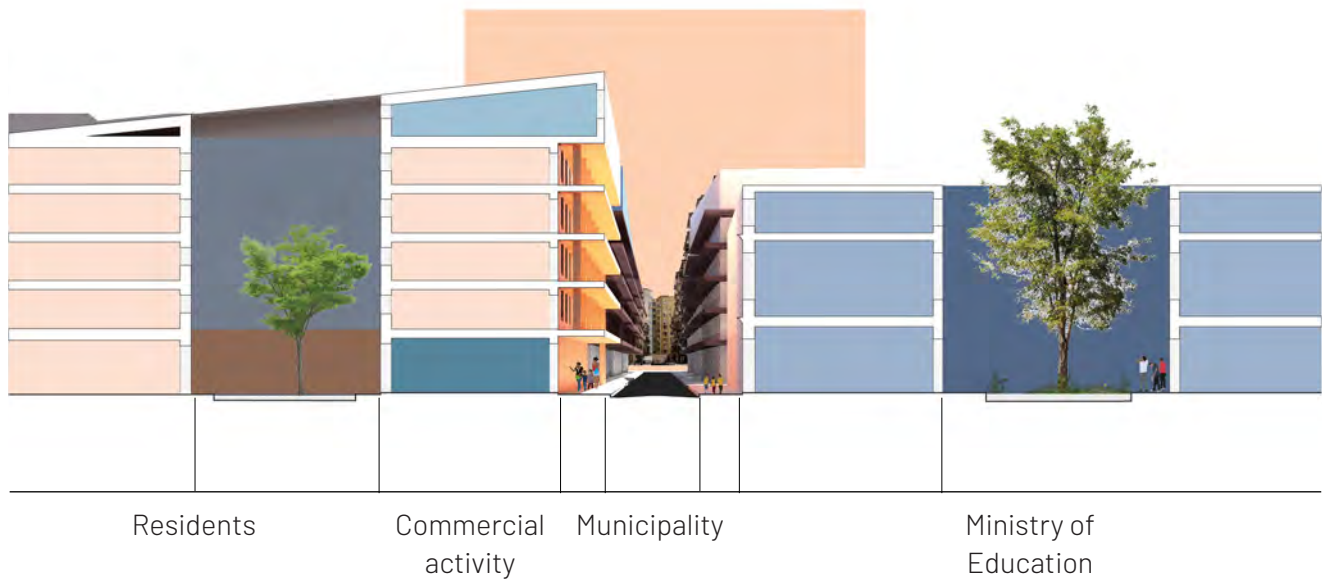


FIG. 9.17 Cross-section of Via Capasso before and after the interventions  
Source: photo by the author.



FIG. 9.18 Photo of Via Enrico Cosenz in May 2021.  
Source: photo by the author.









FIG. 9.19 Axonometric view of the proposed functions Source: the author

*Buildings' functions*

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f9a825; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #e377c2; border: 1px solid black; margin-right: 5px;"></span> Religious      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 15px; background-color: #a6d854; border: 1px solid black; margin-right: 5px;"></span> Hospital       |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Commercial      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Education      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Restoration     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Cultural       |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Work spaces     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Office          | <span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> Urban elements |

## 9.7 – Strategy for the Porosity of Fragment

In order to deal with the fragmentation of the urban tissues in the area, the proposal would work to reinforce those that are the community internal routes. The first step would be the removal of the hard barriers in the area and the infiltration of green and public space to allow for new connections and places to gather. In accordance to that, the strategy would work to reuse and implement community relevant functions



FIG. 9.20 Axonometric view of the operations  
Source: the author

*Operations*

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid #ccc; margin-right: 5px;"></span> Restructuring       | <span style="display: inline-block; width: 15px; height: 10px; background-color: #c0392b; border: 1px solid #ccc; margin-right: 5px;"></span> Urban elements                   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e74c3c; border: 1px solid #ccc; margin-right: 5px;"></span> Reuse               | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8e44ad; border: 1px solid #ccc; margin-right: 5px;"></span> Cycle path                       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid #ccc; margin-right: 5px;"></span> Plinth reactivation | <span style="display: inline-block; width: 15px; height: 10px; background-color: #27ae60; border: 1px solid #ccc; margin-right: 5px;"></span> New Green                        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #9b59b6; border: 1px solid #ccc; margin-right: 5px;"></span> Addition            | <span style="display: inline-block; width: 15px; height: 10px; background-color: #34495e; border: 1px solid #ccc; margin-right: 5px;"></span> Structures for self construction |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #d35400; border: 1px solid #ccc; margin-right: 5px;"></span> New buildings       |  |

along those that are considered the main axes by the residents. In this way, it would be possible to strengthen the identity of people and work in accordance to those that is their experience and way to appropriate the space. In this sense the role of the designer would be more the one of a facilitator and negotiator.

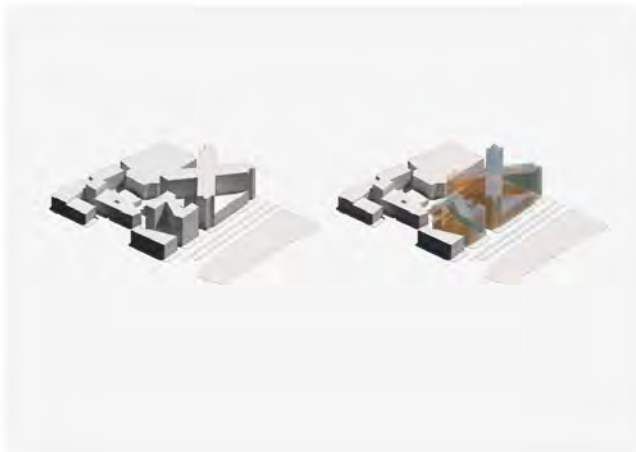


### 9.7.1 – Design Interventions



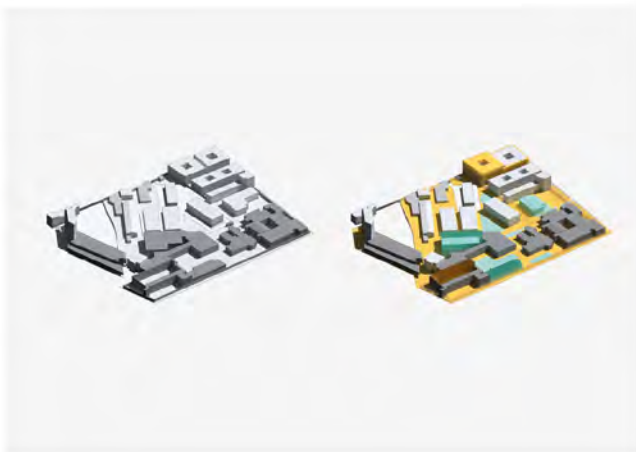
#### *Augmentation of the space for pedestrians*

One diffuse intervention that needs to be implemented in accordance with the study of the porosity of fracture is the reduction of the space dedicated to car mobility. This would not only create a safer and more liveable urban environment but it would allow for some categories of actors, at the moment, partially excluded, to use more the space.



#### *Total demolition and creation of open space*

Some buildings, especially along the Via Marina, as explained before, function as a morphological barriers between the city and the neighbourhoods. Among these manufactures, many don't even present relevant architectonic qualities and have been built in diaccordance to the reconstruction guidelines detailed by Luigi Cosenza. Such buildings, in time, should be gradually demolished in order to be substituted with new architectures that host functions that are pivotal for the city and the communities or be taken advantage of for the opening of public space for leisure and gathering.



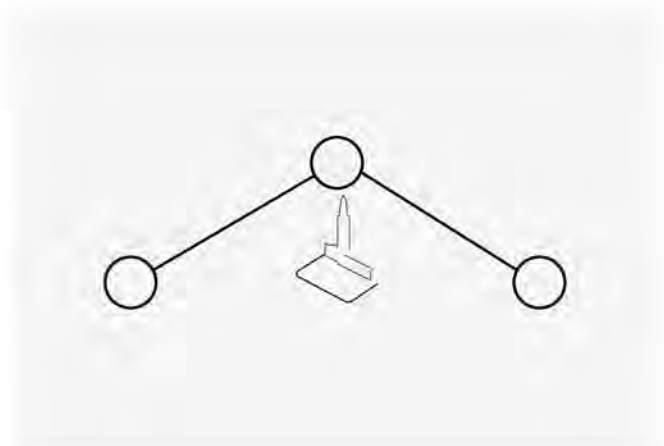
#### *Removal of hard edge barriers*

One key intervention is the infiltration of public and green space that can be accessed by the local population. In order to do so, the proposal is to remove the hard edges that protect the plots of the schools, the police and EAV mobility company

FIG. 9.21 Diagrammatic axonometric schemes of the interventions on the buildings. Source: the author

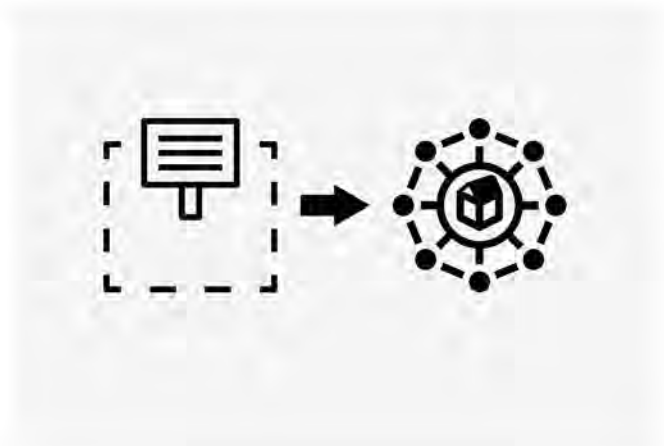
*Incentives for privates and civic associations to participate to the founding*

The decrease of the space dedicated to car-based mobility is responsibility of the public institutions. Nonetheless the redesign of the pavimentations can be inclusive of the local residents with the design of incentives for associations and privates. This may be achieved with tax deduction and negotiation with the new activities that will be hosted in the plints of the buildings at the perimeter of the space.



*Urban equal distribution of housing rights, with participation of private stakeholders.*

In order to compensate the owners of the buildings that will be demolished along Via Marina, it can be negotiated with the private owners buildings' rights on the new complexes.



*Convincing of the local stakeholders*

The main incentive for the stakeholders to contribute to the change together is that if the local communities are engaged in the change not only the protection walls will lose their porpuse but they would also send a mixed message about their image.

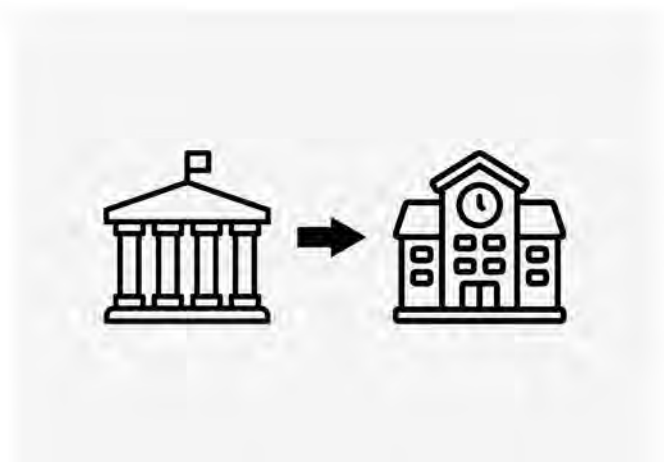
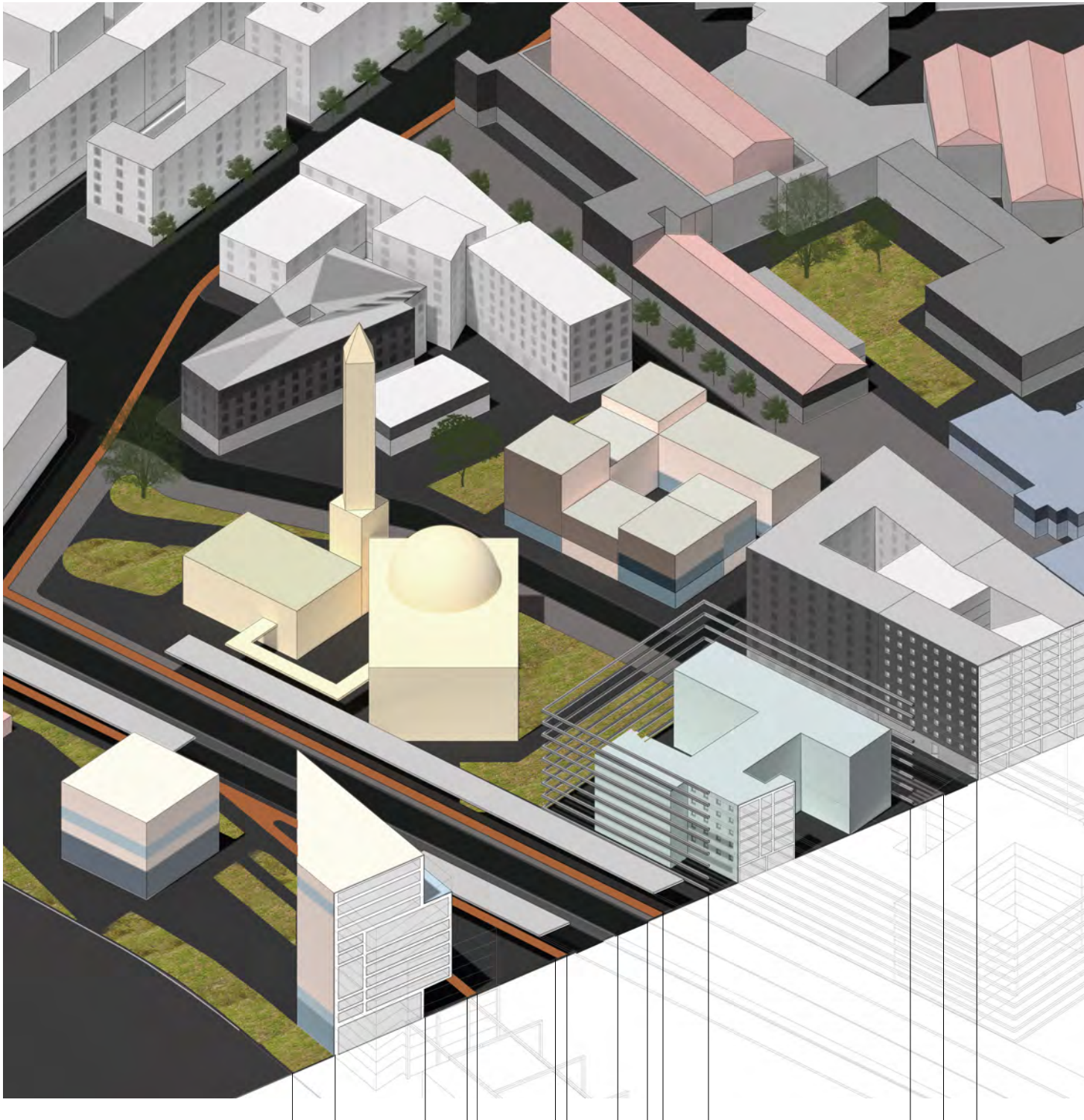


FIG. 9.22 Diagramatic schemes of the desired policy interventions.  
Source: the author



Port

Green Commercial

Bk.

Park

Bk.

Pedes.

Cars

Pedes.

Hospital

Pedes. Cars

Commercial

FIG. 9.23 Cross-section measurements  
Source: photo by the author.





Pedes.

Education

Pedes.

Recreation

Res.

Cars

Res.

Res.

Mix Comm./Res.

Cars

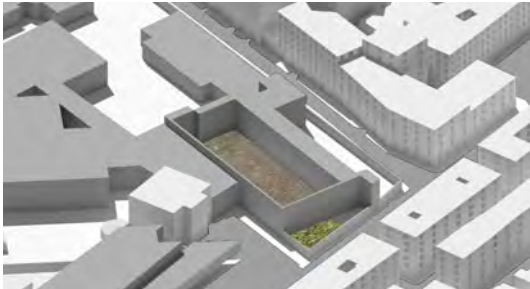
Comm.

### 9.7.2 – Design detailing

Along Via Enrico Cosenz, main route in the Case Nuove, the abandoned buildings of the mobility company and the negated space of the local schools and police are used to create work hubs to form the residents. In this way we can give strenght to these axes.



Satellite view of the current situation



Axonometric view of the current situation

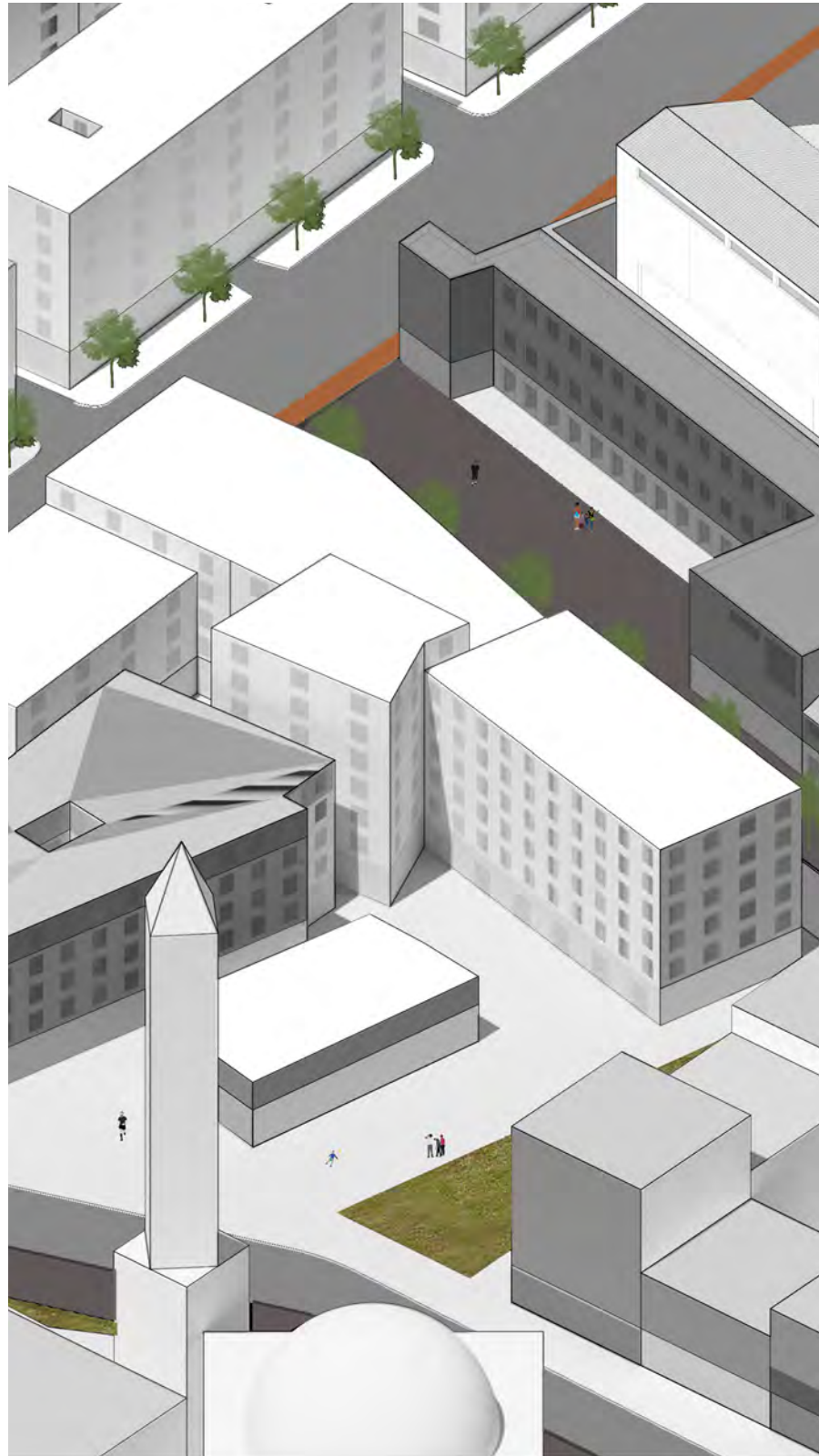


Diagrammatic interpretation of the current state



Diagrammatic interpretation of the project

FIG. 9.24 Detail of the first design strategy.  
Source: photo by the author.









### 9.7.3 – Critical actors

In order to implement the design strategy described in the previous pages it has been necessary to identify which among the local stakeholders would play the role of the critical actors in the process.

#### *P1: Municipality of Naples*



The main public actor is of course the municipality of Naples. Nonetheless it is important that the public authority steps outside of its role of legislative framework provider and becomes a primary actors with which the civic organizations and residents can interact. Following on what is my interpretation of the current stakeholders' balance, it is important to push for a definite change in attitude of the institution.

#### *P2: Metropolitan city of Naples*



In order to intermediate between the municipality and the other public stakeholders, it has been deemed as appropriate to resolve to the interpellate the Metropolitan city of Naples authority. It consists of a board instituted to mediate between the municipalities in its territory and entities, that for interests and power, surpass the scale of the city. Its role would be of convincing the EAV, the local schools' boards and the State Police department that the insertion of work and communities hubs in proximity of the Circumvesuviana end-station is in the interest of the whole Metropolitan city and the commuters from all the Campania region.

#### *P5: Local Schools*



The institutional planning from the sixties responded to the provision of urban standards by allocating all the schools in the same plot behind the Circumvesuviana rails. As a result nowadays these, combined with the mobility infrastructure result into a physical barrier and negated space to the communities, due to the walls that have been built over the years around the schools. In accordance to the Italian legislation, it should be possible to negotiate the removal of these barriers directly with the boards of the schools. The overall transformation of the street space would make them obsolete since the car traffic would be highly reduced.

#### *P6: Consulate of Morocco*



Already in past years, when having to convince the Naples' municipality to provide the Islamic community with a mosque and a school, the consulate of Morocco and Algeria intervened to put pressure on the local institution. In this particular instance, not only the consulate of Morocco is located in the area but the plot in which there is its branch is the one assigned by the municipality for the building of the Mosque during the past administrations. Once again, the consulate may be a powerful ally for the community and finally make the works start and possibly substitute the building in future.

#### *P8: Transport Company EAV*



E.A.V.

While being, according to the Italian legislation, a private company, the EAV transport company responds only and directly to the Campania region which is the main founder. As such, its interests don't necessarily correspond to the city's ones. Nonetheless it is the owner not only of one of the biggest plots adjacent its terminal station but also of the historical ruins of the station where Garibaldi arrived when he entered the city. Leasing these spaces would be coherent with the company's goal of providing a better experience to its commuters. With that said, its infamous attitude requires the intervention of a higher institution.

#### *P11: State Police*



The last piece of the negated space behind the rails is used by the local police department. It consists of four main buildings and some gardens currently used only to park cars. According to my observations, this space is not used for training or to accommodate detainees. With that said, its presence in the low income neighbourhood is perceived as intimidating by the residents. Leasing part of its underused land would greatly improve the police image and reinforce its societal role. Yet, once again, to interact with the Ministry of Justice, to which the Police directly responds, we need the intervention of a higher institution.



### *C3: Obiettivo Napoli*

Obiettivo Napoli not only has been the most collaborative civic entity that has contributed to this research but it's also the main civic organization of the Case Nuove and Mercatò ro' fierr. It has been providing many social services for the local residents over the years and it has served as a point of reference for the many times the local communities needed support in their demands to the municipality.



### *C4: Islamic Community*

Growing since the 80s, at the edge of the Case Nuove, in via Armando Lucci, there is the main building of the Islamic community of Naples. It usually fought for the recognition of the rights of the immigrants of the Islamic faith, but it has in some occasions supported wider causes. In addition to that, the Islamic population is continuously increasing in the territory and it doesn't have frictions with the other communities. It may be a powerful ally for the Obiettivo Napoli, in order to co-design together with the institutions the transformation of the area and include as many residents as possible.



### *Pr 1: Local residents*

Despite having shown in the previous pages how variagate and complex is to assign all the local communities to one group, it is also important to remember that have not been detected relevant fractures among them. In particular, what has emerged from my interviews is that, even if the population doesn't have many hopes for change, when the matter requires the residents can have the will power to compose one entity. For these reason, it is necessary to detect a strategy to engage with them.



### *Pr 5: Private constructors*

The most tricky part of the strategy would be the inclusion of private constructors as stakeholders in the area. Despite its optimal location, since its reputation and low-income residents, the area doesn't have high house value and doesn't represent a good investment for the privates. At the same times, Naples' municipality and the civic organizations need their intervention in order to found the strategy. An agreement and strategy between the public stakeholders and civic organizations is necessary to interact with the privates and avoid the spectre of uncontrolled gentrification.

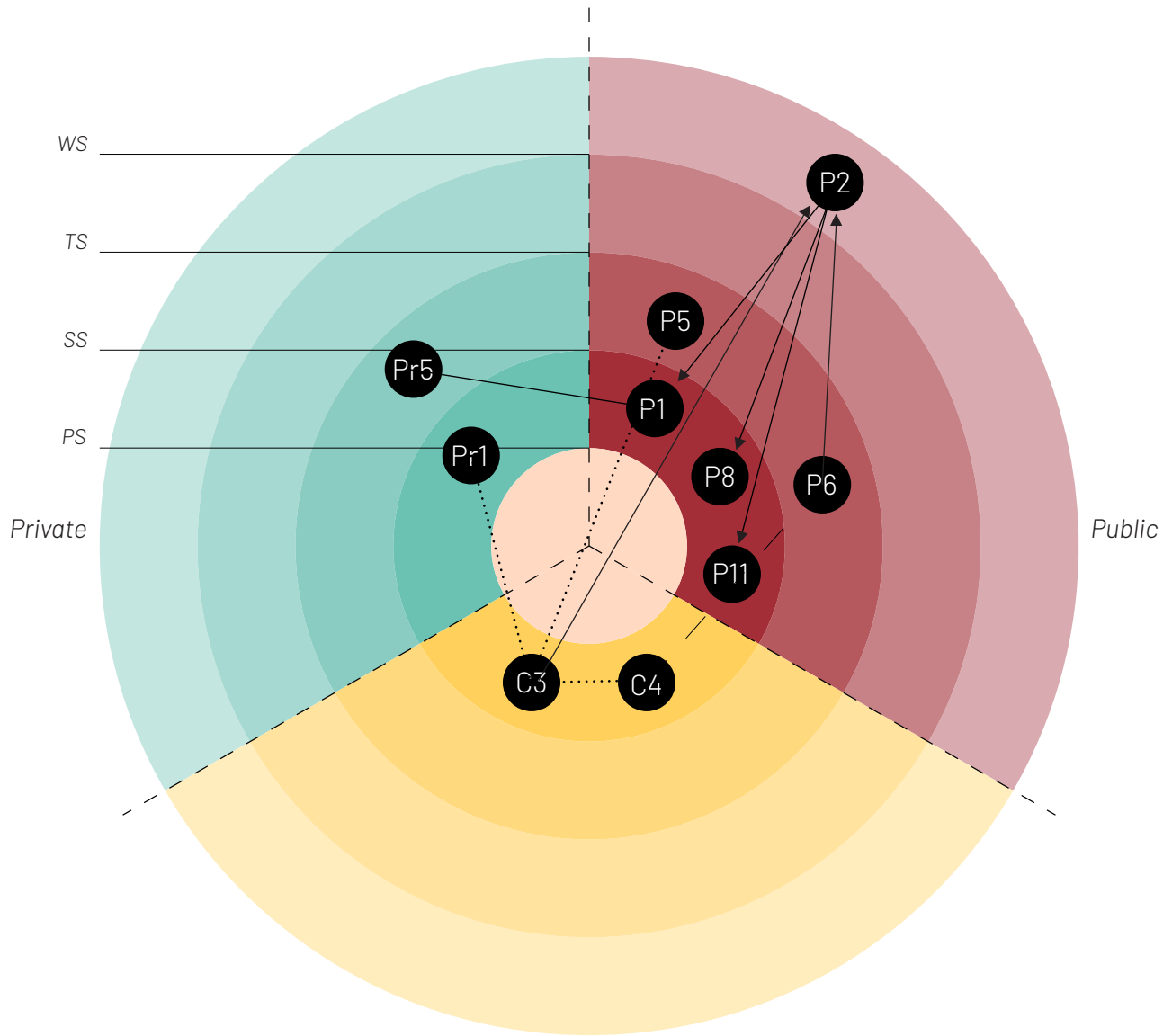
#### 9.7.4 – Engagement strategy: Integrated Territorial Investment

One of the main problems that the city of Naples would be faced in a predominantly public intervention would be making sure that the interventions that compose the design strategy receive the right funding. This aspect is particularly relevant with the improving of the routes that are relevant to the communities for the main reason that it would consist, aside from the allocation of relevant functions along them, in a considerable rework and opening of street space.

Despite according to the Italian legislation every private investor building a plot is required to pay a quota for the provision of urban standards, not only in Naples this obligation is not always fulfilled but the local institutions also fail in sanctioning this behaviour. This is partially due to the slowness of the Italian bureaucratic machine, partially because of the institutional inertia and its following of historical paths and trends, partially by cause of the financial difficulties of the municipality that make it prone to tolerate private misdeeds.

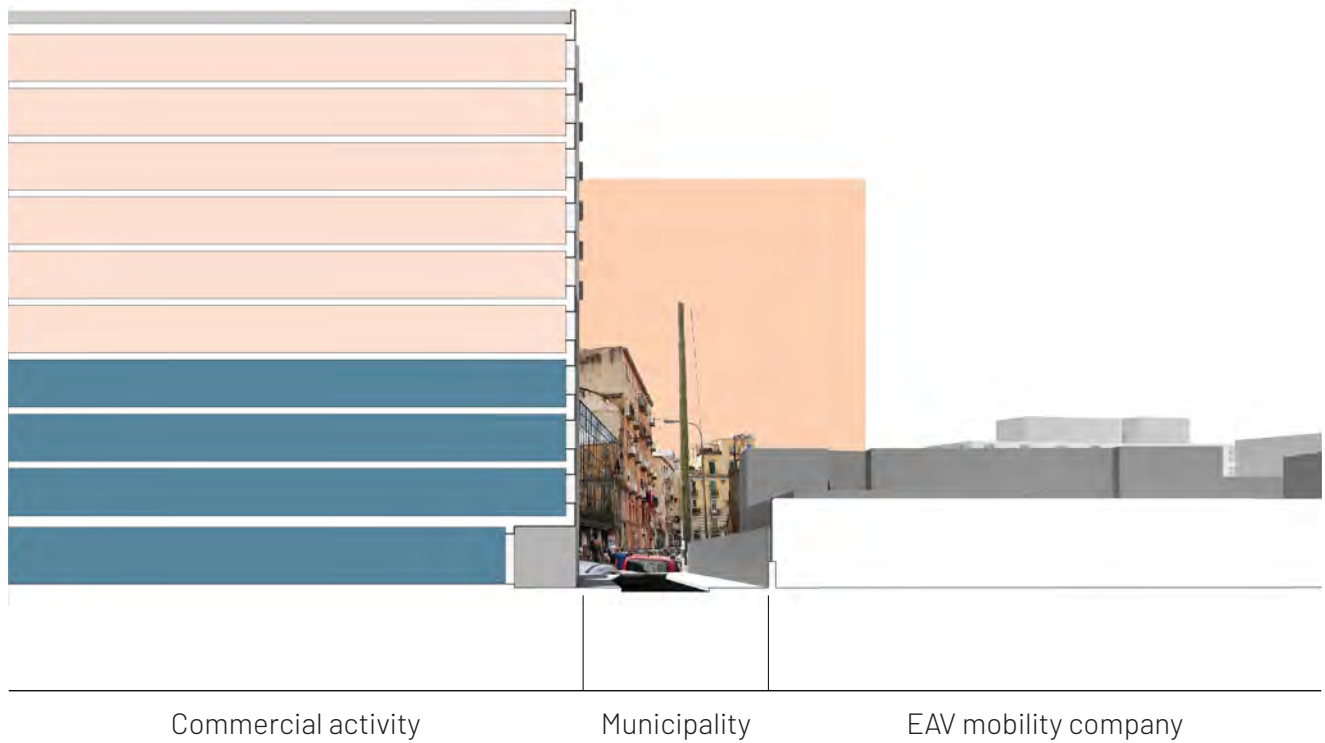
For these reasons, the implementation of an Integrated Territorial Investment for Deprived Neighbourhoods would prevent this from happening. After drafting the strategy plan with the participation at least of all the critical stakeholders, the municipality in accordance with the local communities should agree on an implementation plan that would bundle interventions and financing by the stakeholders in several steps.





- Co-management
- Co-founding
- ..... Co-design
- - - Incentivation
- Convincing
- Contracting

- |                                |                               |                                |                            |                                  |                                   |
|--------------------------------|-------------------------------|--------------------------------|----------------------------|----------------------------------|-----------------------------------|
| <b>P1</b> Naples' Municipality | <b>P5</b> Local Schools       | <b>P9</b> Trenitalia           | <b>P14</b> European Union  | <b>C4</b> Islamic community      | <b>Pr3</b> Market vendors         |
| <b>P2</b> Metropolitan region  | <b>P6</b> Morocco's Consulate | <b>P10</b> Universities        | <b>C1</b> Catholic Church  | <b>C5</b> Salam House            | <b>Pr4</b> Hotels' confederation  |
| <b>P3</b> Campania region      | <b>P7</b> ANM                 | <b>P11</b> Ministry of justice | <b>C2</b> ACLI             | <b>Pr1</b> Local residents       | <b>Pr5</b> Private constructors   |
| <b>P4</b> Port Authority       | <b>P8</b> EAV                 | <b>P13</b> Health ministry     | <b>C3</b> Obiettivo Napoli | <b>Pr2</b> Commercial activities | <b>Pr6</b> International couriers |



*Buildings' functions*

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e377c2; border: 1px solid black; margin-right: 5px;"></span> Religious      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ff7f0e; border: 1px solid black; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 10px; background-color: #a1c9c0; border: 1px solid black; margin-right: 5px;"></span> Hospital       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Commercial      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #9467bd; border: 1px solid black; margin-right: 5px;"></span> Education      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #000000; border: 1px solid black; margin-right: 5px;"></span> Restoration     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Cultural       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #d62728; border: 1px solid black; margin-right: 5px;"></span> Work spaces     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Office          | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8c8c8c; border: 1px solid black; margin-right: 5px;"></span> Urban elements |

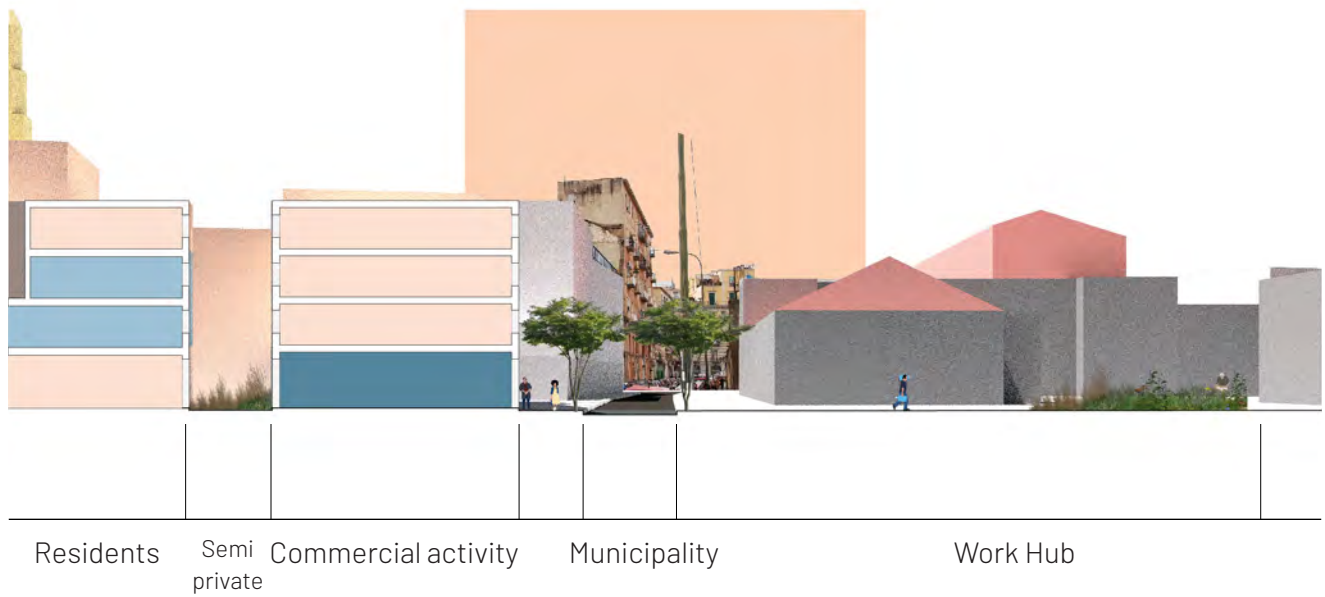


FIG. 9.25 Cross-section of Via Cosenz before and after the interventions  
Source: photo by the author.





FIG. 9.26 Protests of the Sinhalese community in November 2018  
Source: photo by the author.







FIG. 9.27 Axonometric view of the proposed functions  
Source: the author

*Buildings' functions*

- |                 |                |
|-----------------|----------------|
| Residential     | Religious      |
| Mixed Res./Com. | Hospital       |
| Commercial      | Education      |
| Restoration     | Cultural       |
| Work spaces     | Sport          |
| Office          | Urban elements |

## 9.8 – Strategy for the Social Health of the residents

The most critical among the three strategies is the one that should tackle the social problematics that affect the local communities. In addition to the low housing quality to which the first the strategy answers and the opening of public space for leisure and other activities with the second strategy, the most compelling issue for the New Houses and Iron Market residents is the lack of employment. In order to



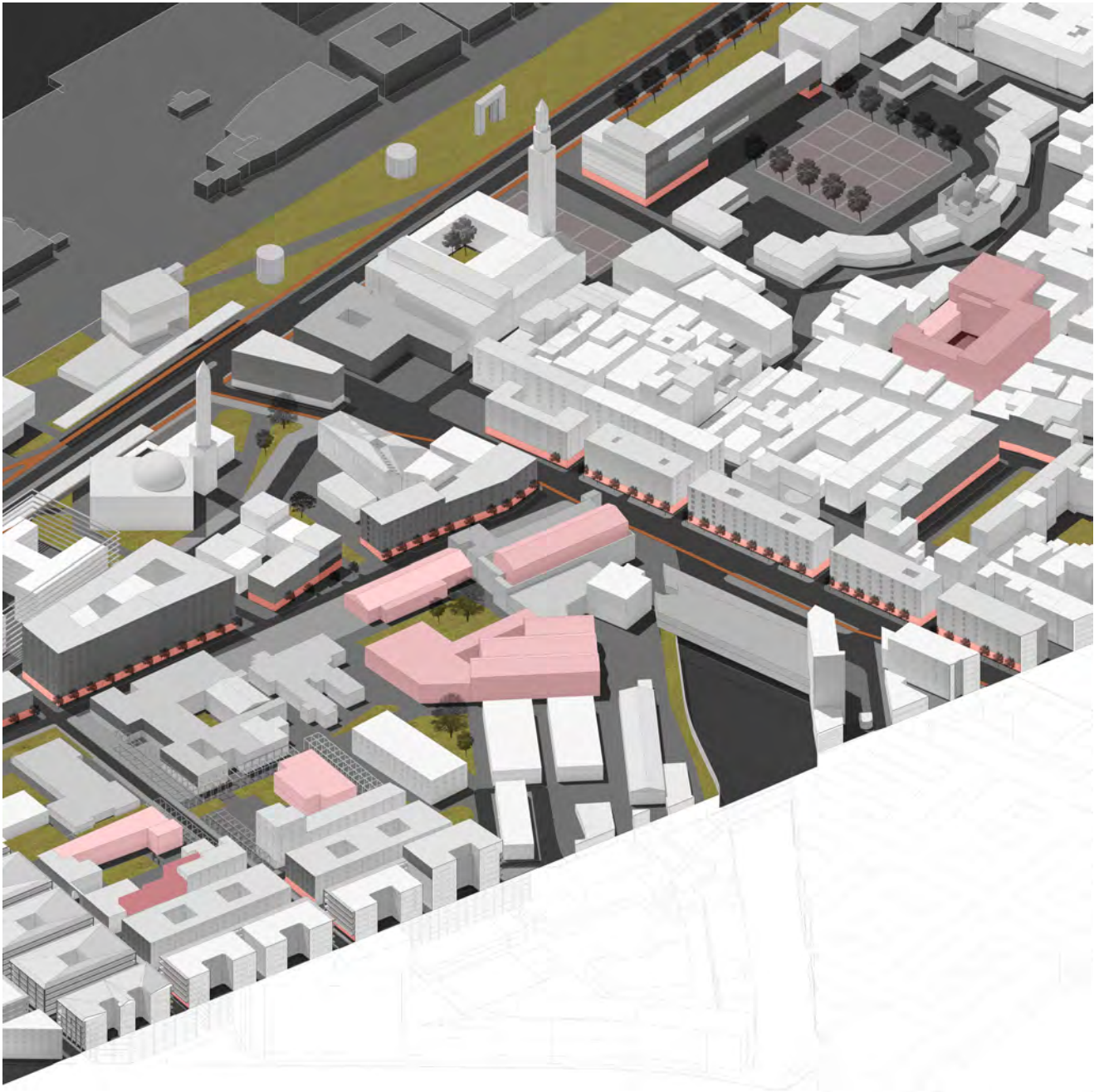


FIG. 9.28 Axonometric view of the operations  
Source: the author

*Operations*

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid #ccc; margin-right: 5px;"></span> Restructuring       | <span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid #ccc; margin-right: 5px;"></span> Urban elements                   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #c0392b; border: 1px solid #ccc; margin-right: 5px;"></span> Reuse               | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8b4513; border: 1px solid #ccc; margin-right: 5px;"></span> Cycle path                       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e74c3c; border: 1px solid #ccc; margin-right: 5px;"></span> Plinth reactivation | <span style="display: inline-block; width: 15px; height: 10px; background-color: #2e7d32; border: 1px solid #ccc; margin-right: 5px;"></span> New Green                        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #a52a2a; border: 1px solid #ccc; margin-right: 5px;"></span> Addition            | <span style="display: inline-block; width: 15px; height: 10px; background-color: #34495e; border: 1px solid #ccc; margin-right: 5px;"></span> Structures for self construction |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid #ccc; margin-right: 5px;"></span> New buildings       |  |

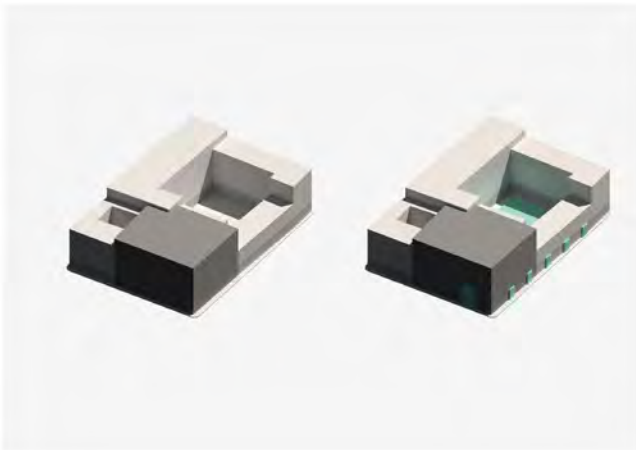
provide an answer to this, it has been proposed to reactivate the vacant buildings in the area with the idea of converting them into work hubs for training courses for the residents. Starting with providing the applicants with the space and skills necessary for various tradesmanships, these spaces can later be converted for more advance courses and progress with the growth of the local population. In addition to that, the restructuring of main routes in the area has been thought in combination with the partial reactivation of commercial activities along those routes.

### 9.8.1 – Design Interventions



#### *Opening of community hubs*

The opening of a community hub not only may reinforce the sense of pride of the locals and their willingness of taking care of their environment but also grant the possibility for cultural activities and education of all segments of the population.



#### *Reuse of vacant groundfloor and buildings*

The area has many vacant monumental complexes and ground-floor that would allow for the creation of work-hubs for the residents. Due to their dimension and typology, they could host training courses for tradesmanship like plumbing and being an electrician. These can help not only the individuals to fulfill independence but also the communities to be more resilient. With time then, these hubs can enhance their courses.



#### *Mixing commercial with residential use in the plint of the buildings*

In the most dense parts of the area, especially in the area of the Lavinai, the urban tissue is highly consolidated and its morphology is integral to the everyday life of its citizens. In such area we should intervene by removing as little as possible. One option is “thin” the blocks of the illegal buildings that have been causing the tunneling of some routes.

FIG. 9.29 Diagrammatic axonometric schemes of the interventions on the buildings. Source: the author

*Call by the municipality for the sponsoring of self-built structures*

In the space open by the removal of the barriers, a call for participated interventions should be sponsored by the municipality and managed by the local civic associations. It would foster a sense of identity and belonging to the place and would rebuild the trust in public institutions.



*Permission by the municipality to civic associations to manage the space*

Italy lacks a proper legislation on common goods, but Naples has a list of architectural complexes that fall in this category. As such, these artifacts have been granted a flat rate rent and taxes. Nonetheless there is still no exact procedure through which civic associations can engage in these negotiations. This is why the push for a proper office at least at the city scale is needed.



*Set of policy regulation to incentivate the passage from residential to commercial land use.*

The municipality can incentivize a switch to commercial activities with tax deduction on the change of land use and other permissions. These could be directly negotiated with the private stakeholders under the guidance of the civic associations' representatives.

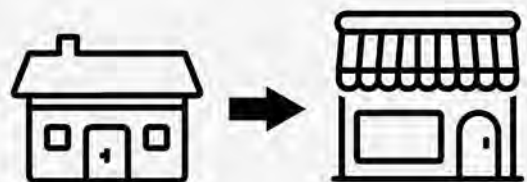


FIG. 9.30 Diagrammatic schemes of the desired policy interventions.  
Source: the author



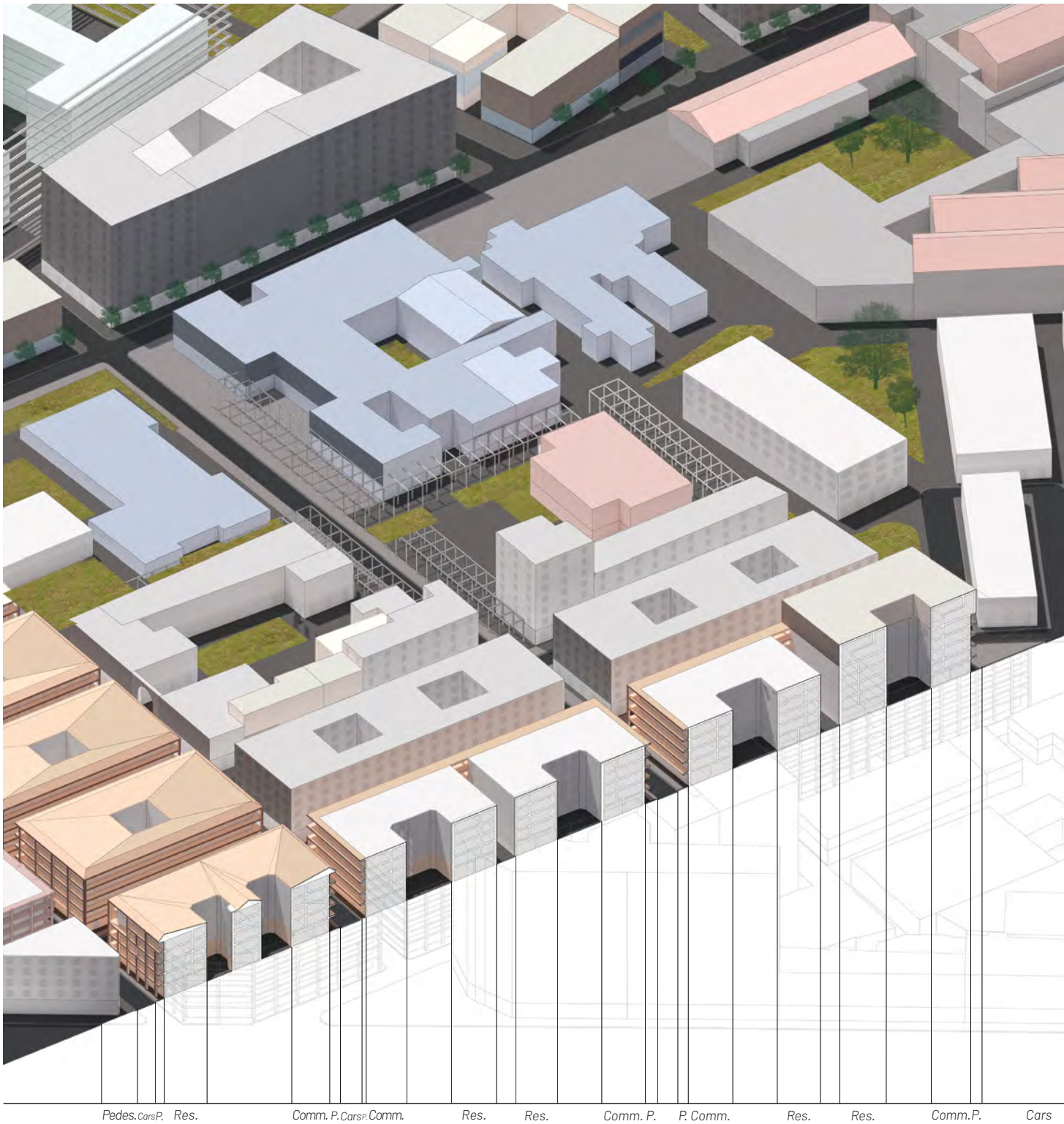
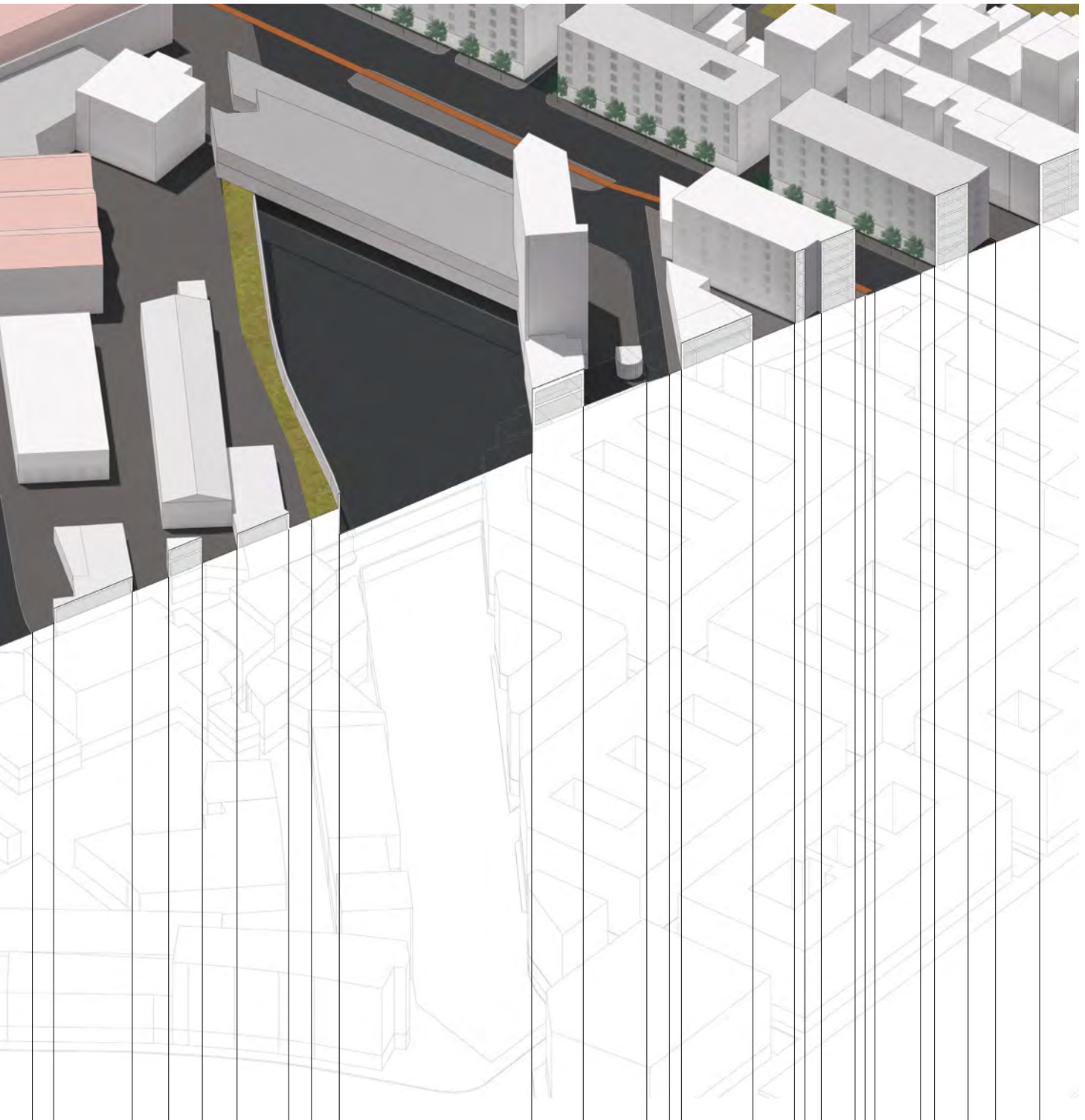


FIG. 9.31 Cross-section measurements  
 Source: photo by the author.



Pe. Police Pedes. Pol. Pedes. Comm. Ped. Gr. Rails Office Pedes. Cars Office Res. Comm. P. Bk. Cars Comm. Pedestrian Comm.

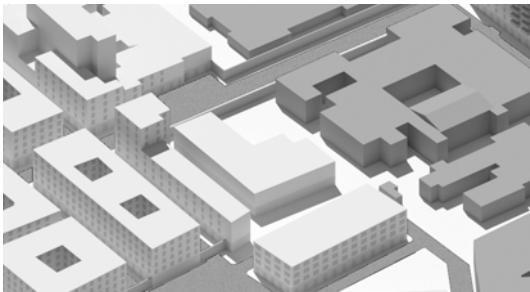


### 9.8.2 – Design detailing

Using the abandoned space and building next to the school on Via Manso, it could be possible to open a community hub, where it's possible to have cultural and sport activities. The use of temporary self-built frames could help the people feel that they are reappropriating the space.



Satellite view of the current situation



Axonometric view of the current situation



Diagrammatic interpretation of the current state



Diagrammatic interpretation of the project

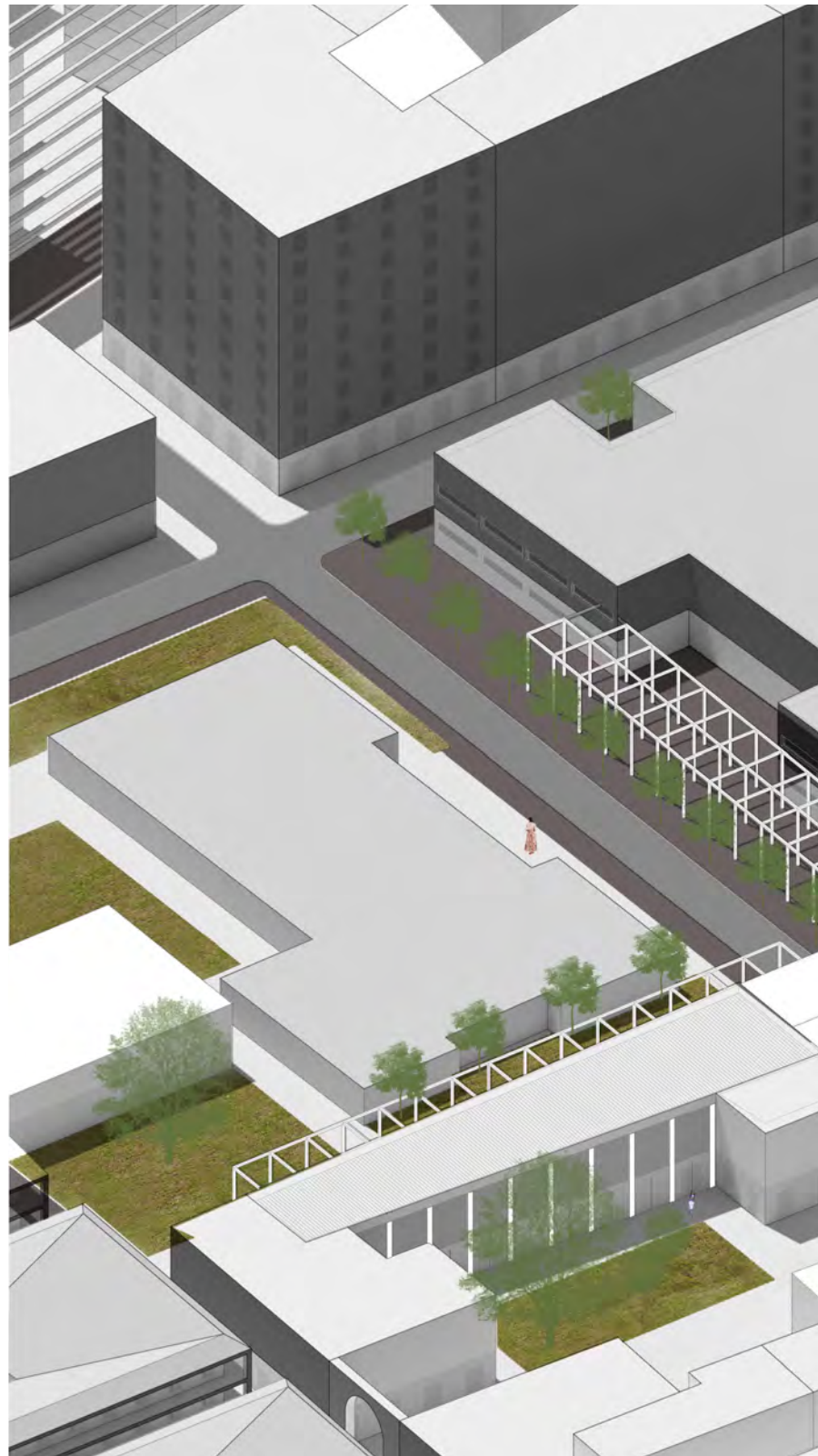
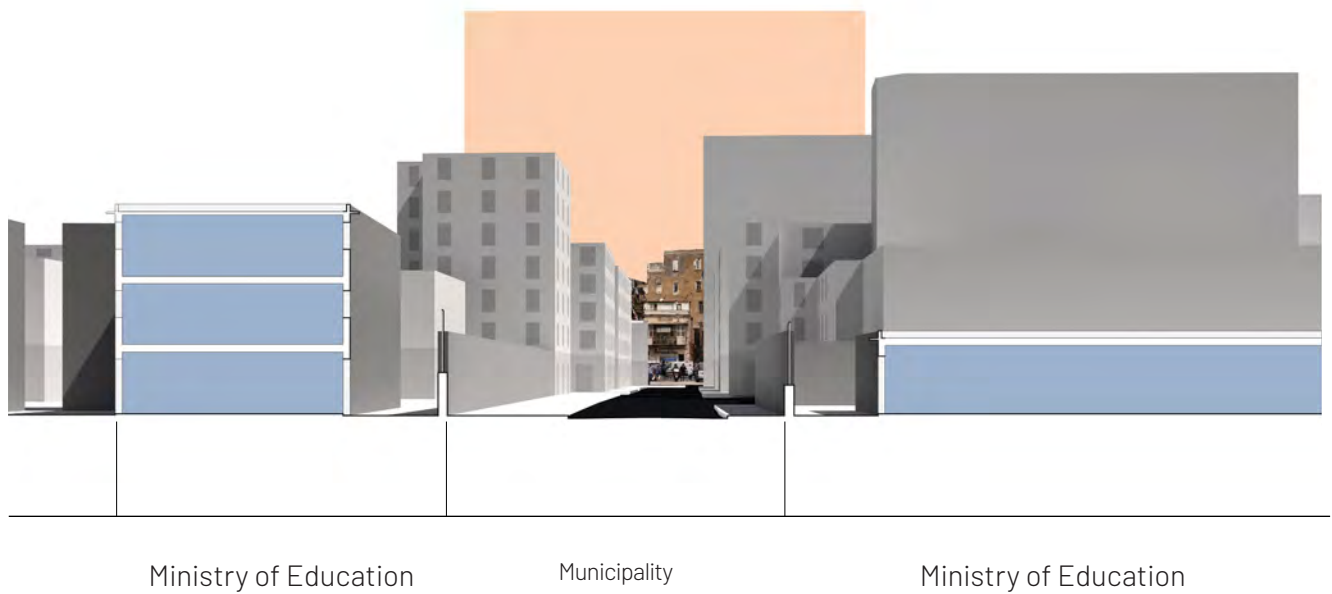


FIG. 9.32 Detail of the third design strategy.  
Source: photo by the author.







*Buildings' functions*

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f9a825; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e377c2; border: 1px solid black; margin-right: 5px;"></span> Religious      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ff7f0e; border: 1px solid black; margin-right: 5px;"></span> Mixed Res./Com. | <span style="display: inline-block; width: 15px; height: 10px; background-color: #a6cee3; border: 1px solid black; margin-right: 5px;"></span> Hospital       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Commercial      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #bcbd22; border: 1px solid black; margin-right: 5px;"></span> Education      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f2f4d; border: 1px solid black; margin-right: 5px;"></span> Restoration     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #17becf; border: 1px solid black; margin-right: 5px;"></span> Cultural       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #fb9a99; border: 1px solid black; margin-right: 5px;"></span> Work spaces     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #1f77b4; border: 1px solid black; margin-right: 5px;"></span> Sport          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #aec7e8; border: 1px solid black; margin-right: 5px;"></span> Office          | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8c564b; border: 1px solid black; margin-right: 5px;"></span> Urban elements |

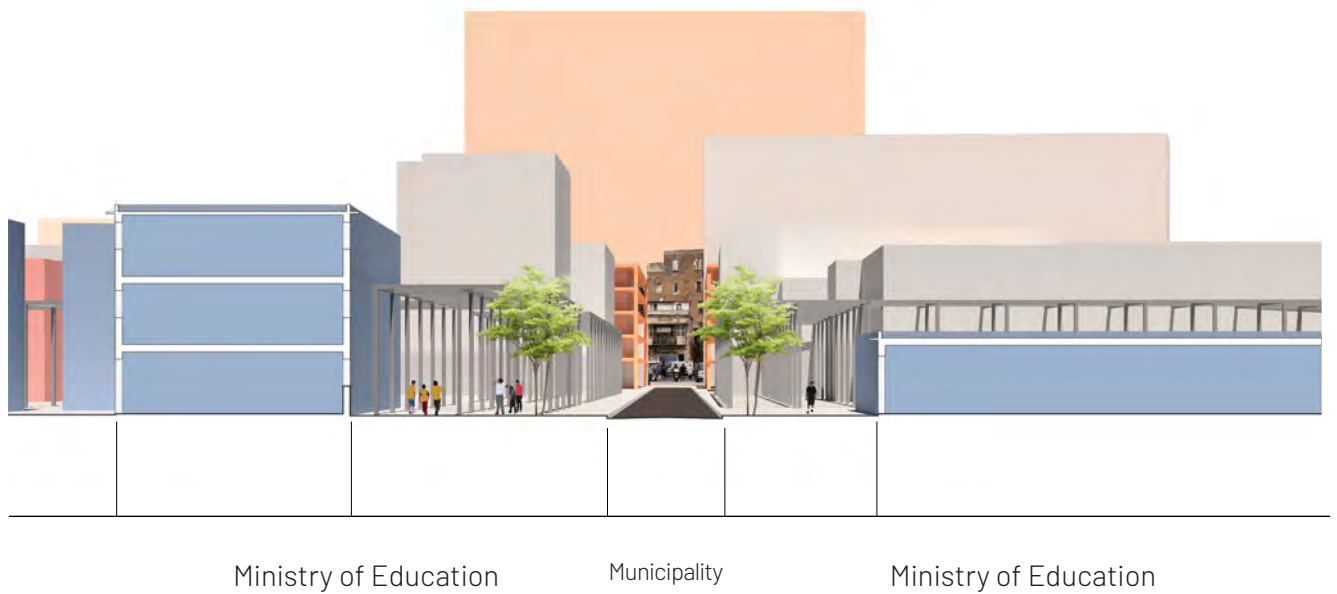


FIG. 9.33 Cross-section of Via Manso before and after the interventions.  
Source: photo by the author.



### 9.8.3 – Critical actors

In order to implement the design strategy described in the previous pages it has been necessary to identify which among the local stakeholders would play the role of the critical actors in the process.

#### *P1: Municipality of Naples*



The main public actor is of course the municipality of Naples. Nonetheless it is important that the public authority steps outside of its role of legislative framework provider and becomes a primary actors with which the civic organizations and residents can interact. Following on what is my interpretation of the current stakeholders' balance, it is important to push for a definite change in attitude of the institution.

#### *P8: Transport Company EAV*



While being, according to the Italian legislation, a private company, the EAV transport company responds only and directly to the Campania region which is the main founder. As such, its interests don't necessarily correspond to the city's ones. Nonetheless it is the owner not only of one of the biggest plots adjacent its terminal station but also of the historical ruins of the station where Garibaldi arrived when he entered the city. Leasing these spaces would be coherent with the company's goal of providing a better experience to its commuters. With that said, its infamous attitude requires the intervention of a higher institution.

#### *P11: State Police*



The last piece of the negated space behind the rails is used by the local police department. It consists of four main buildings and some gardens currently used only to park cars. According to my observations, this space is not used for training or to accommodate detainees. With that said, its presence in the low income neighbourhood is perceived as intimidating by the residents. Leasing part of its underused land would greatly improve the police image and reinforce its societal role. Yet, once again, to interact with the Ministry of Justice, to which the Police directly responds, we need the intervention of a higher institution.

#### *C2: ACLI*



In the area there is the local branch of the ACLI system. The Associazione Cristiane Lavoratori Italiani makes of the provision of jobs its interpretation of the evangelic mission. In the social context of the area, it works to open opportunities for the many unemployed residents and those who, for various reasons, couldn't conclude their school education. In this strategy, they would be secondary stakeholder that bridges between the local residents and the commercial activities.

#### *C5: Salam House*

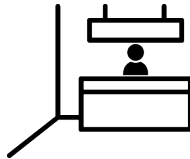


Salam House is a non-governative civic organization involved with providing youth with the tools to find a job and introduce them to the job market. Despite the name, it doesn't work exclusively with Islamic communities, even if it has a special focus for sons of immigrants. For its interests and attitude Salam House would be the right partner in sponsoring the creation of work hubs and offices in the area, so to give the tools and education to the local to fulfill their vision.

#### *Pr 1: Local residents*



Despite having shown in the previous pages how variagate and complex is to assign all the local communities to one group, it is also important to remember that have not been detected relevant fractures among them. In particular, what has emerged from my interviews is that, even if the population doesn't have many hopes for change, when the matter requires the residents can have the will power to compose one entity. For these reason, it is necessary to detect a strategy to engage with them.



#### *Pr2: Commercial activities*

One of the important aspects to tackle regarding the porosity of material, here being the urban block, is the mix of activities that it hosts. From the analyses and interviews, the lack of commercial activities in the groundfloor of the buildings of the area has been due a legislation that facilitated a switch to residential use, not being owners of the locals and low purchasing power of the population. In order to have an economical healthy social compound we should attract and incentivate the formation of new commercial activities.



#### *Pr 4: Hotels' confederation*

Due to the location close to the central station, one potential private stakeholder that could sponsor the proposal at tackling the housing and unemployment issues that affect the Case Nuove and Mercat r'ò Fierr is the Hotels' confederation of Naples. Not only a regeneration of the area would increase the value of their current assets but would also allow for their expansion in the future. Nonetheless, the risk of serving the interests of the tourism market are high and the public authority should work in order to grant that the residents' rights and the communities' way of living are preserved.



#### *Pr 5: Private constructors*

The most tricky part of the strategy would be the inclusion of private constructors as stakeholders in the area. Despite its optimal location, since its reputation and low-income residents, the area doesn't have high house value and doesn't represent a good investment for the privates. At the same times, Naples' municipality and the civic organizations need their intervention in order to found the strategy. An agreement and strategy between the public stakeholders and civic organizations is necessary to interact with the privates and avoid the spectre of uncontrolled gentrification.



#### *Pr 6: International couriers*

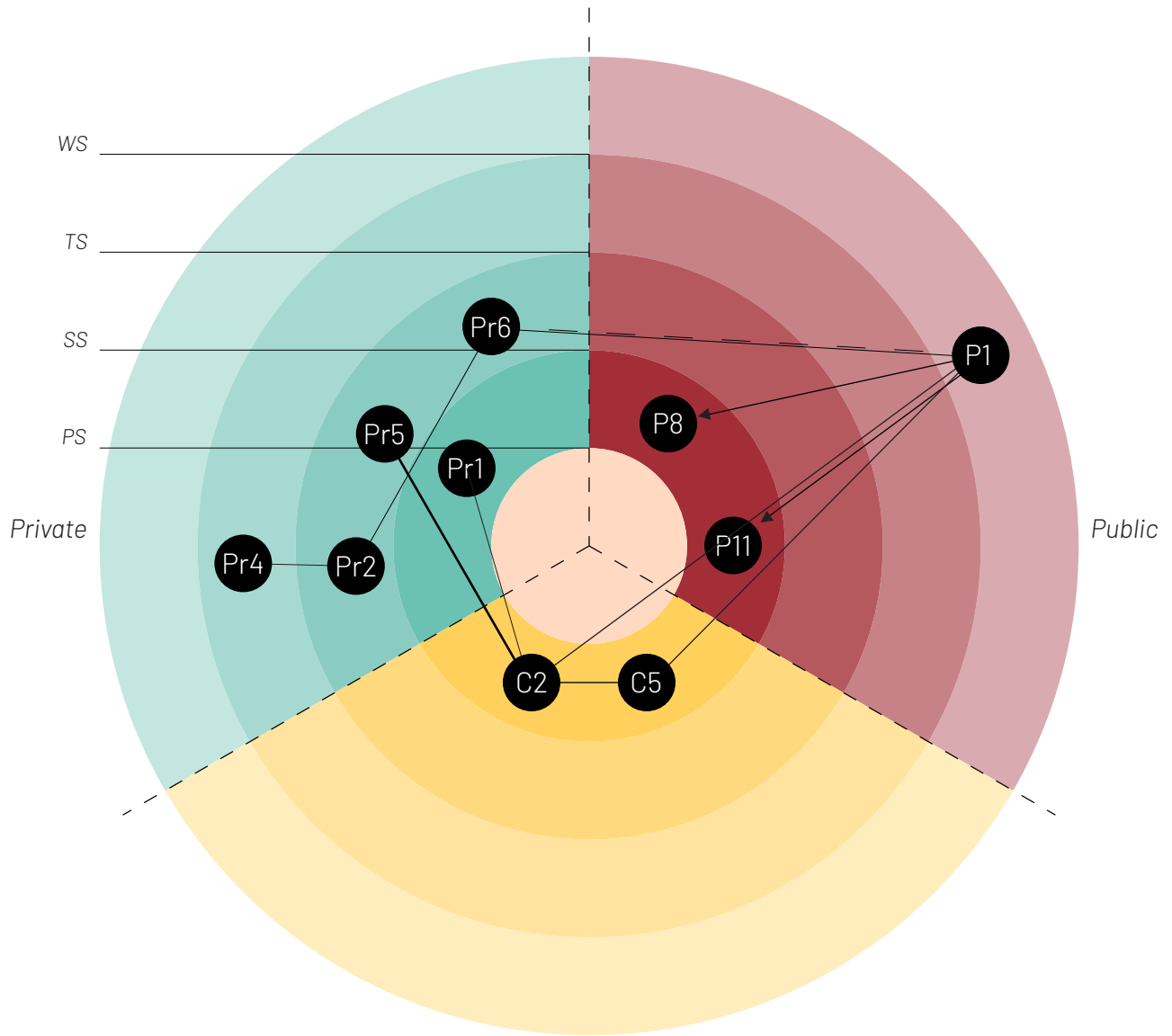
If the local commercial tissue has disappeared over the years, one of the main causes was the stocking of the import goods of the port in the CIS, in Nola, outside Naples. It has meant for the local manufacturers and sellers of semi-finished products not being able to buy cheap raw materials anymore. With that said, introducing the couriers in the decision making process could not only partially rverse this situation but also allow the import/export companies to intercept an unexplored share of the market and make the communities build costumer's loyalty.

#### 9.8.4 – Engagement strategy: co-governance office institution

The goal of the strategy aimed at tackling the issues affecting the social health of the communities in the area is to provide the residents with the tools and means to fulfill themselves. One of the main problematics affecting the low-income neighbourhoods of Naples is school dropout. As confirmed also in the interview with Father Luciano di Cerbo from the Carmine church, not only this problematic in the area but it has also been growing over the last years, especially during 2020. As a result, many young residents don't complete their formal education and try to directly enter the job market through low-skilled jobs, such as waiters, bar-tenders and workmen. Usually this share of the job market is informal and people involved work with precarious or no contract at all. This means that the majority of them has not the tools to be independent and have to resort to the family to have the means of subsistence.

For the reasons written above, the facilities that would be included in the strategy with the proposal have to be meant, first of all, at the education of the applicants. In order to make the proper spaces available the right engagement strategy would be instituting co-governance office by the municipality that would manage with the direct participation of the civic organizations ACLI and Salam House the leasing of the spaces to private commercial activities. The model for this office is the integrated toolbox provided by the municipality of Lisbon for its deprived neighbourhoods (Urbact III, 2017) and it may resort to the findings of the Next Generation EU to incentivate the co-creation of economic activities by privates and civic associations.





- Co-management
- Co-founding
- ..... Co-design
- - - Incentivation
- Convincing
- Contracting

- |                                |                               |                                |                            |                                  |                                   |
|--------------------------------|-------------------------------|--------------------------------|----------------------------|----------------------------------|-----------------------------------|
| <b>P1</b> Naples' Municipality | <b>P5</b> Local Schools       | <b>P9</b> Trenitalia           | <b>P14</b> European Union  | <b>C4</b> Islamic community      | <b>Pr3</b> Market vendors         |
| <b>P2</b> Metropolitan region  | <b>P6</b> Morocco's Consulate | <b>P10</b> Universities        | <b>C1</b> Catholic Church  | <b>C5</b> Salam House            | <b>Pr4</b> Hotels' confederation  |
| <b>P3</b> Campania region      | <b>P7</b> ANM                 | <b>P11</b> Ministry of justice | <b>C2</b> ACLI             | <b>Pr1</b> Local residents       | <b>Pr5</b> Private constructors   |
| <b>P4</b> Port Authority       | <b>P8</b> EAV                 | <b>P13</b> Health ministry     | <b>C3</b> Obiettivo Napoli | <b>Pr2</b> Commercial activities | <b>Pr6</b> International couriers |

### 9.8.5 – Community engagement strategies

The local communities, while being supportive of each other, at the moment don't have trust in institutions and possibility of change. For these reasons, in order to successfully implement the proposal, it is necessary to engage with the local residents and act upon their feeling. The hope is that in this way the people feel empowered to raise their voice.

The strategies consist of:

- Extending the itinerary of the Decumano del Mare. The touristic route targeted to Neapolitans, could go beyond Porta Nolana into the Case Nuove and tell the story of the first periphery along the coast of Naples.
- Proposing an alternative route to the pilgrimage for the Madonna dell'Arco, that goes beyond piazza Mercato, reaches Corso Lucci and follows up on piazza Garibaldi.
- Create a cultural hub for the communities of the Case Nuove and Mercato del Ferro, where they can share their stories and engage in cultural activities open to the public.
- Reopen the Fishery Market and replan the use with the local vendors.
- Use the drosscape in the area to celebrate the islamic and catholic holidays.



FIG. 9.34 On top, engagement strategies' in the Pendino and Mercato districts.  
Source: the author

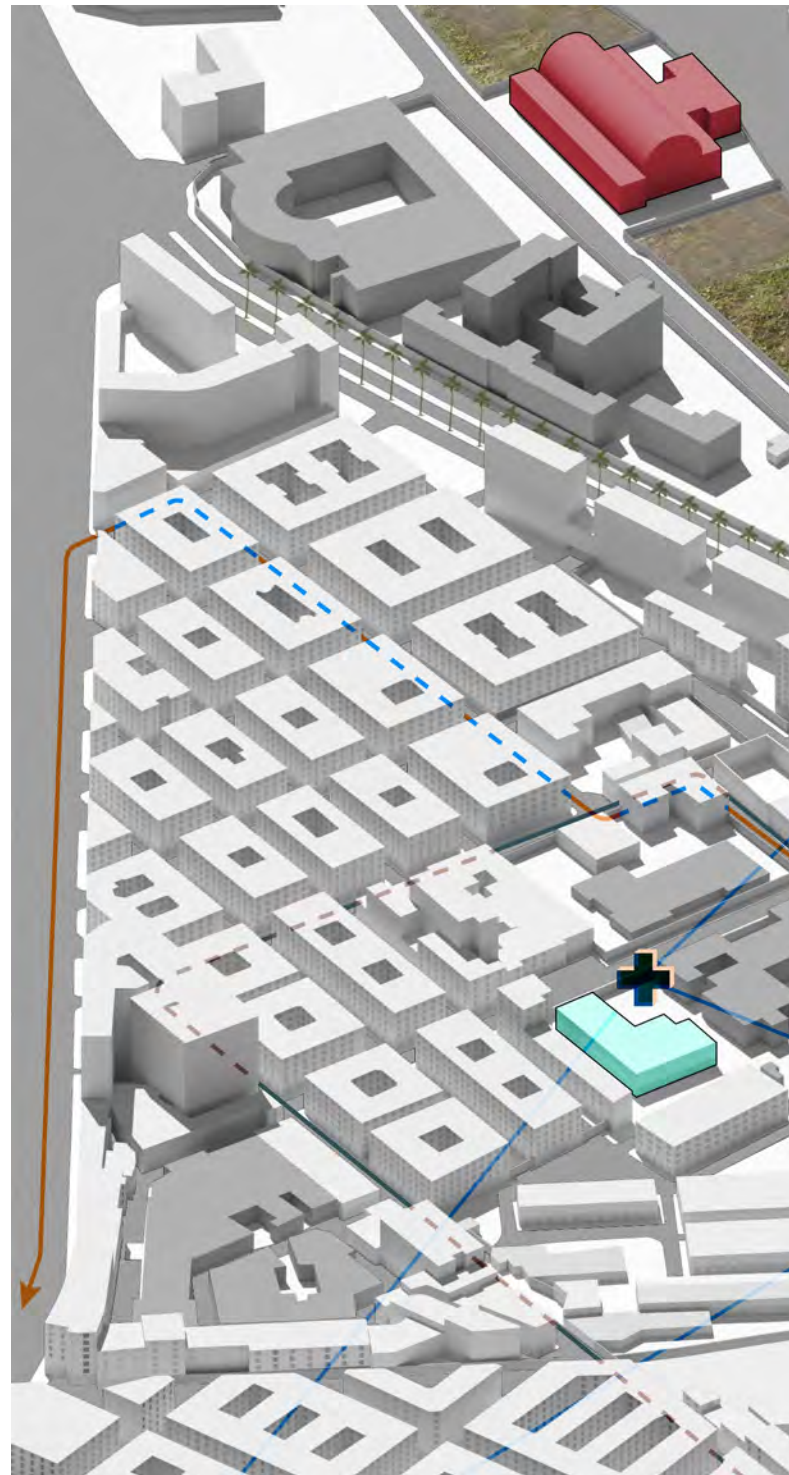


FIG. 9.35 Axonometric view of the engagement strategy in the area of the Case Nuove.  
Source: the author



Legend

- Cultural hubs
- Reuse
- Decumano del Mare
- Pilgrimage routes
- Drosscapes to use for activities





## 9.9 – Phasing

The final step in the process of designing a proposal has been the definition of an hypothesis of phasing for it to be implemented.

It has been thought over four periods of 5 years each, starting in 2021 and ending in 2040. This has been done in order to start right after the mayoral election of September 2021 and go in accordance with the mandates of the mayors. Right now, the services offered by the municipality are strictly tied to the municipal council and there is no granted continuity between different mandates, if of diverse parties. That's why what often happens is that projects get concluded or started right before the elections in order to convince the citizens into voting for one party or another.

Despite this dynamic not being ideal, we can incorporate it into the proposal of the steps that the proposal should follow.

We would then have:

- The engagement phase: the first five years would be essential to engage with the communities and relevant stakeholders in order to channel their energy and make them part of the decision making process.
- The trigger projects: once the first phase is over, we can proceed with the trigger projects that would start to tackle some of the most urgent social issues of the residents. These would be the reactivation of the commercial plynths, the expansion of the surface area of private residences trough the doubling of the facades and the immediate demolition of hard edges of public stakeholders' areas so to increase the space for leisure and gathering.
- The primary projects: these are the core of the strategies and would start once the trigger projects have been successful. These have been thought in order to begin before 2027 in order to have access to the recovery funds of the European Union for the Covid.19 pandemic.
- The secondary projects: The secondary projects would be implemented as reinforcement of the strategies and could lead to a second phase of transformation that would require new strategies.

Each phase would see periods of negotiation, design and proposal for each of the interventions related to the three strategies. During the negotiation phase, the main engagement strategies would be put designed and set up. These are the incentives for the change of activity, the opening of an office that provides fundings and assistance for local activities and the design of the ITI bundles.



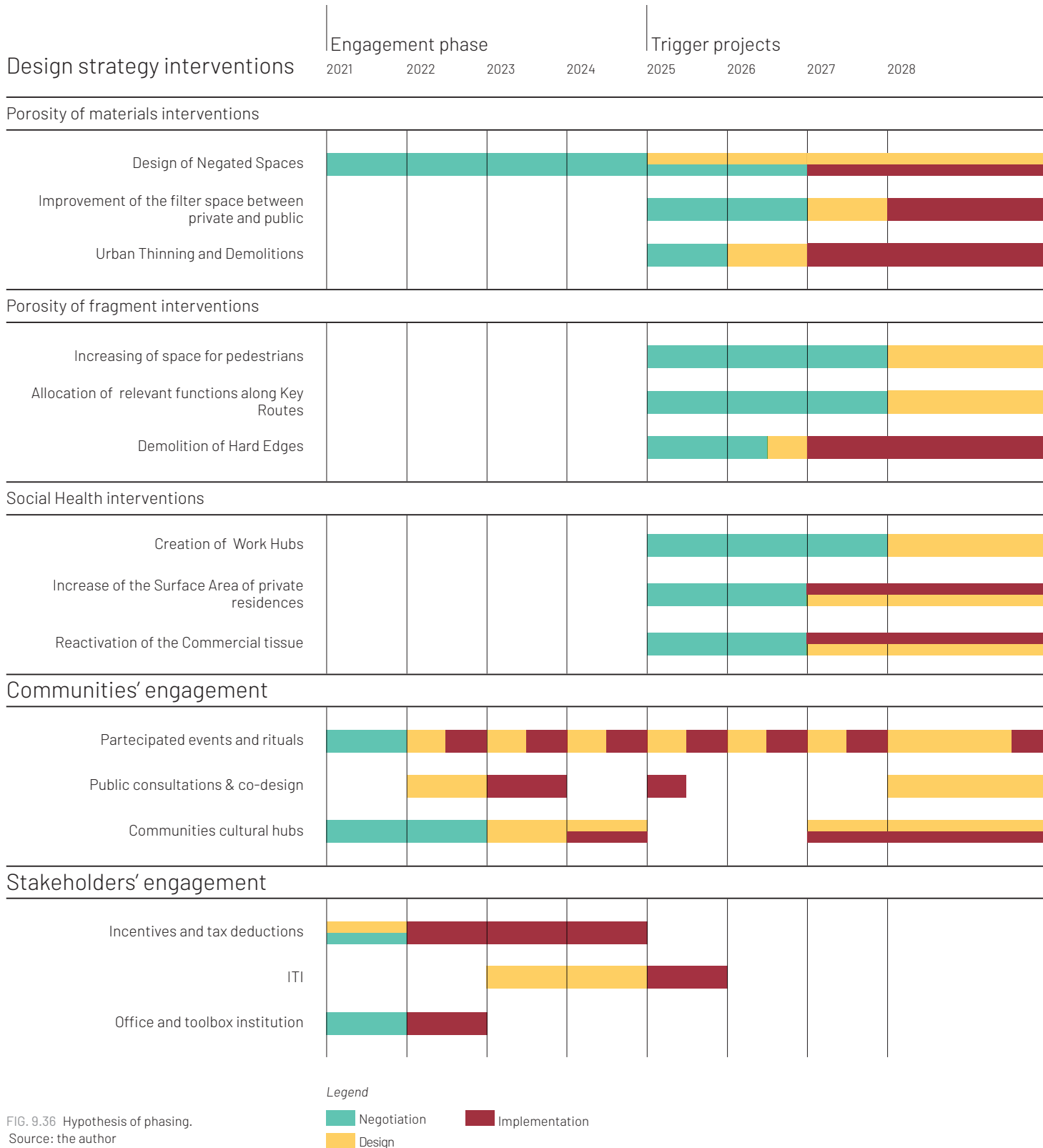
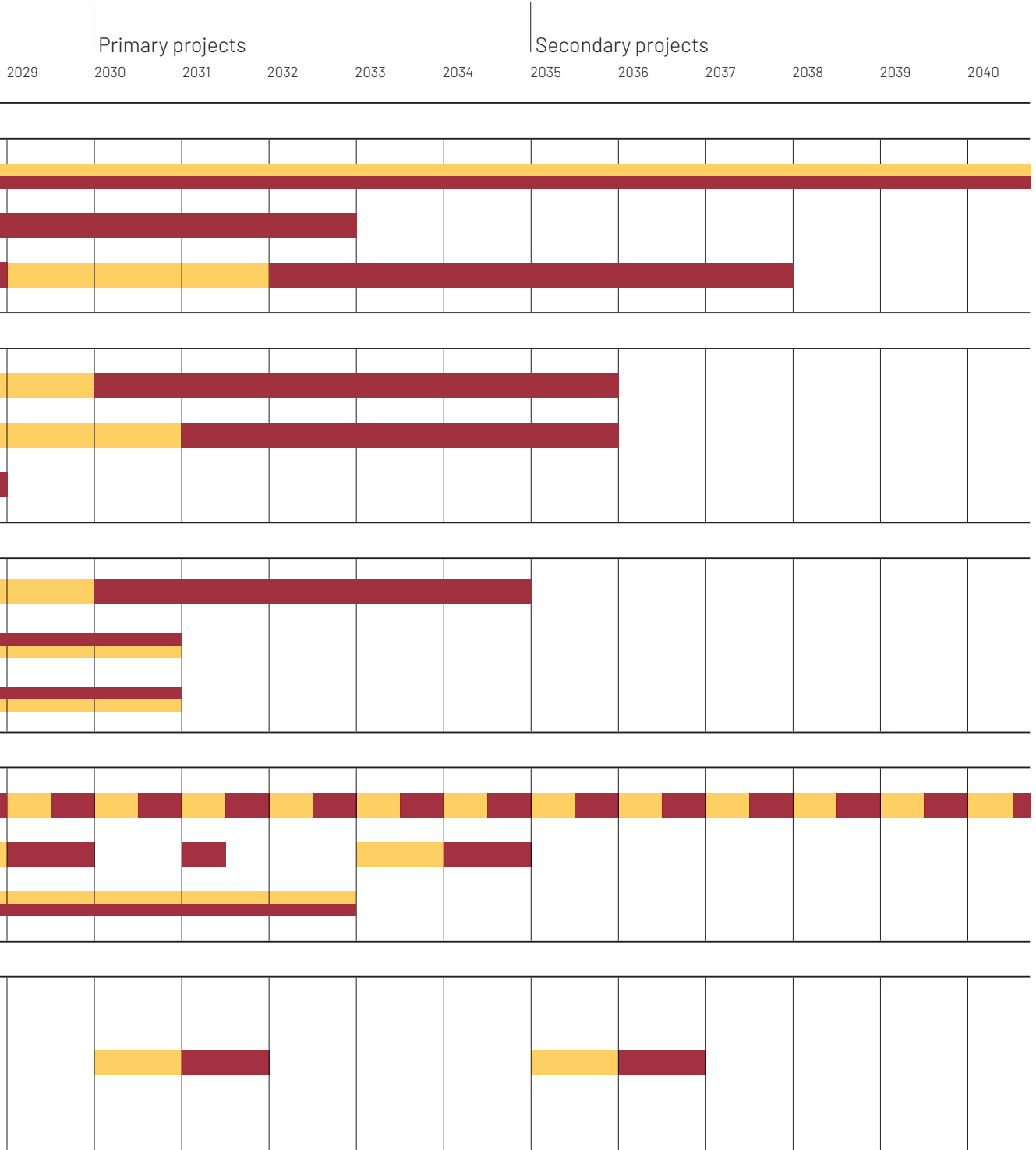


FIG. 9.36 Hypothesis of phasing.  
Source: the author







*Context specific*



*Disconnected from its function*



*Juxtaposition of spaces*

FIG. 10.1 Scheme of the six traits of an Heterotopia applied to the East Coast of Naples.  
Source: elaboration by the author.

*In my interpretation of the words of David Grahame Shane, the East Coast of Naples has the six traits of an Heterotopia:*

- *It is vinculated to its context, here being its position outside of the historical centre of the city, compressed between the railway and port infrastructures.*
- *Despite its growth has been due to the industrial expansion of the city, many of the industries ceased activity and most of the residents don't work anymore there.*
- *It conforms as a juxtaposition of spaces, here represented by the diversity of the morphology of its urban blocks.*
- *The current condition of the area is the result of the accumulation of fragments that stacked during the years.*
- *The area is crossed by numerous visible and invisible walls with gates of access.*
- *At the same time, the area has numerous sites for compensation, where it's possible to live an alternative to the dominant city.*

## 10 – Conclusions

For those of you that arrived to this point, I would like to ask you the attention to go through these pages to bear in with me and give a proper closure to this work. To do that, I would like to briefly go through the paragraphs of this work and express some final considerations.

The initial framing of the eastern coast and East Naples as a heterotopia, put a focus on socio-spatial segregation and, more in general, the theme of spatial justice. As explained in the research motivation, I see the phenomena to it related as the expression in the urban environment of a multifaceted crisis that ties together ecology, economy and politics. Nonetheless, more often than not, those in a position of authority use these words to depict a narrative to which, rarely, a direct methodology follows. In this way, the goals are relegated to the realm of the ideals and when those are not met it is possible to research the cause in external motivations.

For instance, since when the words social and ecological resilience became of domain of politicians and politicians, they have been often used to mask the interests of strong private stakeholders. As pointed out in the 2012 document of the OECD, in reaction to the 2007 financial crisis, many countries have seen a great reduction



*Heterochronies*



*Gates & Walls*



*Sites of Compensation*

in the public expenditure that has left many cities without resources (ESPON, 2012). This has mostly affected second-tier cities, like Naples, that have been trying to attract private capitals to compensate the lack of public funds. This is, at least partially, the push behind projects of regeneration in cities as in the case of the Corvetto in Milan (Hayat, 2021) and underlying the agenda of politicians as the former mayor of Naples Luigi De Magistris. After ten years of mandate and a massive touristification of the historical centre of the city that had heavy repercussions on the local social tissue and no redistribution of wealth, this attitude by the public institutions has been revealing its multiple deficiencies and has been heavily criticized.

Over the last months, however, Naples has been theatre of the campaign for the election of the mayor and many of the possible winning candidates have, once again, used words as redemption and regeneration with little to no strategy to support them. As things currently stand, these are just ideals. Many of the self-proclaimed programs of the big parties showed an odd continuity with the agenda of the previous mayors and a lack of holistic vision for the city, one that could be not only comprehensive of the several aspects of the crisis of the city but also of the different instances of its many districts and communities. In particular, it has to be remarked how Eastern Naples has been considered the possible solution for many city's issues while its citizens' needs have almost been forgotten.

Interestingly enough, the loudness of the politicians' proclaims and the fragmentation of their program made the research question of this work more relevant than before:



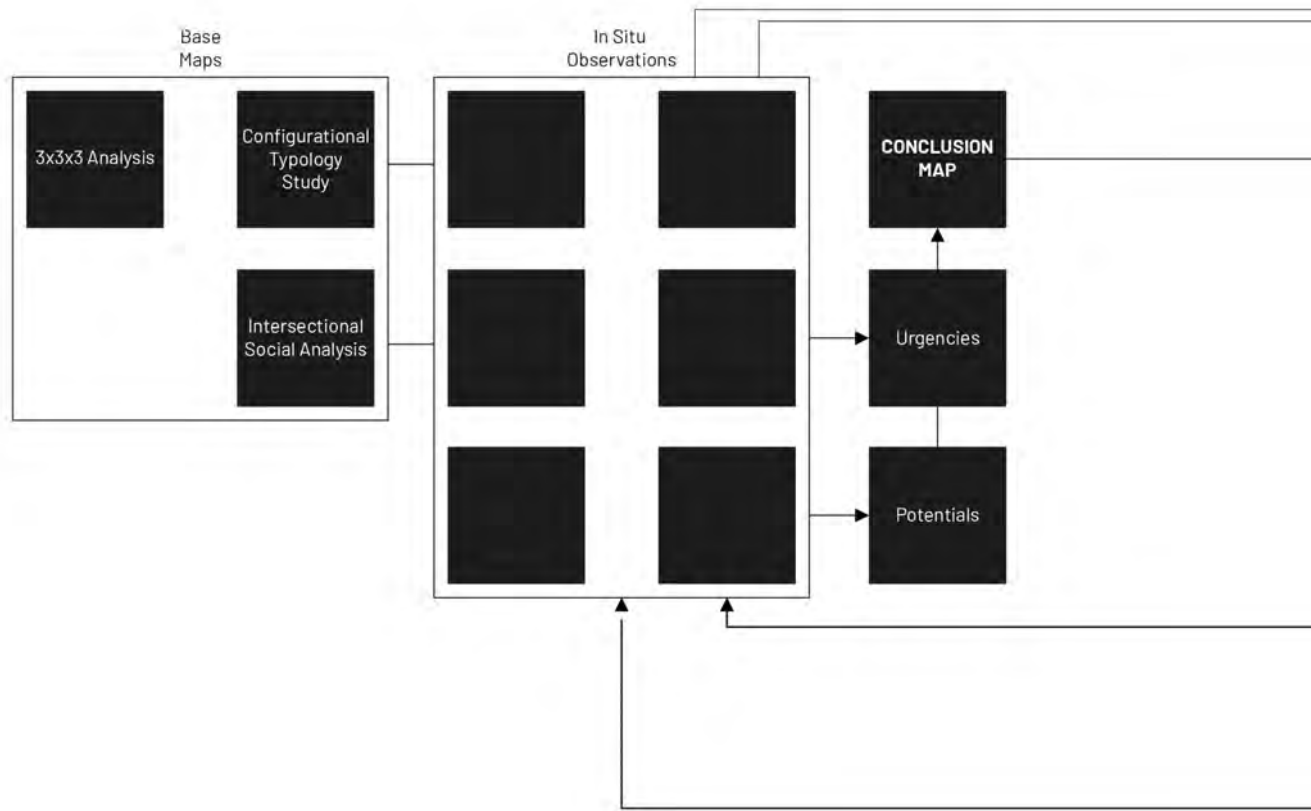


FIG. 10.2 Operationalization of Porosity scheme  
Source: by the author.

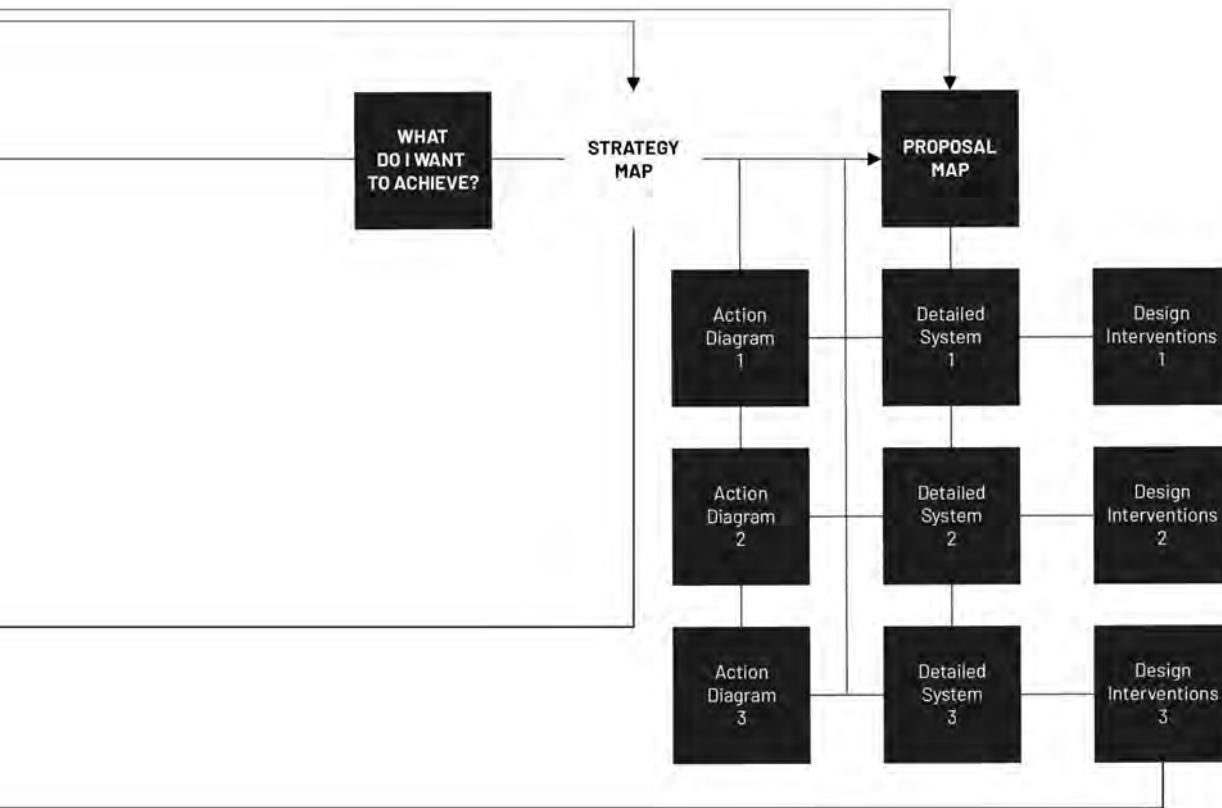
**Through what means can Eastern Naples provide a spatially just alternative for its citizens?**

### 10.1 – Did I answer to the Research Question?

At this point, I should be able to answer to this question and despite I'm hesitant to answer, I can affirm that the methodology applied for this work has shown to have a significant impact on the design process and its results.

The main difficulty was designing a research process that could be respectful of the diversity of the area of study and the different needs of each of the local groups. Finding an answer to the research question asked for analytical tools that are not proper of planners' expertise. Not only it demanded for the understanding of power structures among stakeholders and the detecting of who are the local actors but, most of all, it involved the study of how residents and communities use and appropriate the space.

In this sense, the image of porosity initially served as a guide, indicating which image of the city I was pursuing, and, afterward, worked as a tool of analysis to see whether this image is real or it has been lost.



As it has been evident in the writing of this work, urban morphology and sociology, by themselves, are not capable of returning these dynamics and I needed to develop tools to instead interpret the environmental psychology of the inhabitants of the city. I needed to get in contact with the residents of the area, observe how they use the street space and most importantly talk with them. By collecting the several micro-histories of their experience it was possible for me to gather information about what is invisible in the area. I quickly realized that I had to reduce the scale through which I was studying the area, since what appeared as homogeneous from my data analyses revealed to have more diversity and complexity than expected.

### 10.1.1 – Toward a comprehensive design

Naples represents a unique case in the Italian panorama for its history and traits. After having visited Naples, Norberg-Schulz wrote (Norberg-Schulz, 1979) of how the inhabitants of the city of the Gulf are one thing with its landscape: how the architecture of the city is one thing with its residents. A city where everything is ephemeral and the spaces are reinterpreted on the occasion and needs of every social group, often colliding and interpenetrating each other. His words echo the image of porosity.

The challenge has been how to extract this concept from the realm of the stylistic devices and make it into a tool that can serve designers in the design research and

research by design phases. In our practice, often inclusive design is hindered by the inability of planners and designers to communicate with local actors and learn from them, instead of imposing their vision. This is particularly relevant in marginalized contexts such as the one of East Naples, where interventions by the local institutions even when integrated with participatory processes, only resulted into a form of tokenism that has ultimately deteriorated residents' trust in institutions.

In my view, in much contemporary planning and decision making regarding the city or areas of it, this attitude is missing. If in our practice, we are pursuing spatial justice, we cannot avoid to rethink what is our role and which tools we have at our disposal.

## 10.2 – **Transferability of what has been learned**

We, professionals, often incur in the belief of knowing the city better than its citizens and, with a patronizing attitude, act in what we believe to be the best interest. Yet, if there is something that we can learn from Naples, is that we are wrong.

While, when reduced to numbers, the social and economic issues that afflict the many marginalized communities of Naples seem comparable, the reality of the built environment and the characteristics of the many social groups that compose the city differs greatly.

With that said, the methodology applied in this work may bridge the gap between the representation of the professionals and the everyday reality of the citizens, bringing the interest of the communities back to the core of the design. Moreover, understanding who are the potential critical stakeholders in an area, what are the power-interest relationship among them and most importantly what is their attitude is the only way to effectively overcome the limitations that afflicted the old master plans and propose a strategy with a plan for the implementation.



# 11 – Reflections

It has always been difficult for me to say goodbye. Be it a person, a place or, as in this case, a period of my life, it is impossible for me not to feel a sense of loss, knowing that what has passed was meaningful and feeling lesser for it be over. During the last couple of years, I cannot deny that there have been several moments of struggle, from the simple moving to a different country, the will to live up to my own expectations, to the complications arisen with the Covid-19 pandemic. These last months of thesis have been one of them.

Long before the moment to decide the topic of my final dissertation, I already knew that I would have worked on Naples. It was the conclusion of a path of growth and I wanted to go back from where I came and see how it would have changed in my eyes: what were my mystifications and what could I still learn from the city. I didn't know what would have been the field of analysis of my work, I was just sure that I would have preferred working on an area close to sea. My will was to learn a design methodology that could assist me in getting closer to citizens' needs and perspectives, without abdicating to my role of expert. It was not an easy process and I had many moments of confusion as the theoretical and methodological exploration was getting broader but the grasp on the reality, with which I was confronted, was getting looser. The theme of Porosity would have come in later and it would have been crucial in giving a direction to my investigations, but it would have been the moments of doubts to be the dearest to me. Nonetheless, it has been difficult to overcome them and many times, I've lost my sense of direction.

The most crucial of these moments, arrived with the winter of 2020: amidst the second lockdown, the effort of moving on with our lives through social media and virtual communication had rapidly led to questioning the purpose of all of what I was doing. And I want to specify that I was privileged enough not to be bothered by the direct health implications or the indirect economic repercussions of the spread of the virus, but rather by the complete detachment of the politic response of the Italian government from the compelling reality outside of the window. Nonetheless with the support of my tutors and family I was able to regain control of myself, go on and present my work on the 21st of September 2021. That day has not only been the end of the two years of the EMU post-master programme but also an important moment in ten years of almost continuous formation.

## 11.1 – The EMU

In 2019, when I first considered applying to the EMU, I had only what I would call an attitude toward contemporary urban issues and I didn't know what tools I was missing. At the time, I was working as an architect in Portugal and while the practice and the studio were satisfying in their own merit, I was growing concerned with my agency as a designer and what was the impact of the practice. With that in mind, in the autumn of that year I moved to the Netherlands and joined the small class of international students that would have accompanied me until the end. From my colleagues to the teaching staff, even if last years have not been ordinary academic periods, I can do nothing but praise all the people that have been part and enriched my EMU experience. Even with the sudden stop of the access to the university facilities in order to contain the spread of the virus, the professors managed to switch to an online format flawlessly, not only continuing the programme but also providing a safe space for us, students to reflect and discuss about what was happening outside. Throughout these two years, I have been given the tools to develop my own methodology of analysis, interpretation and design of the built environment.

It has been with great sadness that me and my colleagues have received the decision taken by the university to discontinue the EMU programme at TU Delft. Without the Technische Universiteit Delft and the knowledge and expertise that their passionate and devoted staff members bring to the international discussion in the field of Urban planning, design, and Landscape urbanism and architecture, the European post-master in Urbanism will have lost one of its pillars. Together with the KU Leuven, the Dutch University has represented the Northern tradition in dialogue with two of the main educational institutions in the Mediterranean region, the IUAV in Venice and the UPC of Barcelona. Throughout the years, this cultural exchange has represented in practice the values of a United Europe, in which all its members benefitted in knowledge exchange and formed several researchers and planners that now represent international excellence.

## 11.2 – What's next

Even if the course is over and I feel closer to the idea of designer that I have in my mind, I can't say my formation is over. Possibly my formal education won't progress any further for the next following years, but I cannot repress the urge to continue to question the contemporary making of the city and my beliefs regarding it. With more than half of world population living in urban or urbanizing contexts, the city has given the scene to all major manifestations of the contemporary crisis with which humanity is confronted. From the French and Greek riots of 2005 and 2008, the Arab spring of 2011 and the 2013 protests in Brazil and Turkey, up to the Yellow Vests' movement of 2018, the Chilean and Hong Kong protests of 2019 and the Guatemalan protests of 2020, cities worldwide have been the setting of the fight to change the city in order to change our society (Harvey, 2008). In such context, urbanists have a role whether to continue in the reproduction of current social

dynamics of discrimination that lead to socio-spatial segregation and deprivation of communities, or to work toward a just city.

Despite at the moment of this writing, mainstream media don't have yet digested the Covid-19 pandemic, the most daunting aspects of the threefold crisis that has been introduced in the research motivation are the climate crisis and the loss of biodiversity. On these topics, I spent almost no words throughout the whole research and in continuing my personal research on the crisis of the city and the agency of urbanists I will surely put more effort in those aspects, since they not only strictly tie with patterns of segregation but together with the dismantling of contemporary society and the crisis of democracy, they are the other symptom of what is currently wrong with our current system.



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