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A NEW RESILIENT MOBILITY FOR THE CITY OF L'AQUILA. THE CASE STUDY OF ATERNO RIVER.

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Abstract:

The problems encountered in river landscape management are notably diversified, this means that multicultural approach and then the development of integrated project begins very important in order to combine habitat conservation and pollution control issues with development and fruition issues of local populations.

The approach that sees the river basin as the essential territorial unit for enhancing strategies for sustainable development is confirmed in several documents by European Commission (Dir. 2000/60/CE, COM (2013) 249) and United Nations (UNEP, 1992).

Starting from an overview of some European project experiences (Di Salvo, Pizzo, 2006) on river basin, the contribution wants to make an analysis on the case study of the city of L'Aquila (Abruzzo Region), whose settlement structure is profoundly changed after the earthquake of April 6, 2009. It has effectively verified an uncontrolled and accelerated settlement expansion, due to the changed needs of localization of housing and production buildings, mostly characterized (net to State emergency buildings called C.A.S.E. project) by little sized "homemade" buildings. This interventions are concentrated in suburban agricultural sectors, near the Aterno River, the main river that runs through the city from the northwest to the southeast side.

The change in settlement shape and its distribution produced new types of landscape, which today are daily used from population for housing and production activities, making loose to the river landscape its features of naturalness and support to agriculture. In addition, most of urban function have been ejected from the historical centre of the city and have been concentrated in the east and west suburbs, both touched by the Aterno River banks.

So in this case, it was not the riverbed to be changed, but it is the city that, growing up, changed its relationship with the stream. The river as well as represents the only natural connection west-est in the south side of the city, runs parallel and very close to the two major territorial crossing infrastructures: an highway and a railroad which connect the south and the north of Abruzzo Region.

Developing a project on Aterno River basin, seems to be very strategic not only for the recovery of the ecological and agricultural functions, which has always belonged to the river, but also for the

implementation of an integrated mobility system with the railway and the highway, between regional and local mobility, to enhance the Aterno River like a real green infrastructure, multifunctional and able to provide a wide range of ecosystem services (Seardo, 2013).

This approach is situated within a larger issue which is the redefinition of the structure and the strategy for the re-planning of a city whose is completely different from the one in the pre-earthquake. The Urban Planning Project, intended as a project of land use configurations and then as a landscape project, could lead new economies, new lifestyles and help to define a New Social Development Model for the city itself.

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