

Università Iuav di Venezia

DIPARTIMENTO DI  
PROGETTAZIONE  
E PIANIFICAZIONE  
IN AMBIENTI COMPLESSI

## ***AESOP Conference: Planning for Transition. Dealing with complexity in contemporary planning practice***

### **Candidature 2019 Università Iuav di Venezia (Iuav)**

#### **Information the candidates should provide:**

##### 1. Information about the University and School/Department/Faculty:

###### *a) the profile of the University and the School/Department/Faculty,*

One of the first Architecture Schools in Italy (established in 1926), the Università Iuav di Venezia (Iuav) is a 'themed' university totally focusing on design. It is a dedicated place for teaching, specialisation and field research in design of living space and environments such as buildings, cities, landscapes, regions as well as design of every-day use objects, cultural, theatrical, multimedia events, fashion and graphics. Iuav is organised into three departments: "Architecture, Construction and Conservation", "Design and Planning in Complex Environments", "Architecture and Arts". Educational programmes, courses and activities are divided into 5 undergraduate degree programmes and 8 graduate degree programmes that are project-driven in fields of architecture, design, fashion, visual arts, urban and regional planning, theatre, in addition to a number of postgraduate specialisation programmes, advanced specialisation courses and 8 research doctorates.

###### *b) the reasons for which the School/Department/Faculty wishes to organize the event.*

Despite all Iuav will be involved in the conference, the coordinating role will be played by the Department of Design and Planning in Complex Environments (DPPAC).

DPPAC in particular offers undergraduate degree programmes and graduate degree programmes that are project-driven in fields of architecture, design, urban and regional planning, theatre.

In the field of *urban and regional planning* it aims to develop the capability of Planning to develop tools and methods for planning interventions and territorial government in relation to the new environmental conditions and the complexity of the social and economic stakeholders' action. The Department means to adopt, raise and hand down the culture of social responsibility of design, valuing and reconstruing the different research fields, to withstand the challenges of complexity.

DPPAC hosts a unique mixture of disciplines and expertise able to work in complex urban environment. The topics covered by major European project funded at DPPAC are planning in diverse societies, maritime spatial planning, urban regeneration and innovation, planning for sustainable growth of metropolitan areas, energy efficiency and sustainability, risk perception and urban security, resilience management and natural disaster, planning for rural-urban linkages.

Clusters active at DPPAC are mainly directed to research on: URBAN PLANNING: mainly dealing with urban transformation, metropolitan cities, urban policies, innovative public action, socio-spatial fragmentation and urban regeneration, sustainable mobility, housing; ENVIRONMENTAL PLANNING mainly dealing with climate change, sustainability, maritime spatial planning; rural renaissance; economic valuation of environmental good, solar energy and energy building. Beside this DPACC hosts specific transversal expertise on design (information design, eco-design, urban design) and theatre management (social and community theatre, interpersonal communication, emotional design).

As concern teaching activities, there are two courses study in Urban and Regional Planning (undergraduate) and (graduate).

In the undergraduate course the future junior planner will be involved in the main urban planning process, and connected activities. Other emerging professional profiles are: consultant of urban, territorial and environmental analysis; expert in evaluation and environmental assessment; mediator of participation processes; expert in geographic information systems; expert in processing spatial and thematic mapping and multimedia formats; assistant designer; expert in computer applications in the area of information technologies and communication; consultant in the field of geomarketing for the regionalization of business strategies.

The graduate course aims at training professionals capable of assuming key roles in the fields of urban design, urban policy and environmental and landscape planning. Students will acquire knowledge and competences with respect to: contemporary urban assets and dynamics; urban, territorial and landscape planning concepts and tools; urban policies; participatory planning; urban and environmental law and economics; public policy assessment.

The graduate program lasts two years and it is structured in three curricula, characterised by a first part, common for all students, and by specific didactic activities developed around diversified fields of interest.

The first curriculum focuses on the analysis of urban dynamics, on the critical assessment of urban policies and strategies and on urban design and planning. The second one is mainly focused on environmental planning, and provides students with the possibility to spend the third semester abroad and to obtain a European Master Title in “Planning and Policies for Cities, Environment and Landscape” jointly released by University Iuav of Venice, University of Sassari, Autonomous University of Barcelona, University of Girona and University of Lisbon (<http://ppcel.org>).

The third curriculum focuses on SMART cities and ICT and on the application of information and communication technologies to urban and environmental planning. Starting from the next academic year an exchange program with Tongji University of Shanghai finalized to issue a double degree in Urban Planning.

Within The Department of Design and Planning in Complex Environments, the SSIIM UNESCO Chair on “Social and Spatial Inclusion of International Migrants: policies and practices” is dealing since 2008 with scientific and policy-oriented research in the field of social/spatial inclusion of international migrants as concern: socio-spatial polarization dynamics, social cohesion, welfare, perception and conflict analysis, territorial inequalities, access to services and public space, local development.

The Chair aims at i) identifying policies and practices to foster the urban inclusion of international migrants ii) support local governments in shaping effective actions to foster effective urban governance and the social/spatial inclusion of migrants and; iii) disseminate the experiences that can provide ground for effective policy exchange and awareness raising iv) prevent xenophobia and intercultural dialogue trough the organization of public moments of discussion and encounter (<http://www.unescochair-iuav.it/en/>).

Furthermore, Iuav coordinate behalf by European Commission EACEA and Erasmus Mundus Master Program on Maritime Spatial Planning (MSP) and coastal design to support the implementation of EU Directive 89/2014 introducing MSP in all members’ states. Maritime Spatial Planning (MSP) represent an innovative instrument based on up-to-date knowledge and technologies to study the planet’s surface, striving to improve the management of global resources. Today planners, who

traditionally dealt with the transformation of cities, territories, environments and related issues must face new marine challenges, and therefore play a fundamental role. Though for years the planning system has “turned its back to the sea” it is pivotal in organizing and developing coastal areas beyond the CZM approach. The sea is affected by economic, social and environmental changes and, in order to cope with the continuing social and economic evolution, it needs to be included in planning and land management strategies. The aim of the EMMCMSP is to prepare students to become specialists – providing a multi-disciplinary background – to enable them to operate both in public institutions as well as independent professionals or researchers (<http://www.planningclimatechange.org/wp/en/> - <http://www.iuav.it/msp>).

c) the organisational capacity of the University and School/Department/Faculty to handle the event The Università Iuav di Venezia and more specifically the Department of Design and Planning in Complex Environments (DPPAC), will be able to handle the event considering the involvement of its more than 80 professors and researchers, and more than 500 students interested and involved into the Aesop Conference Organizations. We expect to organize a strong group of professors and researchers able to coordinate and supervise all the organizational aspects, from the communications to the logistical and administrative aspects. Moreover, considering the strong contributions given by the students and the PhD students we will be able to attend with at least two people all conference sessions, providing efficiency and the rapid management of any possible problems.

*“Cotonificio Veneziano” and Arena of Lido of Venice. Venues*

The building was inaugurated in 1883 and in the following year it became a functioning cotton mill thanks to the initiatives of Baron Eugenio Cantoni and Knight Carlo Moschini. In 1916 it was destroyed by a fire and then subsequently rebuilt. Over one thousand workers were employed at the mill and it remained open until 1960. Abandoned thereafter for some thirty years, it was eventually restored by the Venetian architectural studio Gino Valle. The main building today hosts a considerable part of the University of Architecture, to include lecture halls, the department of architectural design, and the projects archives. The archives contain a study hall with nine new consultation stations, an exhibition hall, an office and a storage room.

It is a very suitable place to guest the AESOP conference with 30 lecture-rooms already organized to guest up 100/150 each, ideal for parallel sessions and side events of the conference.

The building also has an auditorium with 250 seats suitable to organize intermediate plenary sessions or specific lectures (<http://www.iuav.it/Ateneo1/Sedi/Sedi-venez/cotonificio/>).

Main opening plenaria and registration during the first day will be organized at the Arena of Lido of Venice in the Sala Darsena, a completely hall restored and renewed in summer 2014, is home to some of the most famous musical and theatrical events on the island. It’s a large indoor arena and complements the offer of the Conference Center, hosting in one room, up to 1,400 people.

(<http://vela.avmspa.it/en/content/sala-darsena-0>)

d) the financial capability of the University

Iuav after discussing and verified the financial capability with the financial managers and the Rector it can claim to be able to support the costs during the conferences’ preparation process, and also to cover the costs not covered by fees. Moreover, in order to avoid that contingency and to ensure the best reception and conference development, Iuav have already started a first exploration towards potential sponsors, and found positive expressions of interest.

## 2. Information about the location, average costs and fees:

### **Accessibility**

In Venice it's possible get on foot, or choose one of the 159 types of water-craft ("vaporettos," motorboats, battelli foranei which are a larger type of vaporetto used for transportation to outer islands, motor vessels or ferry ships) in the ACTV fleet. ACTV started up in far off 1881. It has a long history and guarantees transport on almost all the territory.

#### *Public transport*

ACTV – a public transport company carrying 95 million passengers on the Navigation network alone. It has more than 120 floating stations (jetties) and 30 well-connected lines.

There are City Centre lines, that cross Venice mostly using the waterways of Canal Grande and the Giudecca Canal. They leave from Tronchetto or from Piazzale Roma and go as far as the Lido di Venezia (lines 1 and 2).

There are also connections around the external city lagoon perimeter. City Circle lines going as far as Murano and the Lido di Venezia (lines 3, 4.1, 4.2, 5.1, 5.2, 6).

The Lagoon lines connect the external lagoon archipelago, like the islands of Murano, Burano, Torcello, Sant'Erasmo, S. Servolo. They arrive as far as the Mainland, the Marco Polo airport at Tesserà, Treporti, Punta Sabbioni, Chioggia, Fusina, S. Giuliano (lines 12, 13, 14, 19).

Seasonal Lines function during the summer, or when there are important events. These help residents or casual visitors during moments of major tourist flow.

Transport in Venice is guaranteed on a 24-hour basis. Details about Navigation times. The night service (Line N) is operational from approximately midnight to 5.00am in the morning.

You can also transport your car by Ferry-Boat, from Tronchetto to the Lido di Venezia. Book online.

#### *Venice transportation prices*

> 75 minutes of water services: €7.50

> Ferry crossing: €5.00

ACTV offers travel cards for visitors for unlimited Venice travel:

> 1-day: €20

> 2-day: €30

> 3-day: €40

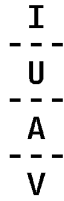
> 7-day: €60

Additionally, for €6 (one-way) or €12 (round-trip), visitors can add transit to and from the Marco Polo Airport. Airport transit from city center (bus, taxi):

> One-way, via bus or aerobus: €8

> One-way, via aerobus and water service: €14

> Land taxi from airport to Venice city: €45



- > AirportLink, a shared water taxi: €27/person, minimum of two people
- > Private water taxi to Venice: €80-120

#### *Suggestions – public transport tickets*

Purchase tourist tickets (1, 2, 3, and 7 days), on the Venezia Unica website, and once you have arrived in Venice, you will be able to move about freely on all the bus and navigation lines. The all-inclusive tickets include the Marco Polo transfer. Tickets bought online can be obtained from automatic ticket vending machines or from Venezia Unica Ticket Points

#### *Alilaguna*

Alilaguna is another public transport service. It has a navigation network of five lines connecting the Marco Polo Airport terminal and the Cruise Terminal to the centre of Venice, the Lido, Murano and Punta Sabbioni.

#### *Bus service*

Venice also has a bus network. ACTV and ATVO buses leave from Piazzale Roma for the Mainland, Mestre and its city centre, the Venice Marco Polo airport, and the Treviso Canova airport. For bus times: line 15, line 45 and line 5-aerobus ACTV has two night-time lines for Mestre. Details of times and lines N1 and N2.

#### **Average daily cost for visiting Venice and conference fees**

These prices are based on what you'll need to visit the city comfortably — they don't include things like big nights out at the bar/pub, club entry fees, souvenir/clothing shopping, tours, random purchases, nicer food, etc.

#### *Daily cost of frugal travel in Venice: €50 (approx. \$53)*

- > Attractions: €5 (free walking tour + visit one of the free sights)
- > Food: €14
- > Breakfast: €0 (free hostel breakfast)
- > Lunch: €5 (street food or takeaway shop fare)
- > Dinner: €7 (make your own meal in the hostel or grab something cheap)
- > Beer: €1.50 (chill out at the park and have a cold one)
- > Transportation: €0 (walk)
- > Accommodation (Cheap Hostel): €30

#### *Daily cost of mid-range travel in Venice: €100-120 (Approx. \$115)*

- > Attractions: €18 (one paid attraction + any free sights)
- > Food: €24
- > Breakfast: €2
- > Lunch: €5
- > Dinner: €17
- > Treat (dessert/beer/wine): €2
- > Transportation: €24
- > Accommodation: €50/100

*Daily cost of luxury travel in Venice: € 250-300 (Approx. \$280)*

- > Attractions: €54 (one paid attraction + any free sights)
- > Food: €76
- > Breakfast: €6
- > Lunch: €25
- > Dinner: €40
- > Treat (dessert/beer/wine): €7
- > Transportation: €54
- > Accommodation: €116

*Proposed fees*

|  | EARLY REGISTRATION<br>(2 months before the conference) | LATE (AFTER) & ON-SPOT<br>REGISTRATION |
|--|--|--|
| Participants from<br>AESOP member<br>institutions & individual<br>AESOP members              | € 390  | € 450                                  |
| Others (Non-members of<br>AESOP)   | € 470  | € 550                                  |
| Students   | € 190  | € 250                                  |
| One-day participation<br>(only for participants<br>who are not in the<br>Congress programme) | € 220  | € 250                                  |
| Accompanying Person  | € 120  | € 120                                  |

### **3. Information about the proposed Congress topic**

#### ***Planning for Transition. Dealing with complexity in contemporary planning practice***

Contemporary cities and territories are increasingly facing significant challenges – natural disasters due to climate change impacts, ecological crises, growing socio-economic unrests and global migrations phenomena, political breakdowns, ambitious public works and mega-projects – which inevitably require new capacities of dealing with profound changes.

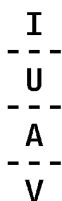
It is a matter of fact that at international level a condition of transition is crossing all the sectors and societies. A quick changing scenario that requires to planning, both locally and globally, the capacity to support and manage, the mutable urban and environmental conditions.

In fact, although cities do incessantly change, policy-makers and institutions are never fully prepared to respond to complex and risky situations, as well planning and policy tools are often outdated; in addition, also existing theoretical frameworks, concepts, cognitive abilities and approaches become ineffective.

Each unintended change comes as a break of existing social, political, and administrative routines and thus is expected to generate mechanisms of collective reflection and action.

The congress invites scholars and practitioners to present and discuss case-studies of cities and projects that have engaged in challenging situations supporting transitions in urban contexts.





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Specifically, it is aimed at offering an understanding of the forms of knowledge, concepts, tools, and skills needed to plan and address this transition. Furthermore, it seeks to explore whether (and how) managing such changes has brought to an overall reconsideration of the city design model and to more general institutional reconfigurations.

#### **4. Information about the proposed topic, format and location of the AESOP PhD Workshop**

For the AESOP PhD Workshop, we propose as topic a characterization of the general theme proposed for the congress: **Environmental, social and economic transition, which consequences for planning?**

The workshop will be structured in three days event with plenary and parallel sessions, in which will be developed and analyzed the possible transition typology. The workshop want to promote exchange between PhD researchers through the creation of an informal space to share experience and innovative ideas. The location proposed is “Palazzo Badoer” that with its structure friendly and not dispersive, and its cloister will encourage the exchange of ideas and knowledge.

The venue of PhD workshop guests the Iuav School of Doctorate (<http://www.iuav.it/English-Ve/Internatio/phd/>), with 8 paths of research:

- > architectural composition,
- > design sciences,
- > history of architecture and urban planning,
- > innovation for building and cultural heritage,
- > new technologies and information for the region and environment,
- > regional planning and public policy,
- > urbanism,
- > “Villard d’Honnecourt” international doctorate in architecture.

#### **5. Preliminary promoting committee at Iuav**

[www.iuav.it](http://www.iuav.it)

Prof. Francesco Musco,  
Director of Master Program in Planning and Policies for Cities, Landscape and Environment  
[francesco.musco@iuav.it](mailto:francesco.musco@iuav.it)

Prof. Laura Fregolent,  
Member of Iuav University of Venice, Senate  
[laura.fregolent@iuav.it](mailto:laura.fregolent@iuav.it)

*Research fellows*

Dr. Matteo Basso  
Dr. Giulia Lucertini

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PROGETTAZIONE  
E PIANIFICAZIONE  
IN AMBIENTI COMPLESSI

Dr. Filippo Magni  
Dr. Denis Maragno  
Dr. Elena Ostanel