



TEMPorary USes as start-up actions to enhance port (in)tangible heritage

D3.2.2 – REPORT INCLUDING DATA SHEETS ON PORT HERITAGE



Document control

Deliverable	D3.2.2 – Report including data sheets on port heritage
Due month	M18
Delivery date	29.09.2020
Document status	FINAL
Authors	L. Laghi (CertiMaC), M. Morganti (CertiMaC), M. Santandrea (CertiMaC)
Reviewers	ITC-CNR

Revision history

Version	Date	Author(s)	Comments
V1.0	03.10.2019	L. Laghi, M. Morganti, M. Santandrea	First Draft
	24.09.2020	ITC-CNR	General draft review

INTRODUCTION

The present Report collects the results of the mapping activities performed in the three pilot cities (Solin, Ravenna and Rijeka). In total, 64 Cultural Heritage (CH) elements were mapped using a common template, shared among the partners. 20 CH elements were mapped in Solin, 24 CH elements were mapped in Ravenna and 20 CH elements were mapped in Rijeka.

Each data sheet consists of simple and shared criteria that allow to accumulate descriptive information and to acknowledge hidden or neglected Cultural Heritage worthy to be valorized. Through these criteria, it is also possible to understand to what extent a building/area could be used for temporary activities, as well as the degree of possible mutual relations among each other.

The aim of the mapping is to evaluate the convenience to regenerate/reactivate a Site through Temporary Uses (TUs). At this extent, some of the criteria employed in the CH mapping includes a score, assigned on the basis of the answer selected. Therefore, for each CH elements, it is possible to determine a final weighed score (obtained from the sum of the different criteria analyzed) that provides a ranking in order to identify the most promising sites in which to implement TUs. Following this procedure, it was obtained a unified database that collect all the mapping information related to the TEMPUS cities (Solin, Ravenna and Rijeka).

The present documents is divided into three main sections:

- Definition of the Cultural Heritage (CH) elements;
- Description of the CH “historical value” and results of the mapping activities;
- Analysis and validation of the scoring system.

1. DEFINITION OF THE CULTURAL HERITAGE ELEMENTS

In each pilot cities, Cultural Heritage Elements were selected based on their connection with port heritage and the historic value they have with respect of the city they belong to.

CH elements mapped in Solin, Ravenna and Rijeka are summarized in Table 1, Table 2 and Table 3, respectively. Their location is shown in Figure 1, Figure 2 and Figure 3, respectively.

Number of the CH element	Name of the CH element	Construction Era
01	Archeological park Salona	Roman Era
02	Gradina	Late Antique Era
03	Historic Center of Solin	Roman Era
04	Vranjic peninsula	Medieval Era
05	Reception Building at railway station Solin	Contemporary Era
06	Reception building with ancillary building at Solin railway station	Contemporary Era
07	Classification yard	Contemporary Era
08	“Salonit” factory	Contemporary Era
09	Majdan cultural center	Contemporary Era
10	Bunkers	Contemporary Era
11	Brewery Area	Contemporary Era
12	Mravinci marl quarry	Contemporary Era
13	Vranjic quarry	Contemporary Era
14	St. Kajo cement factory	Contemporary Era
15	Coca-Cola bottler	Contemporary Era
16	Vranjic shipyard	Contemporary Era
17	INA tanker berth	Contemporary Era
18	INA fuel tanks	Contemporary Era
19	Factory settlement Majdan	Contemporary Era
20	Factory settlement St. Kajo	Contemporary Era

Table 1. List of the 20 CH elements mapped in Solin.

Number of the CH element	Name of the CH element	Construction Era
01	Magazzino Ex Sir	Contemporary Era
02	Fabbrica Vecchia Ex Marchesato	Modern Era
03	Capanno Garibaldi	Contemporary Era
04	Idrovora Fagiolo	Contemporary Era
05	Faro Marina di Ravenna	Contemporary Era
06	Piattaforma Angelina	Contemporary Era
07	Torraccia	Medieval Era
08	Antica Linea di Costa	Medieval Era
09	Bagni del Clero	Medieval Era
10	Mura di Classe	Late Antique Era
11	Moli di Classe	Late Antique Era
12	Monumento Marinai	Contemporary Era
13	Mercato del Pesce	Contemporary Era
14	Ex magazzini Pansac	Contemporary Era
15	Darsena dei velieri	Modern Era
16	Silos Granai	Contemporary Era
17	Idrovora San Vitale	Contemporary Era
18	Ponte Augusto	Roman Era
19	Pozzi di via Morigia	Roman Era
20	Campanile Chiesa SM Porto Fuori	Medieval Era
21	Fossa Augusta	Roman Era

22	Porto di Metello	Roman Era
23	Porto Augusto	Roman Era
24	Magazzini Porto di Classe	Late Antique Era

Table 2. List of the 24 CH elements mapped in Ravenna.

Number of the CH element	Name of the CH element	Construction Era
01	Kantrida	Contemporary Era
02	Torpedo	Contemporary Era
03	Kapela sv. Ivana Nepomuka	Modern Era
04	Dead Canal	Modern Era
05	Lighthouse Mlaka	Contemporary Era
06	Porto Barros	Contemporary Era
07	Jadranska plovdba	Contemporary Era
08	Port Warehouse IIIb	Contemporary Era
09	Traction Maintenance Depot	Contemporary Era
10	Port Warehouse n°17	Contemporary Era
11	Hotel Emigranti	Contemporary Era
12	Metropolis	Contemporary Era
13	Steamer Uragan	Contemporary Era
14	Matteo Skull Foundry and Mint	Contemporary Era
15	Oil Refinery	Contemporary Era
16	Paper Mill	Contemporary Era

17	Pharm. And Cosmetic Lab. Alga	Contemporary Era
18	Vidikovac Water Reservoir	Contemporary Era
19	Railway Bridge	Contemporary Era
20	Petroleum Port	Contemporary Era

Table 3. List of the 20 CH elements mapped in Rijeka.



Figure 1. Location of the 20 CH elements in Solin.

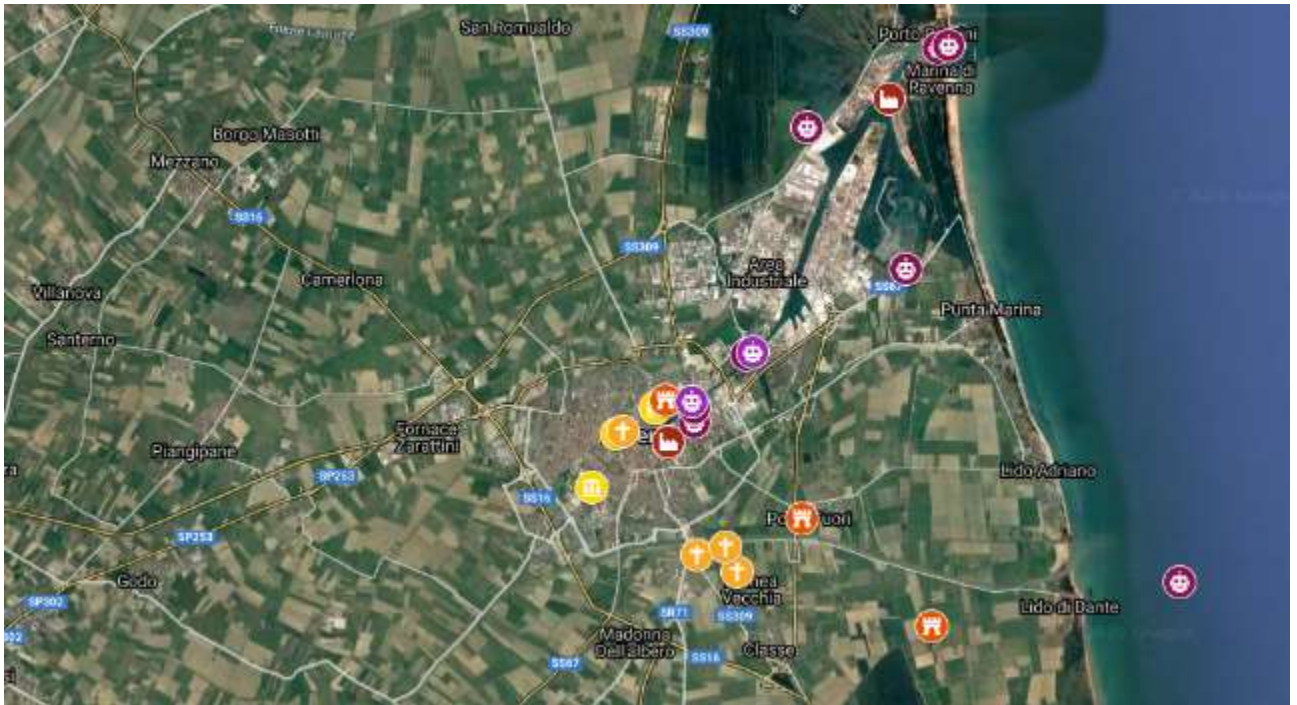


Figure 2. Location of the 24 CH elements in Ravenna.

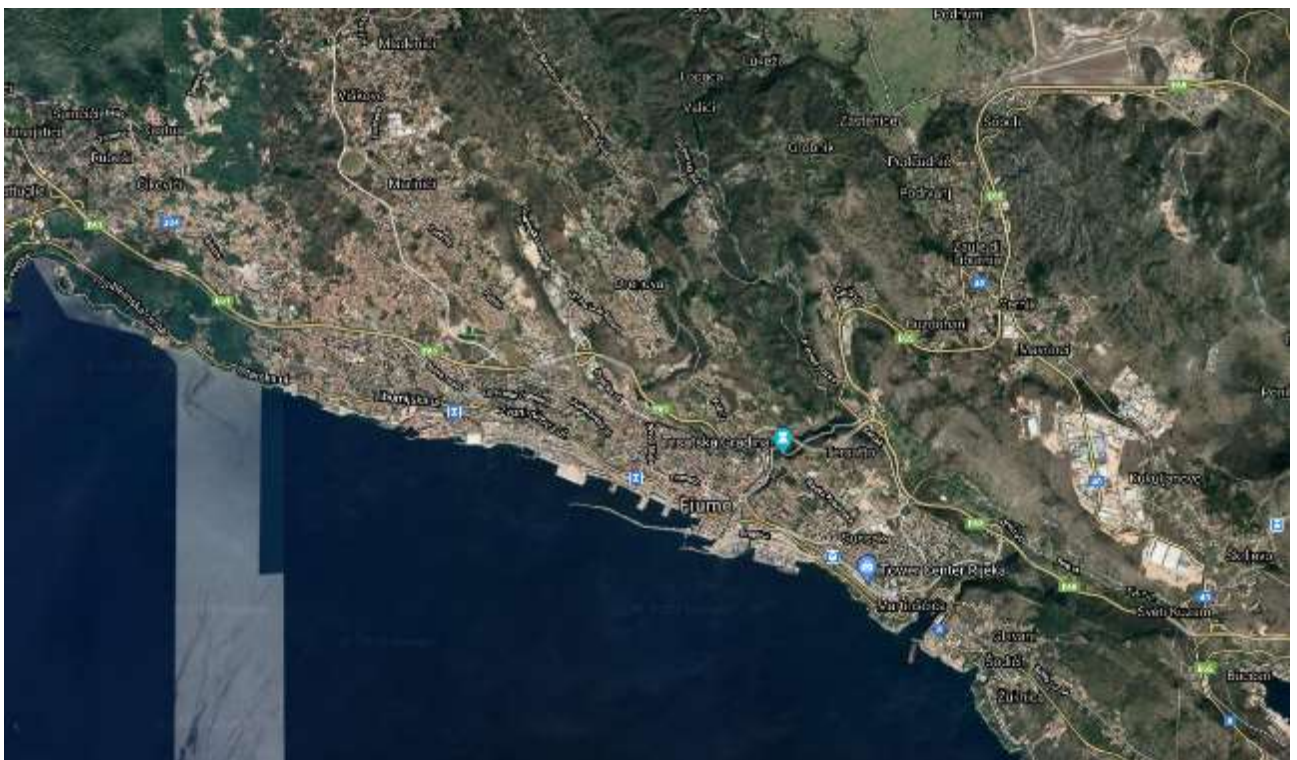


Figure 3. Area that includes the 20 CH elements of Rijeka.

2. DESCRIPTION OF THE CH “HISTORICAL VALUE” AND RESULTS OF THE MAPPING ACTIVITIES

This section is divided in two sub-sections.

In the first sub-section, a brief description about the historical value of CH elements is provided for each pilot city. Additional information about the mapped elements can be found in Annex A, where the full data sheets are listed.

In the second sub-section, the results of the mapping activities in terms of score are presented.

2.1. SOLIN

- **ARCHAEOLOGICAL PARK SALONA**

Value of the site: The ancient Salona was the capital of the Roman province of Dalmatia. Its favourable geographic position allowed a quick development of the town into a prosperous city. The most impressive Salonitan structure - the amphitheatre - was erected in the second half of the 2nd century, along with the public baths and an aqueduct. A particularly significant period in the city's history was the reign of Emperor Diocletian, during whose rule a great number of splendid buildings were erected, the forum, temples, thermae and an annex to the amphitheatre. The most glorious period in the Salonitan history began with the Milan Edict of 313 A.D., allowing free practice of the Christian faith. A powerful Christian community developed and numerous churches were built. The invasions of the Avars and Slavs in the early 7th century marked the end of Salona forcing the residents to flee to the off-shore islands or the nearby Diocletian's Palace which later developed into the nucleus of Split in the Middle Ages. Along the eastern walls of the ancient Salona, a Croatian settlement Solin sprang up that was soon to become one of the most important centres of the medieval Croatian state.



Figure 4. Location of the Archaeological park Salona.



Figure 5. Archaeological park Salona: Basilica Urbana and Roman Amphitheatre.

- **GRADINA**

Value of the site: Among the remains of the Solin buildings, of particular interest is the complex known as Gradina (Hill-Fort), next to the very river and the Roman town's eastern walls. A church of an unusual ground plan, built over the Roman époque remains, is today situated within a medieval fortress. This was built, according to some authors (F. Bulić and Lj. Karaman), by the Split archbishop Ugolino de Mala Branca (1349-1388) to protect the people of Split from the people of Klis. Today, it is in a fortress built during the Venetian-Turkish wars, in the 16th century

(<). It was researched in 1909-1911 and again in 1923-1925, its ground plan and volume have recently been presented in drawings by J. Marasović, which is a convincing reconstruction. The church was for the first time correctly dated to the time of the Byzantine emperor Justinian (527-567) by M. Prelog, some fifty years ago.



Figure 6. Location of Gradina.



Figure 7. Gradina.

- HISTORIC CENTER OF SOLIN

Value of the site: Historic center of Solin is positioned on the eastern side of ancient Salona, and is also one of the most important early Medieval centers of Croatian culture. With time its

importance decreased in favor of Split. Nonetheless, it has multiple important cultural and historic sites. Also, it is presumed to be a place of other survey significant archeological sites.



Figure 8. Location of Historic Center of Solin.



Figure 9. Historic Center of Solin.

- **VLANJIC PENINSULA**

Value of the site: Vranjic is a small inhabited island with active seafront, connected with mainland via causeway. Place is picturesque, locally often called "Small Venice". It was first inhabited, most probably, during the Late Bronze Age. Present day settlement has continuity after 1650. when new inhabitants were settled as garrison and means of defence against Turkish incursions.



Figure 10. Location of Vranjic Peninsula.



Figure 11. Vranjic Peninsula.

- RECEPTION BUILDING AT RAILWAY STATION SOLIN

Value of the site: This was a reception building made during Austro-Hungarian Empire. It was made as a part of railway route intended to connect Split and Sarajevo. However, railroad was never finished past Sinj. It was colloquially called "Rera". This reception building was made in 1901-1902. It's typologically similar to other reception buildings on the route from this period.



Figure 12. Location of Reception Building at Railway Station Solin.



Figure 13. Reception Building at Railway Station Solin.

- RECEPTION BUILDING WITH ANCILLARY BUILDING AT SOLIN RAILWAY STATION

Value of the site: This was a reception building made as part of railway route connecting Split and Siverić, and later rest of Europe. Building was built in 1877. It's typologically similar to other reception buildings on the route from this period.



Figure 14. Location of Reception Building with ancillary building at Solin railway station.



Figure 15. Reception Building with ancillary building at Solin railway station.

- **CLASSIFICATION YARD**

Value of the site: This classification yard was built as a expansion of railway route connecting Split and the rest of Croatia. It was important for sorting vagon carrying various goods thorough and to Solin and Split ports, terminals, shipyards and industrial facilities. With change of logistical transportation this classification yard has lost much of it's importance. Now it is oversized and is a potential brownfield site.



Figure 16. Location of Classification Yard.



Figure 17. Classification Yard.

- **“SALONIT” FACTORY**

Value of the site: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site.

First industrial and port facilities, intended for storage and shipment of cement from the nearby Majdan factory, were built from 1909-1921, along with the railway connecting them. Asbestos factory "Salonit" was found in 1921 and existing facilities were expanded to accommodate the

production of asbestos prefabricates. Use and manufacture of asbestos products in Croatia was banned in 2006, production was halted and factory was subsequently closed. Since then, factory site is in disrepair and is partially used as storage area.



Figure 18. Location of "Salonit" factory.



Figure 19. "Salonit" factory.

- MAJDAN CULTURAL CENTER

Value of the site: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908.

In accordance with the post-war social paradigm the Culture center was built in 1954. The Cultural centre has a dance and cinema hall, a meeting room, a library and a reading room, raising the standard of cultural and social functions in Majdan, but also in the wider Solin region. We can credit the designs to architect Franjo Buškariol who, along with the enclosed

settlements, formed a new square, creating an architectural structure that stands out among the contemporary buildings of social purpose built for the Dalmatian cement factory.

The building was burnt at the beginning of the 1990s and has not been integrally renovated to date. Its architectural value and potential of renovation have been actualized by recent urban transformation processes in the surrounding area.



Figure 20. Location of Majdan cultural center.



Figure 21. Majdan cultural center.

- BUNKERS

Value of the site: These bunkers have been made during the first half of twentieth century as a part of a security network intended to guard major connections leading to Solin and Split, important infrastructure and port/terminal areas.



Figure 22. Location of Bunkers.



Figure 23. Bunkers.

- BREWERY AREA

Value of the site: Brewery area is built in the latter half of 20th century. It was located in the coastal area within an industrial zone. Since its establishment, brewery has had an significant economical importance for the workers, who are mainly local residents.

Brewery was intentionally located in the coastal harbour area with direct acces to harbor facilities and infrastructure. These facilities include a large crane, for loading and unloading the cargo, and silos for storage of cereals which are used as a raw material for beer production.



Figure 24. Brewery Area.

- **MRAVINCI MARL QUARRY**

Value of the site: This was formerly exploited marl quarry. When exploitation stopped it was filled with variety of hazardous materials like asbestos. Today area is remediated and used for shooting practise.



Figure 25. Mravinci Marl Quarry.

- **VRANJIC QUARRY**

Value of the site: Area is a remediated marl quarry. Many residents used to work and live in the close vicinity of the quarry. It was a major source of raw material for cement production that economically developed the area. Today it is publicly used for sports and recreation (mainly football).



Figure 26. Vranjic Quarry.

- **ST. KAJO CEMENT FACTORY**

Value of the site: This is a site of one of the two largest cement factories in the region. It was built at the beginning of twentieth century, and was upgraded as the production process was technologically improved. In the past it was the most prominent "company" in Kastela bay area, and also a workplace for a large majority of the local residents. Alongside factory numerous additional buildings for employees were built, such as dormitories, mess halls, cultural centers, etc. Today, St. Kajo cement factory employs only a fraction of former workforce but it still has significant economical and spatial presence.

There is a continuous conveyor belt from the marl quarry to the factory. Factory is located near the coastline to reduce the shipping costs. It has functioning operating coast with wharf for cargo ships and loading cranes for large weight and volume cargo.



Figure 27. St. Kajo Cement Factory.

- **COCA-COLA BOTTLER**

Value of the site: This industrial complex was originally erected as bottlery (manufacturing plant). Today, it is used as storage and distribution center. Positioned on top of the hill, it is highly visible part of Solins skyline.



Figure 28. Coca-Cola Bottler.

- VRANJIC SHIPYARD

Value of the site: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site. Currently this area is used as a shipyard for renovation and building of smaller ships. There is a slipway for launching ships in to the sea, and there are also wharfs for docking the ships.



Figure 29. Vranjic shipyard.

- **INA TANKER BERTH**

Value of the site: This site is berth, which is a part of loading and unloading operations of fuel and gas for INA. INA or "Industrija nafte", is a Croatian multinational oil company. INA Group has leading role in Croatia's oil business, a strong regional position in the oil and gas exploration and production, oil processing, and oil product distribution activities. As such this location has high importance in oil supply for a wider area.



Figure 30. INA tanker berth.

- **INA FUEL TANKS**

Value of the site: This site is occupied by 5 large silos varying in size, which are a part of loading and unloading operations of fuel and gas for INA- Industrija nafte. As such, this location has high importance in oil, fuel and gas supply for a wider area.

This is a significant site in a maritime tanker network of oil, fuel and gas supply.



Figure 31. INA fuel tanks.

- **FACTORY SETTLEMENT MAJDAN**

Value of the site: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908. There was a great need for workforce housing, so several, typologically near identical buildings were built. Though today some of this housing is not to the living standard, in the past it was home to significant part of workforce for extended period of time.



Figure 32. Factory settlement Majdan.

- **FACTORY SETTLEMENT ST. KAJO**

Value of the site: With the founding of the St. Kajo cement factory and its later development there was also a great need for workforce housing and other amenities. Multiple housing buildings were built, alongside office buildings and even a small cinema ("culture home"). Buildings in this settlement are typologically and stylistically differing. Quality of construction is also not on the same level for all the buildings. Though today some of these buildings are not to the living standard and are partly ruinous, in the past it was home to significant part of workforce for extended period of time.



Figure 33. Factory settlement St. Kajo – Housing Type 4.



Figure 34. Factory settlement St. Kajo – Housing Type 2.

2.2.RAVENNA

- MAGAZZINO EX SIR

Value of the site: The building was made in 1956, and consist in a single space with dimensions equal to 175 m (length) x 30 m (width), with a parabolic vault with a maximum height equal to 17,35 m. The building was used as a warehouse for storage of chemical fertilizers for agriculture. From 1980 it was used as a warehouse for construction materials and then abandoned.



Figure 35. Magazzino Ex Sir: Front view and location.



Figure 36. Magazzino Ex Sir.

- **FABBRICA VECCHIA EX MARCHESATO**

Value of the site: Built in 1764 on a project by Antonio Farini, it was a building that performed public functions in relation to port activities and was known as the "Casa della Sanità". In 1765 the Marquis Cavalli built another building next to the "Casone" which from then on became the "Fabbrica Vecchia" to distinguish it from the "Fabbrica Nuova" of the Cavalli marquises which was used as a warehouse, tavern and tax office for the marquises. Hence the name the "Marquisate". At the end of the 19th century the building was used as the seat of the Harbor Master's Office, but following the development of the port structures the garrison of the old factory was gradually abandoned.



Figure 37. Fabbrica vecchia Ex Marchesato: Main view and location.

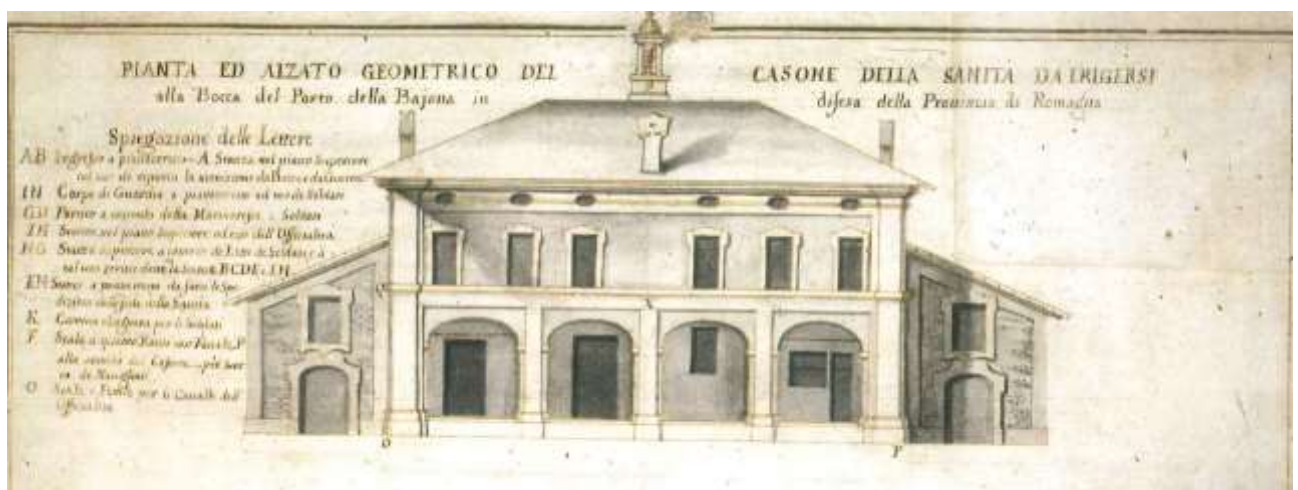


Figure 38. Fabbrica vecchia Ex Marchesato: Historical front view.

- CAPANNO GARIBALDI

Value of the site: Capanno was built in 1810 as a hunting refuge; in 1844 it was rebuilt in masonry after a fire. In 1849 it became a refuge for G. Garibaldi who, fleeing from Rome, tried to reach Venice and therefore was hidden in Romagna to escape the Austrians. The shed thus became one of the places of the Garibaldian "drawing" and later, also a monument of the city of Ravenna, as it was placed under the protection of the Soprintendenza. It is in good condition and is currently managed by an association that promotes it through initiatives and events.



Figure 39. Capanno Garibaldi: Main view and location.



Figure 40. Capanno Garibaldi: Front view and side view.

- IDROVORA FAGIOLO

Value of the site: The “Idrovora Fagiolo” was built by the “Consorzio di Bonifica” at the beginning of 1900, apparently in 1901, during an important reclamation operation in the Ravenna area. Within about 30 years, the Consortium built various plants, including the gravel ditch, Madonna del Pino in Cervia, the Rasponi plant in Punta Marina and S.Vitale in Marina di Ravenna. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.



Figure 41. Idrovora Fagiolo: Main view and location.

- FARO MARINA DI RAVENNA

Value of the site: The lighthouse of Marina di Ravenna was turned on for the first time on 12/06/1862, the so-called lighting period of the lighthouse, and is an integral part of the infrastructure of the San Vitale port, still in use today and together with the control tower of the port pilots and the maritime horn is one of the reference points for accessing the port area.



Figure 42. Faro Marina di Ravenna: Main view and location.



Figure 43. Faro Marina di Ravenna: Historical view.

- PIATTAFORMA ANGELINA

Value of the site: The Angelina platform is part of the first group of extraction platforms built in the early 1970s and remained in operation until the early 2000s and was one of the main coastal extraction wells present on the national territory.

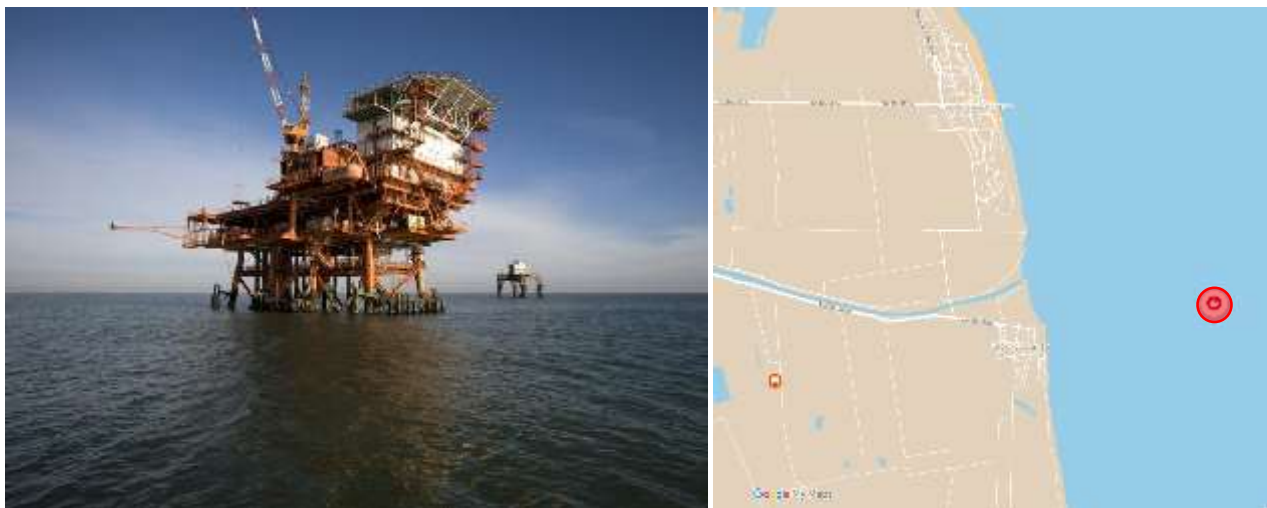


Figure 44. Piattaforma Angelina: Main view and location.

- TORRACCIA

Value of the site: The Torraccia is what remains of the coastal watchtower which, at the time of construction, was located at the Candiano port entrance, in the south of Ravenna. This port was built in medieval times at the mouth of the Candiano stream, which connected the sea to the Candiana Valley (later called Standiana), the large marsh near the Classe pine forest. The construction of the tower of the Candiano port, known as Turaza, was commissioned by Cardinal Paolo Savelli in 1667. It was the seat of a garrison that controlled the coast preventing unwanted landings and signaling suspicious or enemy boats to the coastal defense system. It was also called Sanità tower, for the sanitary control that was carried out on the crews of the boats.



Figure 45. Torraccia: Main view and location.



Figure 46. Torraccia.

- ANTICA LINEA DI COSTA

Value of the site: About the port framework, the place shows the position of a stretch of the ancient coastline and than an area in which boats, goods and people moved in ancient times. The position is obtained from the ancient lighthouse at the Theoderic's mausoleum during the medieval age.



Figure 47. Antica Linea di Costa: Main view and location.

- BAGNI DEL CLERO

Value of the site: The site is part of the port theme because of the ancient presence of water. The main ports of the ancient Ravenna were connected by roads intertwined with the intricate system of canals inside the city. These canals and rivers allowed the population to move and reach various places, as happens nowadays in Venice. The waters were therefore a connection system as much as the ports, but at the same time they allowed to keep structures, like the bath, operating.

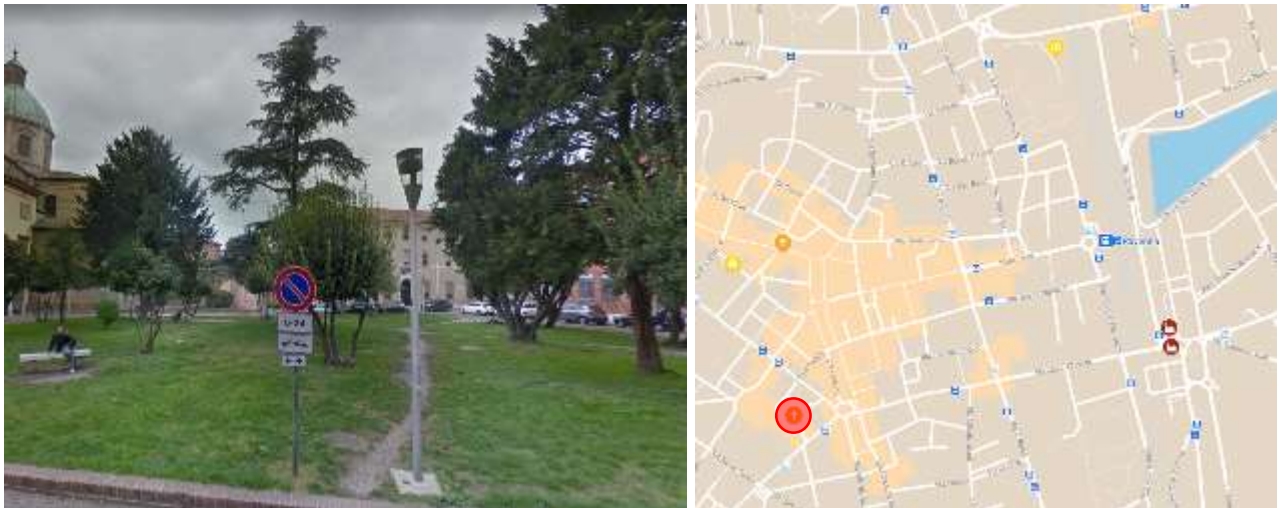


Figure 48. Bagni del Clero: Main view and location.

- MURA DI CLASSE

Value of the site: The site evokes the ancient walls of Classe, a space near Ravenna intended for a specific function: a port city. Within these walls goods and people arrived, ships docked and sailors lived there. Over the centuries Classe was always a port and the walls from the fifth to the tenth century maintained their defensive function.



Figure 49. Mura di Classe: Main view and location.

- MOLI DI CLASSE

Value of the site: The site plays a significant role in the port framework because it represents one of the main port evidences: the docks. The docks overlooked a basin of water connected to the sea and allows to understand how goods and people moved. It is necessary to imagine the densely populated structures where busy people loaded the products on the boats and concluded the exchange talks.



Figure 50. Moli di Classe: Main view and location.

- **MONUMENTO MARINAI**

Value of the site: The monument to the Sailor of Ravenna is the work of the sculptor Giannantonio Bucci of Ravenna. It was built in 1963 by the ANMI (National Association of Italian Sailors) and located near the monumental cemetery with its gaze facing south-east, near the entrance to the city dock, located there to greet the merchants who they passed through it as a sign of protection. The monument is made of travertine and has an inscription which is the incipit of the Sailor's prayer, written by Fogazzaro in 1901 "To you, great eternal God, whom the winds and waves obey." The monument is located near the quay leading to the monumental cemetery and a staircase that brings the quay closer to the water, as well as being immersed in the "pinetina", a residual fragment of the pinewood cordon reduced during the industrial expansion of the commercial port at the end of 1800.



Figure 51. Monumento Marinai: Main view and location.



Figure 52. Monumento Marinai: Surrounding Area.

- **MERCATO DEL PESCE**

Value of the site: the former fish market was built in 1939 in place of an old artifact from the 1920s in iron and sheet metal. It was immediately considered as one of the most modern sales structures in Italy, above all due to the presence of an electromechanical rod system that allowed faster sales and with fewer complaints that took place in the large amphitheater hall which buyers accessed. Until the Second World War, the Marina market was of national importance, with over 100 fishing boats accessing the pier every day. Gradually, with the replacement of the sailing boat with motor boats and with the industrialization of a good stretch of the Candiano Canal, many fishing families moved to nearby markets (Cesenatico, Chioggia, Cervia, Rimini, etc.) and the related market of Marina will decrease dramatically, until the total decline in the 70s.



Figure 53. Mercato del pesce: Main view and location.

- EX MAGAZZINI PANSAC

Value of the site: This building was built in 1905 as a Romagna hemp factory and was used for the production of jute bags for almost all the sugar factories in northern Italy. The first changes took place after the first 15 years of activity, the plant was already transformed for the first time into a jute factory, by Montecatini, intended use which it held until 1970.

The building, especially in the part towards the canal, is characterized by decorative brick motifs. In the period between 1938 and 1940, the central body undergoes changes: the director's villa and some houses for employees are annexed to this central structure.

After 1970, the plant was again converted to the production of PVC and polyethylene.

In 1972, it was taken over by Pansac s.a.s., by Donato Jacopone, while in 1980 it was acquired by the Lori group and became Nuova Pansac s.p.a. Following the bankruptcy of Nuova Pansac, the factory is leased by the employees and the business continues under the current name of Raviplast.

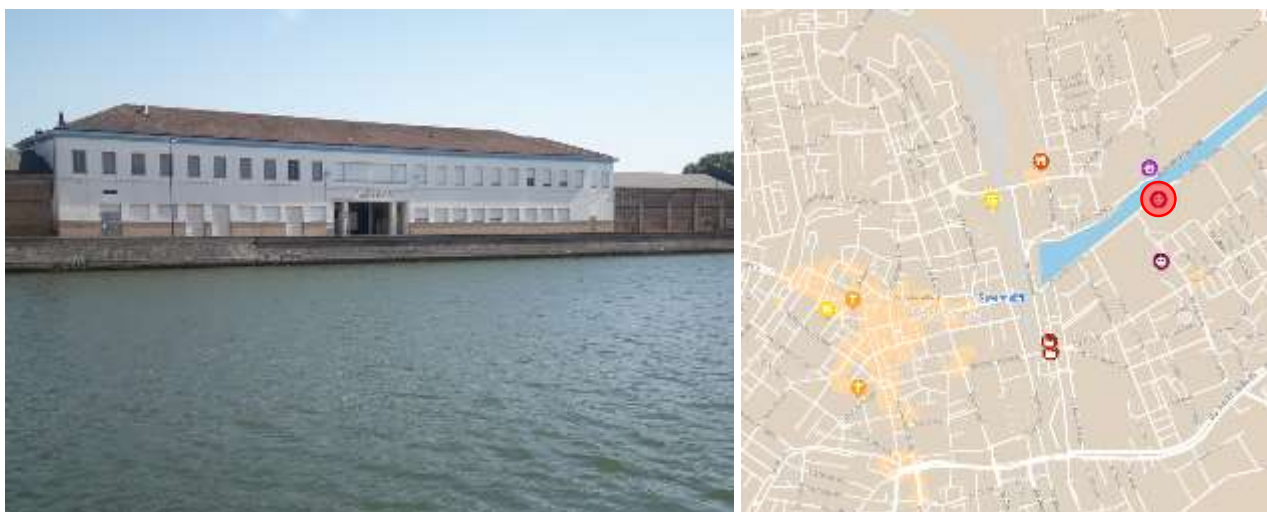


Figure 54. Ex Magazzini Pansac: Main view and location.

- **DARSENA DEI VELIERI**

Value of the site: the Darsena Bidente, built at the end of the Corsini Canal, occupied the old course of the Bidente drain and ran parallel to the railway and at the top it touched the church of San Simone and Guida. It was in communication with the Bidente drain through two arches near the bridge in via "al Candiano" which led to the double-level docks that allowed the mooring of both wooden sailing ships and steamers at a later date depending on the tides. At the end of the 19th century, almost all port activity took place to the right and left of this dock which houses the port warehouses designed in 1780 by Camillo Morigia. In this area there were also taverns and inns and it was the beating heart of the commercial and productive activity of the port.

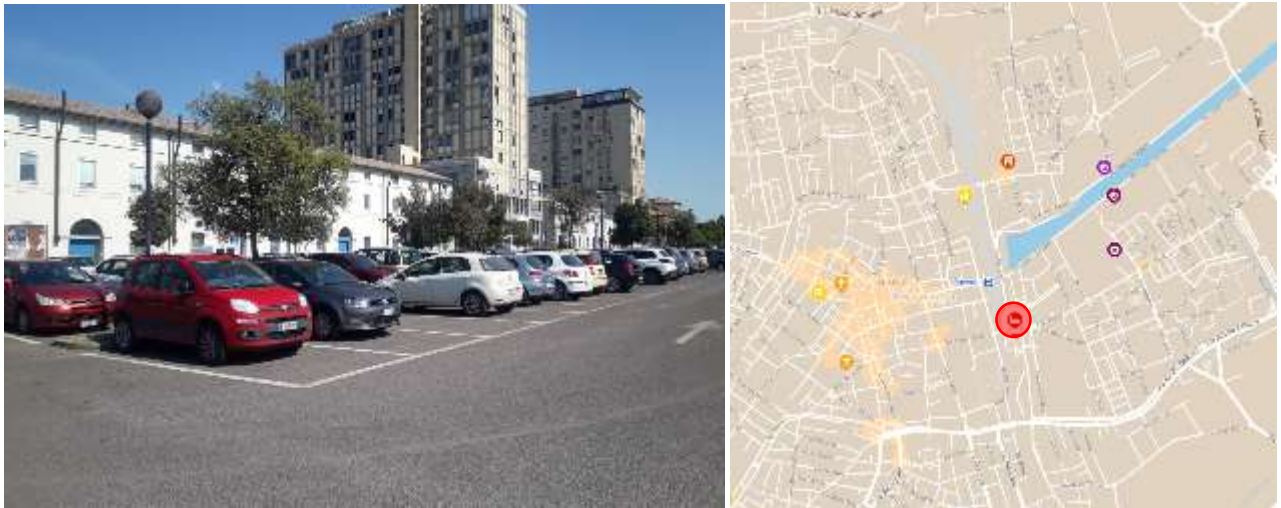


Figure 55. Darsena dei Velieri: Main view and location.

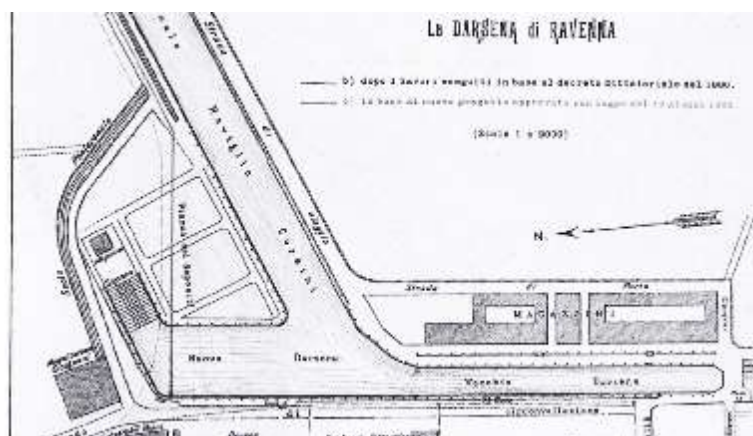


Figure 56. Darsena dei Velieri: Historical Map.

- **SILOS GRANAI**

Value of the site: The Silos Granari del Candiano company was founded in 1925, and following this constitution three buildings were erected, in place of the Portland cement factory. A two-storey building, on the corner of via Montecatini and via Manfredi, housed the caretaker's offices and accommodation.

On the back are the two ex-warehouses of industrial archeology of imposing dimensions, linked to the storage of cereals and grains: the first consists of a large room with a brick vault with tie rods, buffered on one side by a facade characterized by a series of pilaster strips in relief.

The second warehouse, built in 1933, is fragmented into 4 bodies, with a perimeter structure in masonry, internally divided by reinforced concrete pillars. The warehouses have always been used as a grain store, although over time they have been modified to facilitate the handling of products. The two warehouses were internally connected to the Canal by conveyor belts, which still characterize the fronts, despite the evident state of decay.



Figure 57. Silos Granai: Main view and location.

- IDROVORA SAN VITALE

Value of the site: The San Vitale dewatering pump was built by the Reclamation Consortium at the beginning of 1900, in 1932 during an important reclamation operation in the Ravenna area. In about 30 years, the Consortium built various plants, including that of the Fagiolo, Fosso gravel, of Madonna del Pino in Cervia, and the Rasponi plant in Punta Marina. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.



Figure 58. Idrovora San Vitale: Main view and location.

- PONTE AUGUSTO

Value of the site: This bridge was an important link between two parts of the city divided by a stream. The choice of this point of interest wants to recall, with a single element, a much wider reality of a city characterized by the constant presence of water. The waterways allowed, as well as bridges, the movement of people and goods throughout the city. We must imagine how the goods of the port were stored in the warehouses of the city, and then be distributed thanks to streams connections or bridges. In addition, the rivers that flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant inland areas.



Figure 59. Ponte Augusto: Main view and location.

- POZZI DI VIA MORIGIA

Value of the site: The role of the site in the port framework is very significant because many materials, found during excavations (which did not bring to light structures, but only mobile artifacts), were imported. Many ceramics, for example of Greek origin, were transported by ship to one of the ports of Ravenna and then traded and distributed in the city. The site evokes a commercial flow of ceramic vessels that through the port and the sea reached the city.



Figure 60. Pozzi di via Morigia: Main view and location.

- CAMPANILE CHIESA SM PORTO FUORI

Value of the site: This site represents the ancient mouth of the Bidente river in the south of Ravenna, where was built a port. In fact, the difficult management of the marshy territories and the hydrographic network in which the port of Classe was located, meant that between the VIII and IX Century A.D. the main port center of the city was in Porto Fuori: a name that still evokes the function for which the place was intended. In this place around 1100 a.D. some monks built a church to house an icon arrived in Ravenna thanks to the connections with Constantinople.



Figure 61. Campanile Chiesa SM Porto Fuori: Historic view and location.

- FOSSA AUGUSTA

Value of the site: Regarding the topic of the portuality the Fossa Augusta played a fundamental role in maintaining drained the city of Ravenna and therefore allowed the terrestrial connections with the ports, it was also a channel navigable by small boats. This Roman infrastructure allowed the drainage of water far from the city and at the same time it was a connection with distant areas, as evidenced by the survival of some streets that bordered it. During the centuries the Fossa Augusta has always been maintained, up to the important land reclamations of the XVIII century.

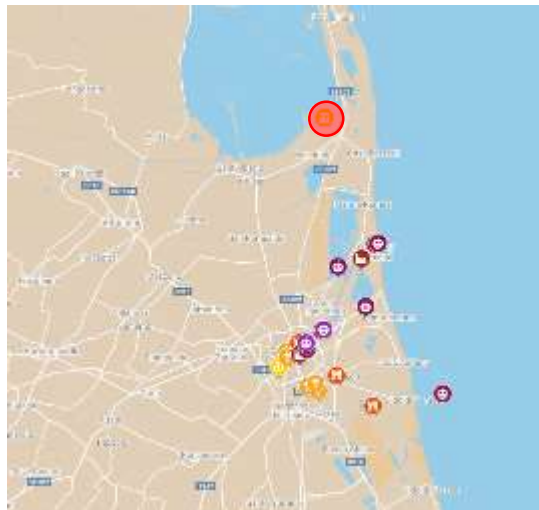


Figure 62. Fossa Augusta: Location.

- PORTO DI METELLO

Value of the site: The site evokes the ancient Port of Metellus, where probably in 80 b.C. the soldiers of Metellus (allied with Silla) fired. It is one of the many ports of the city of Ravenna. This port was built before the great Augustan port and remained in use until at least the V century AD, but some maps of the city show that the waterways and the mouth of the ancient port had to be visible even in the XVI century. Some archaeological excavations have identified in this place the containment walls of the embankments of the port and the presence of palisades. It was a very large port that probably occupied the area of the railway station. The basilica of San Giovanni Evangelista shows the extension of the port, because Galla Placidia wanted to build this church on the docks as a votive offering to escape a shipwreck.



Figure 63. Porto di Metello: Main view and location.

- PORTO AUGUSTO

Value of the site: In this place was built the ancient port wanted by Augustus for the city of Ravenna, currently the structures are buried, but the site allows to evoke one of the numerous port realities of the city of Ravenna. It's impossible to determine with certainty how long this port was used, but from the imperial age it probably came up to the late antiquity.



Figure 64. Porto Augusto: Location.

- **MAGAZZINI PORTO DI CLASSE**

Value of the site: The site of the Classe port, and in particular the warehouses, evoke the possibility of the ancient landings to store goods and materials. These warehouses had a long life and when the port was covered up they were transformed into private houses.



Figure 65. Magazzini Porto di Classe: Main view and location.



Figure 66. Magazzini Porto di Classe.

2.3.RIJEKA

- KANTRIDA

Value of the site: Small port near the city centre right next to football stadium Kantrida. It lacks great architectural or artistic value but it represents living mediterranean maritime culture and intangible heritage. It still serves its original purpose for the local community through the recreational fishing club SRD KANTRIDA. It has a mole and a lot of colourful wooden magazines still used by the local community.



Figure 67. Kantrida.

- TORPEDO

Value of the site: Industrial complex of the first torpedo factory in the world. The first torpedo was made in 1866. and through it Rijeka found its place at the top of the global industrial innovation and production of the time. As for the preserved architectural spaces of the factory, we should mention Villa Whitehead as the most representative administration building of the company, the hall complex with production facilities, the warehouses made of reinforced concrete as well as the launching pad itself. All the projects were designed by renowned architects Giacomo Zammatio, Giovanni Maria Curet and others. The factory, although in substantially altered form, continued to exist until the 1990s. The last torpedo was produced in 1966, after which the plant started producing diesel engines and tractors.



Figure 68. Torpedo.

- **SV IVAN NEPOMUK**

Value of the site: This building has a continuity of over 300 years. It has an octagonal floor plan and it was built by the Jesuits in 1717. The border between the Kingdom of Italy and the Kingdom of Yugoslavia between two world wars passed right through the Chapel which served as a communication point for citizens on both sides of the border. After the War Destruction and the Liberation of Rijeka in 1945, the construction of the demolished bridge and square began and the chapel was removed in 1954. Today there is a replica of the chapel but it has no religious characteristics. The statue of St. John Nepomuk which used to be in the chapel is now on display in the Church of the Assumption of the Blessed Virgin Mary a couple of hundred meters away.



Figure 69. Sv Ivana Nepomuk: Historic view and location.



Figure 70. Sv Ivana Nepomuk.

- DEAD CANAL

Value of the site: The Dead Canal existed as a stream of river Rječina until 1855 when a new canal was dug to prevent the flooding of the city. Since then the sea has been released into the canal which was used as a port for sailboats and smaller vessels and for trade. It lost its port function after 1945 when it gradually became a port for small fishing boats, which remains to this day.



Figure 71. Dead Canal: Main view and location.



Figure 72. Dead Canal.

- **LIGHTHOUSE MLAKA**

Value of the site: In 1884, an iron lighthouse was set up at the end the breakwater of Rijeka's port (formerly breakwater of Maria Theresa). Due to the subsidence of the breakwater, the lighthouse was moved to Mlaka at the end of the 19th century. However, in 1933, it was moved for the third time and this time it was built as a four-storey lighthouse building as well as strengthened with reinforced concrete. The last change occurred in 2002, when the building gained another floor for the Coastal Radio Station.

The lighthouse consists of eight rings stacked on each other. At the top there is a lantern room with an optical apparatus, containing the lamp and the lenses. The central part of the apparatus is connected to a timer. Every two minutes, the optical apparatus, consisting of eight lenses, makes a full circle, which means that the light appears every 15 seconds in the form of an alternating occurrence of red and white light. The light is visible from a distance of approximately 33 kilometres or 17.8 nautical miles. Today, the lighthouse is fully automated and an integral part of the cityscape.

The lighthouse is now harder visible from the sea because it is surrounded by buildings and city lights. It doesn't have permanent crew, and the light has a white flash every 10 seconds. In the lighthouse is radio station for communication with ships.

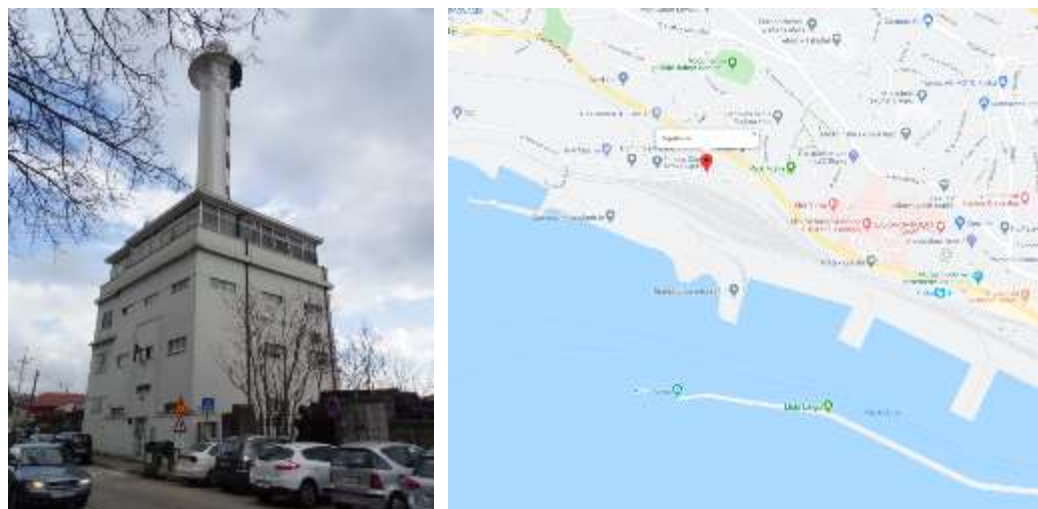


Figure 73. Lighthouse Mlaka: Main view and location.

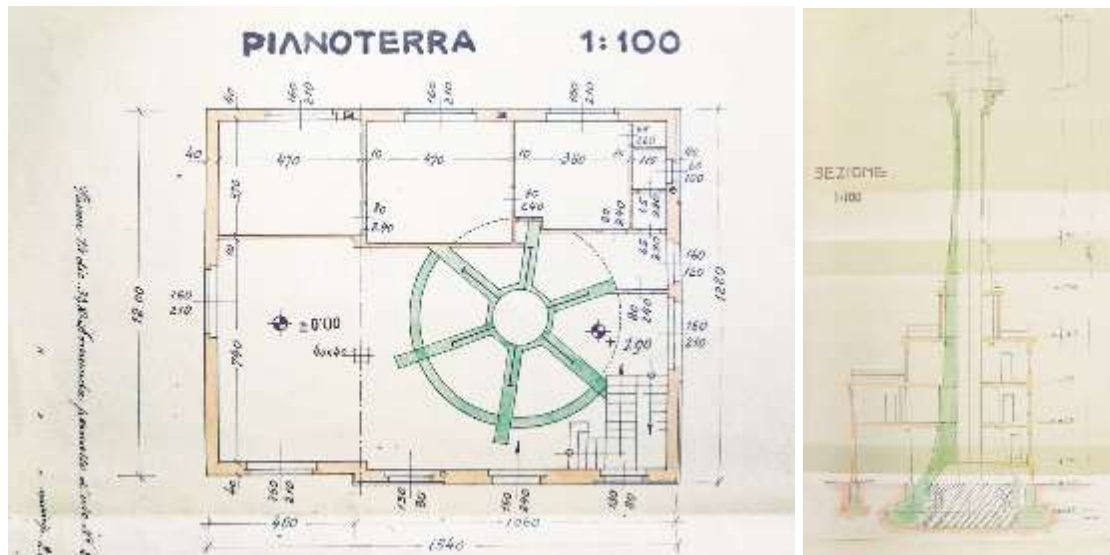


Figure 74. Lighthouse Mlaka: Ground floor and Section.

- PORTO BARROS

Value of the site: The construction of the Baross harbor (Sušak basin) began and was completed in 1894, intended mainly for timber traffic. It is built as a smaller pool completely enclosed by a breakwater 420 m long and connected to the Dead Channel on the north side. It had 11 cranes and 163,000 square feet of open warehouses on the embankments of Delta and Brajda. Porto Baross has been developing continuously from 1894 to the present, through three different countries, the Austro-Hungarian Monarchy, the Kingdom and Socialist Yugoslavia, even today when it operates in the Republic of Croatia.

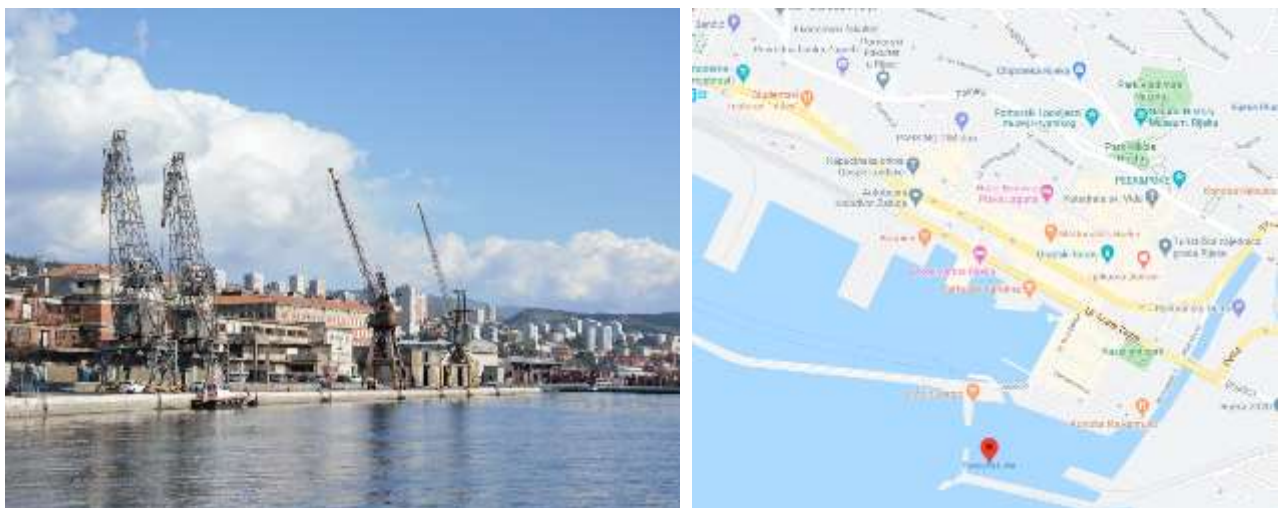


Figure 75. Porto Barros: Main view and location.



Figure 76. Porto Barros.

- **JADRANSKA PLOVIDBA**

Value of the site: The building had several different uses. It was built as a hotel in the Art Nouveau style between the two wars. Afterwards, it became the seat of the biggest shipping company in the Kingdom of Serbs, Croats, and Slovenes. After World War II it served as the branch of Yugoslav Academy of Sciences and Arts and after Croatia gained its independence it became the branch of Croatian Academy of Sciences and Arts. The building is at the beginning of the street leading to Rijeka's most important industrial plants in the early 20th century. It is also close to the Trsat stairs, the beginning of which is marked by a plaque commemorating the relics of Croatian hero Petar Kružić in the fight against the Ottomans. The first railway bridge in the city of Rijeka was erected nearby, as well as one of the oldest hotels in the city that are still in function, Hotel Continental.



Figure 77. Jadranska Plovidba: Main view and location.

- **PORT WAREHOUSE IIIb**

Value of the site: After the Austro-Hungarian Compromise of 1867, Hungary made efforts to make Rijeka a major export port which demanded the investment of significant resources in the construction of railways. In parallel with the construction of the railroad, railway warehouses were erected stretching from the Žabica square to Brgud (today's 3. Maj Shipyard), with the intention of transshipment and storage of goods. By the end of the 19th century, thirty warehouses were built, both open and permanent storage warehouses, with clear historicist stylistic characteristics. The warehouses number IIIa, IIIb and 15 (today warehouses no. 31, 32, 33) are still standing today. Those warehouses are early examples of use of reinforced concrete.



Figure 78. Port Warehouse IIIb: Main view and location.



Figure 79. Port Warehouse IIIb.

- TRACTION MAINTENANCE DEPOT

Value of the site: After the construction of the railway and the main railway station, it was necessary to make a series of accompanying facilities, above all, a traction maintenance depot. A locomotive depot was made not far from the main railway station, in the former Industrijska Street. The architect and the exact time of construction are unknown, but it can be assumed that the storage was built just before World War I. It is a semi-circular ground floor building, covered by a sloping roof. Inside the building there are twenty-two tracks for garaging locomotives. The rear façade of the building, facing today's Milutina Barača Street, is marked by simple wall decorations, segmented by pilasters of cut stone, among which there are high openings with a typical historicist decorative finish.

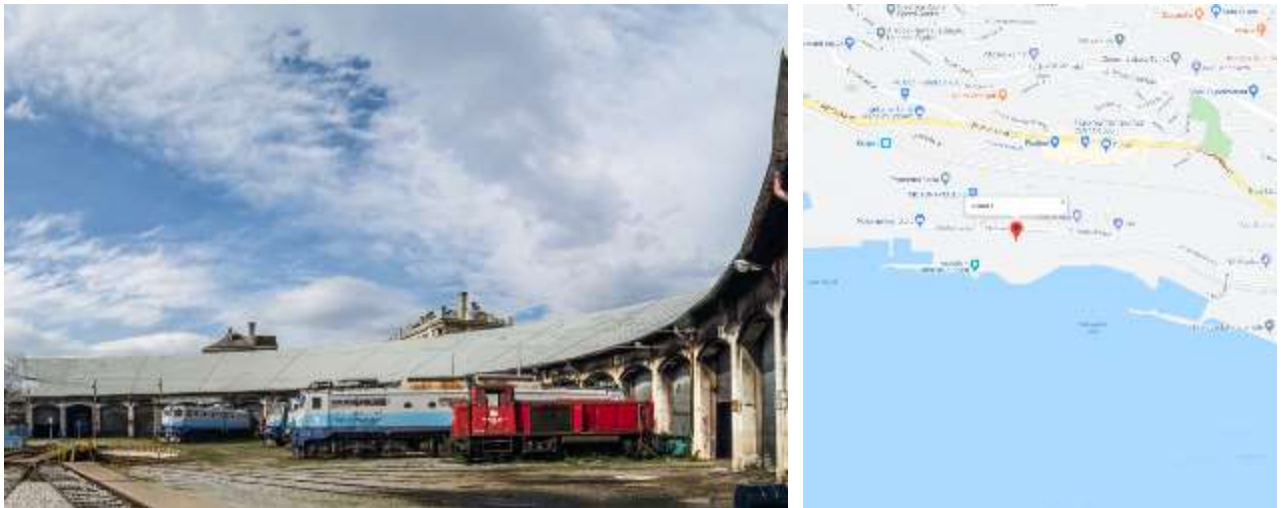


Figure 80. Traction Maintenance Depot: Main view and location.



Figure 81. Traction Maintenance Depot.

- **PORT WAREHOUSE NO 17**

Value of the site: Warehouse no. 17 was built on the former Mary Valerius Pier, known today as Visin Pier. It was planned by the Hungarian architect Ferenc Pfaff who was hired by the Hungarian State Railways. The construction took place between 1906 and 1909. The monumental building was designed with a rectangular door and tracks for railway cars which were passing through the centre of the ground floor, above which there are three more storeys. Besides historicist elements visible in the construction of the port windows and the stone balustrade that conceals the roof, the spirit of Modernism is captured through accentuated horizontal lines and connected balconies on the eastern and western facade. It was the first warehouse in Rijeka with a structure consisting entirely of reinforced concrete, according to the Coignet-De Tedesco system. The same methodology was later used in the construction of the Metropolis warehouse. The work was carried out by the Budapest-based company Grunwald Testverek. The load-bearing capacity of the building was enhanced to 1,500 kg/m².

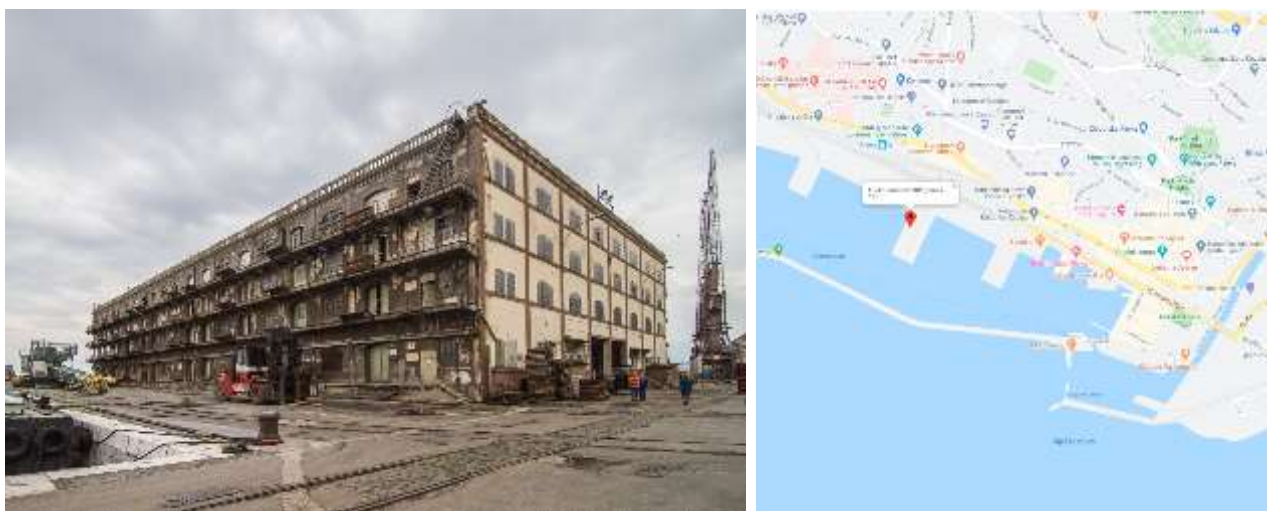


Figure 82. Port Warehouse no. 17: Main view and location.

- **HOTEL EMIGRANTI**

Value of the site: At the beginning of the 20th century, with the development of the passenger port and the intensification of transatlantic routes to America, Rijeka became a centre of migratory movements of the population. Passenger capacities were insufficient, so the Hungarian Ministry of the Interior decided to build a new hotel. The project of the Hotel Emigranti was made by engineer Szilárd Zielinski, a professor at the Polytechnic Institute of the Budapest University. Zielinski decided on a completely unusual type of a reinforced concrete structure building. The structure and method of construction of the facility were certainly a complete novelty for Rijeka's architecture. This facility proved that Rijeka was keeping up with the European trends of modern constructions. The construction work was carried out by the Budapest company Henrik Freud es Fiai in 1905. It is an approximately 160 meters long building with a ground floor and two storeys, located in the former Industrijska Street, opposite the Rice Mill. The same location was chosen because of the proximity to the port and railway pier. The basement housed waiting rooms, an outpatient clinic, bathrooms, disinfection rooms and ticket offices. On the first and second floor there were bedrooms and a gathering space for emigrants who had already undergone medical and sanitary control. A series of floral and geometric motifs and wavy lines indicates elements of Art Nouveau or, better said, a combination of Art Nouveau and upcoming Modernism.

The building of the former Hotel Emigranti exists even today. In the 1920s, it was used as a trade fair area and, after World War II, as an industrial facility. In 1953, the packaging factory of 8. Mart, later known as the Metallographic Combine, was placed in the area of the former hotel. The factory is still active under the name MGK-pack d.d. and, although it moved its production plant to Kukuljanovo, it still uses parts of the former Hotel Emigranti as office and warehouse spaces. After the closing, hotel is a converted without major structural work. In the beginning of the 20th century the building has served as a fair and after World War II as an industrial site. Today there are offices.

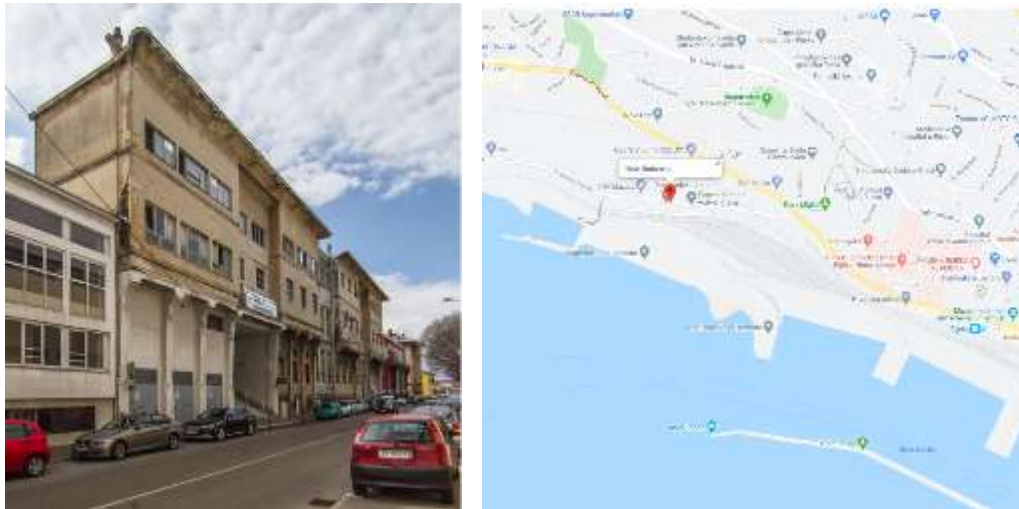


Figure 83. Hotel Emigranti: Main view and location.

- METROPOLIS

Value of the site: A large complex of five port warehouses in the new port of Rijeka. They were built from 1909 to 1914. Within the complex the most significant parts were warehouses from no. 19. to no.22. designed by engineers Wehler and Rolberitz and the execution solutions adapted by Venceslao Celligoj, Ignac Bereny, and Béla Enyedi. . The warehouses were built by combining reinforced concrete structures with traditional materials such as bricks. The fact that the load-bearing capacity of the floors is 1,500 kg/m² and of the ground floor 2,000 kg/m² attests to the quality of the construction. These are high six-storey buildings made of reinforced concrete. Larger warehouses are up to 120 meters long, while shorter ones are 60 meters long. Warehouses no. 19 and 22 are connected by a series of closed bridges between two rows of buildings, which gave them a specific recognizability in the new ambience of the port of Rijeka. Those bridges connecting the warehouses were added in 1914. The warehouses had harmonious facades dominated by the Art Nouveau style. The decoration of the walls is based on bricks which frame the meshed-glass windows. The vertical component of the buildings is additionally emphasised by shallow pilasters that extend from the ground up to the attic, as well as by the embossed stylized balustrades placed between the windows, which seemingly connect the floors on a vertical axis. The external facades of the warehouses facing the sea received less prominent balconies, which emphasized the practicality of the new expanded port of Rijeka. The complex was named Metropolis by the conservators because its theatrics and the

aposition of overhead passages are reminiscent of the scenery of the famous science fiction film directed by Fritz Lang. The complex Metropolis is one of the most representative and famous Rijeka port warehouses. Warehouses are placed under conservation protection.

- **STEAMER URAGAN**

Value of the site: The old steamer Uragan (Hurricane) is a rare example of a well-preserved steamship in the northern Adriatic. It was restored in early 2000s. The steamer was built in Hamburg at the end of the 19th century and was handed over to SFRY after the Second World War as part of war reparations by the Federal Republic of Germany. It served as a ship for collecting pieces of waste in ports. The basic dimensions of the ship are: length: 21 m, width: 5.2 m, hull height: 2.9 m, draft: 2 m, tonnage: 44 GT.

The initiative for the reconstruction of the steamship was a joint effort by the Faculty of Maritime Studies of Rijeka, Port Authority of Rijeka and the Maritime and Historical Museum of the Croatian Littoral Rijeka. Some of the most important companies from the area of Primorje - Gorski Kotar County and the City of Rijeka supported the renovation after which it was placed next to the building of the former Governo Marittimo, today's Port Authority in 2003/2004. It was moved to Rijeka breakwater in 2010/2011. Uragan was also used the film industry, participating in the famous Winds of War in the late 1980s and the film Around the World in 80 Days.

- **MATTEO SKULL FOUNDRY AND MINT**

Value of the site: The activities of the company with the full name of Matteo Skull Foundry and Mint can be traced back to the 1880s. It is interesting that the workers' apartments were still an integral part of the factory at the time. The factory was expanded and architecturally changed in 1881, then again in 1888 and 1925, when it expanded at the expense of the already collapsed Ružić Tannery.

The former tannery's two-storey factory building was adapted into housing facilities for workers and, in 1941 it became the administration building of the Matteo Skull Foundry and Engine Factory, according to the project by Nereo Bacci. The building has a simple rectangular floor

plan and, according to historical and artistic guidelines, it can be characterized as a building of Italian Modernism. At the same time, apart from the modification of this building, Bacci was involved in other projects that included the factory's expansion. He made the most interesting interventions on the opposite side of the street, where he designed a corner building with futuristic architectural characteristics. This building was later known as the dopolavoro (after work) and it had a bridge connecting it to the administration building. The foundry continued its production until the end of the Second World War, after which it went bankrupt and the factory premises were taken over by Rade Končar.

The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservation and Restoration Department of the State Archives in Rijeka.

Valorization:

A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservators-restorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.

- **OIL REFINERY**

Value of the site: Throughout its history, Rijeka was characterized by its favourable geographic position and good connections with the continental and overseas countries. The initiative for the construction of a refinery in Rijeka came in 1882 from the Shale Oil Refinery Company from Pest. Instructions for the construction were compiled by Rijeka's municipal authority and the construction permit was issued in February 1883. A specific location was determined for the needs of the refinery, at a suitable distance from residential buildings.

After obtaining all the necessary permits, the construction of the Oil Refinery, designed by architect Mate Glavan, began on Ponsal, next to the Rice Mill. The refinery was commissioned in 1883. The engineer Milutin Barač was elected as the technical director and he remained at the head of the Refinery until the end of the First World War. At the same time, plans were made for a petroleum port and construction work began soon after.

The production of paraffin started two years after the founding of the Refinery. The production plant was located in a house with a double-sided roof, which had basilical illumination in the central part of the roof. The facility was also designed by Mate Glavan.

At the end of the 19th century, the capacity of the Refinery's plant amounted to 30,000 tons per year. This amount was sufficient to supply 30% of the Monarchy's need for petroleum products. The most important products of the Refinery were petroleum, paraffin, various solvents, resins, coke and petrol. The First World War significantly affected the Refinery's business and from 1916 until 1918 the production decreased by almost two thirds. The number of employees was also reduced to three hundred workers.

It is also interesting to point out that oil was imported in barrels from the U.S. and, from 1890 onwards, from Russia and Galicia.

At the end of World War I, the Rice Mill closed down and the plant facility and the administration building became property of the Joint Stock Company of the Mineral Oil Refinery (ROMSA). The complex then lost its functionality and the area was rearranged and adapted to the needs of the Refinery. Significant changes occurred in 1938, when Eneo Perugini, using the skeleton of the large and long operations building of the Rice Mill, designed the new ROMSA Headquarters Building and created a completely different appearance of that representative modern palace. At the same time, the Refinery became one of the most modern complexes for the production of gasoline and petroleum products, especially oils.

Today, the complex is in the possession of the oil company Ina d.d. and it is partially in use. The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservation and Restoration Department of the State Archives in Rijeka.

Valorization:

A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservators-restorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.

- PAPER MILL

Value of the site: The administration building was erected in 1827. It has been preserved until today, but in modified form. It is a two-storey building, built to the greatest extent with reinforced concrete, with wall additions made of brick. The stone decorations on the door and window lintels have been preserved. A very specific detail is the roof lantern, placed above the triangular pediment. The lantern ends with a roof turret that has an iron pointer with the four cardinal directions. The story of the Paper Mill is the story of the first major industrial enterprise in Rijeka. It all started with the 1st of September 1821, when Andrija Ljudevit Adamić bought the Lučica Mill, located opposite of Zvir. Adamić bought the mill in order to use it for starting the planned paper manufacturing plant. Besides Adamić, the co-founder of the Paper Mill was the Briton William Moline. In 1824, Moline bought off the mill and the paper manufacturing plant from Adamić. He paid 19,000 forints for them. This manufacturing plant employed eight workers. By using hydropower, paper was produced exclusively from cloth rags. After three years, Moline sold the factory for a price of 20,000 forints to the English entrepreneur Walter Crafton Smith, who subsequently, together with his partner Charles Meynier, started the industrial production of paper in Rijeka. In October 1828, the factory changed its name to Smith & Meynier. Although raw material for paper processing remained the same, the new owners modernized the factory. In 1827, they acquired a Fourdrinier papermaking machine, which was known as an exceptional machine and, already in 1833, they purchased a steam engine and thus increased production. Due to the innovations in the production process and the quality of the paper, the Paper Mill received numerous awards on national and international trade fairs: in Vienna 1835, Pest 1842, London 1851, Munich 1854, Paris 1878, Barcelona 1888 and so on. In accordance with its progress, the factory expanded and the number of workers increased. In the 1870s, the factory employed approximately a thousand workers.

The Paper Mill complex was built largely in the 1820s, but major architectural changes were made in the 20th century. At the time of its construction, the factory was state-of-the-art and it operated very well. The complex also owned the first steam engine in the Balkans, another proof that it was keeping up with the times. Apart from technology, the factory also had an advanced social policy: as early as in 1877, it established the first pension fund for workers. After the Croatian-Hungarian Settlement, the factory supported Hungarian interests and continued its

good collaboration with that country. At the turn of the century, the factory was strongly hit by economic crisis. At that time, a new entity entered the ownership structure of the Paper Factory – the Ungarische Papier A.G. With the arrival of this joint-stock company, the plant's steam and hydropower drives were modernized and, by World War I, the number of employees doubled. After World War I, the owners of the factory changed, the factory was incorporated into the paper company Jela, industrija papira, and after that it became property of the First Croatian Savings Bank (Prva hrvatska štedionica) and the local council committee of the directors' council of Smith and Meynier on Sušak. The period after the war brought a new revival of the factory; it produced cigarette paper along with silk and Bible paper, copy paper etc. Sales of the manufactured products once again spread all over the world: United States, Argentina, Romania, Egypt, the Middle and the Far East. After World War II, the factory was taken over by the national government. Today, the complex is abandoned.

Valorization:

Today there is a dental laboratory in the Paper Mill administrative building. The building was partially devastated during the construction of the Power Plant in the 1930s, however, it has been kept to this day in a quite good condition.

- **PHARMACEUTICAL AND COSMETIC LABORATORY ALGA**

Value of the site: In 1926, the pharmacist Vladimir Kezele received the approval by the Ministry of Public Health in Belgrade to start the Pharmaceutical and Cosmetic Laboratory Alga in Ružičeva Street. The very next year, he teamed up with an equally ambitious Dinko Budak, otherwise a master in the preparation of domestic remedies, one of which was the elixir Alga. The successful operation of this pharmaceutical company culminated in the 1930s and 1940s, when its products transcended the local market and became known throughout the Kingdom of Yugoslavia. A large number of advertisements from that period that were published in daily newspapers, various periodicals, brochures and inscribed on itineraries and calendars have been preserved. Alga also issued instant educational brochures called The People's Physician and Reference Guide and Healthy Food – Long-Term Health, which, apart from advertising, also had an educational purpose. What distinguished Alga from other pharmacies was the independent production of a large portion of its products. Very well-known were its Alga product for

massage, Energin for strengthening one's blood, nerves, appetite and the whole body, the Vema cream for accelerating wound healing and the Vale platelets as a remedy for respiratory organs.

Following the increasing demand for Alga's pharmaceutical drugs on the domestic and foreign markets, which resulted in a series of awards on health fairs in Paris, London, Brussels and elsewhere, the owners invested in the construction of a new facility to accommodate the operation and administration. This building, located at Šetalište XIII Divizije No. 11, has been preserved to this day. The blueprint of the building was made by David Bunetta in 1931, and the construction work was carried out in several stages by Boren Emili. The operating permit was issued in 1937. Considering that the building was constructed in a planned manner with a strong focus on the needs of the laboratory and the administration, it is not surprising that the project was a success and produced a design completely subordinate to the facility's functionality.

The operation of Alga can be traced back to the end of the Second World War, after which it was liquidated and some of its pharmaceutical assortment was inherited by the companies Pliva and Neva.

Valorization:

The building of the former Alga has been preserved in its original form. It contains residential and office spaces.

- **VIDIKOVAC WATER RESERVOIR**

Value of the site:

The old Vidikovac water reservoir on Bulevard is one of the four historic Rijeka water reservoirs besides Pećina, Krić and Podvežica. It is the most attractive and architecturally it represents the culmination of the construction of that type of buildings, in the period from 1912 to 1915. Today, it represents the segment of the former old Sušak water supply system which also consisted of other reservoirs on Sušak. It is located at about 80 m above sea level, and today is a meeting place for the citizens of that part of Rijeka as well as tourists. Vidikovac Reservoir is an integral part of today's Ivo Lola Ribar Park.

- **RAILWAY BRIDGE**

Value of the site:

At the end of the 1960s, work began on the construction of a railway from Karlovac to Rijeka. After a few years, on October 23rd 1873, Rijeka was finally connected with Karlovac and Zagreb. One of the key buildings on Sušak which was the lifeblood of the Rijeka railway, was the railway bridge which forms a common unit with the viaduct that connects the Sušak and Rijeka. In the next twenty years, other iron bridges were built that connected Delta and Brajdica and formed a complex that enabled the expansion of the railway network in Sušak and Rijeka at the end of the 19th century. The railway bridge built at the junction of the historic Karolinska and Lujzinska roads, is made in the form of beautiful stone arches that support the construction of the railway. It was opened to traffic with the opening of the Rijeka-Zagreb railway, and in the first half of the 20th century it was demolished and rebuilt twice.

- **PETROLEUM PORT**

Value of the site:

Petroleum port - a separate part of the new port of Rijeka. It is located in the area between the Zagreb coast and the Torpedo factory. It is closely related to the history of the Rijeka Oil Refinery, which was built to the north of the port in the early 1880s. The port has a separate entrance at the beginning of which there is a port lighthouse, which consists of a port pool for oil transshipment bordered on the east side by a coastal port for mooring ships. From the end of the 19th century to the second half of the 20th century oil was first brought to the refinery by sailing ships, steamboats and first tankers, while from the end of the Second World War this was done by motor ships and larger tankers, which continue to deliver oil to this day.

2.4. RESULTS OF THE MAPPING ACTIVITIES

In this sub-section, the results of the mapping activities are presented in terms of score for each CH mapping. More details about the scoring systems can be found in Deliverable D3.2.1. Table 4, Table 5 and Table 6 report the total score for each CH element respectively for Solin, Ravenna and Rjeka. For the specific CH element, the score assigned to each criteria can be found in Annex A.

Name of the CH element	Total Score
Archeological park Salona	18,5
Gradina	15,5
Historic Center of Solin	22,5
Vranjic peninsula	17,5
Reception Building at railway station Solin	12,5
Reception building with ancillary building at Solin railway station	15
Classification yard	11,5
"Salonit" factory	14
Majdan cultural center	12
Bunkers	10
Brewery Area	13,5
Mravinci marl quarry	3,5
Vranjic quarry	14,5
St. Kajo cement factory	14,5
Coca-Cola bottler	15
Vranjic shipyard	15,5

INA tanker berth	8,5
INA fuel tanks	14
Factory settlement Majdan	12,5
Factory settlement St. Kajo	13,5

Table 4. Total Score for the 20 CH elements mapped in Solin.

Name of the CH element	Total Score
Magazzino Ex Sir	8
Fabbrica Vecchia Ex Marchesato	5
Capanno Garibaldi	18,5
Idrovora Fagiolo	11
Faro Marina di Ravenna	17,5
Piattaforma Angelina	10,5
Torraccia	13,5
Antica Linea di Costa	25
Bagni del Clero	24
Mura di Classe	15,5
Moli di Classe	16,5
Monumento Marinai	11
Mercato del Pesce	20,5
Ex magazzini Pansac	19
Darsena dei velieri	23
Silos Granai	11
Idrovora San Vitale	19

Ponte Augusto	22,5
Pozzi di via Morigia	21
Campanile Chiesa SM Porto Fuori	21,5
Fossa Augusta	13
Porto di Metello	24,5
Porto Augusto	18
Magazzini Porto di Classe	26,5

Table 5. Total Score for the 24 CH elements mapped in Ravenna.

Name of the CH element	Total Score
Kantrida	20
Torpedo	17,5
Kapela sv. Ivana Nepomuka	20
Dead Canal	19,5
Lighthouse Mlaka	20
Porto Barros	20,5
Jadranska plovdba	20,5
Port Warehouse IIIb	18,5
Traction Maintenance Depot	19
Port Warehouse n°17	18,5
Hotel Emigranti	18
Metropolis	17
Steamer Uragan	15
Matteo Skull Foundry and Mint	19

Oil Refinery	19
Paper Mill	19
Pharm. And Cosmetic Lab. Alga	18,5
Vidikovac Water Reservoir	21
Railway Bridge	13,5
Petroleum Port	14,5

Table 6. Total Score for the 20 CH elements mapped in Rijeka.

3. ANALYSIS AND VALIDATION OF THE SCORING SYSTEM

In this Section, the analysis of the scoring system is performed in order to improve or validate the scores that have been assigned to each criteria. First of all the results of the scoring system are reported in a graph for each pilot city (Figures 84, 85 and 86). For each pilot city the average value is indicated in the graph with a dashed line. For the city of Solin and Ravenna it can be observed that the scores are well distributed within the entire range of values. For the City of Rijeka the values assigned to the CH elements are similar.

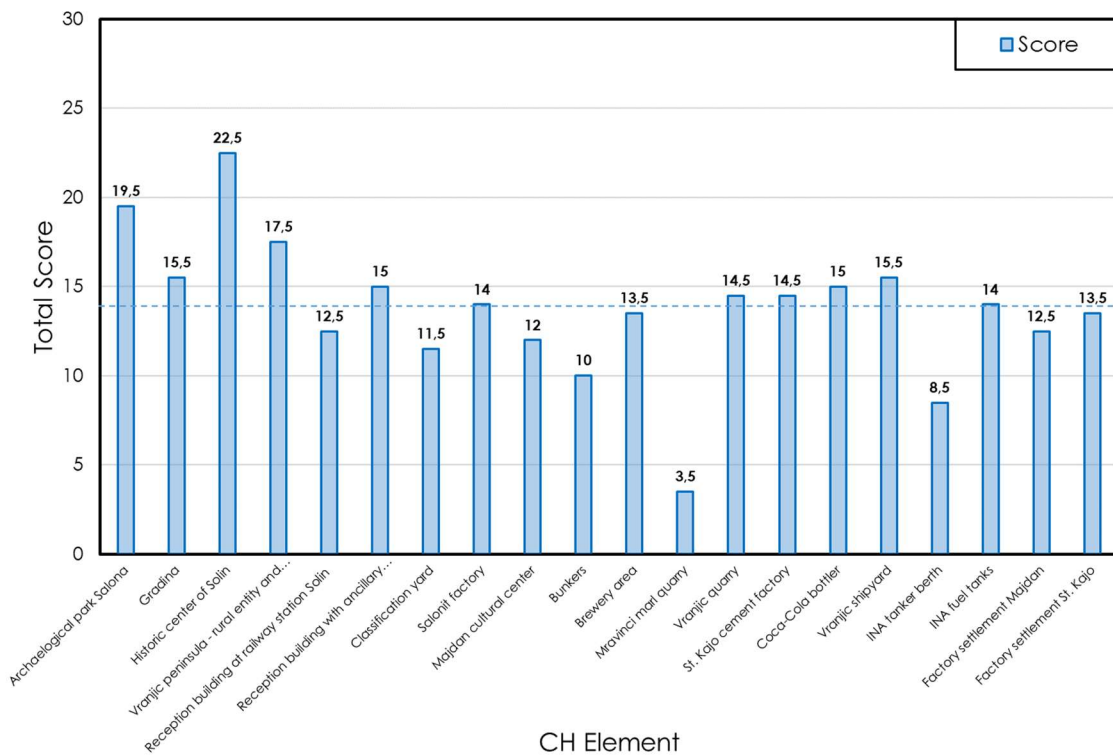


Figure 84. Results of the scoring system for the city of Solin.

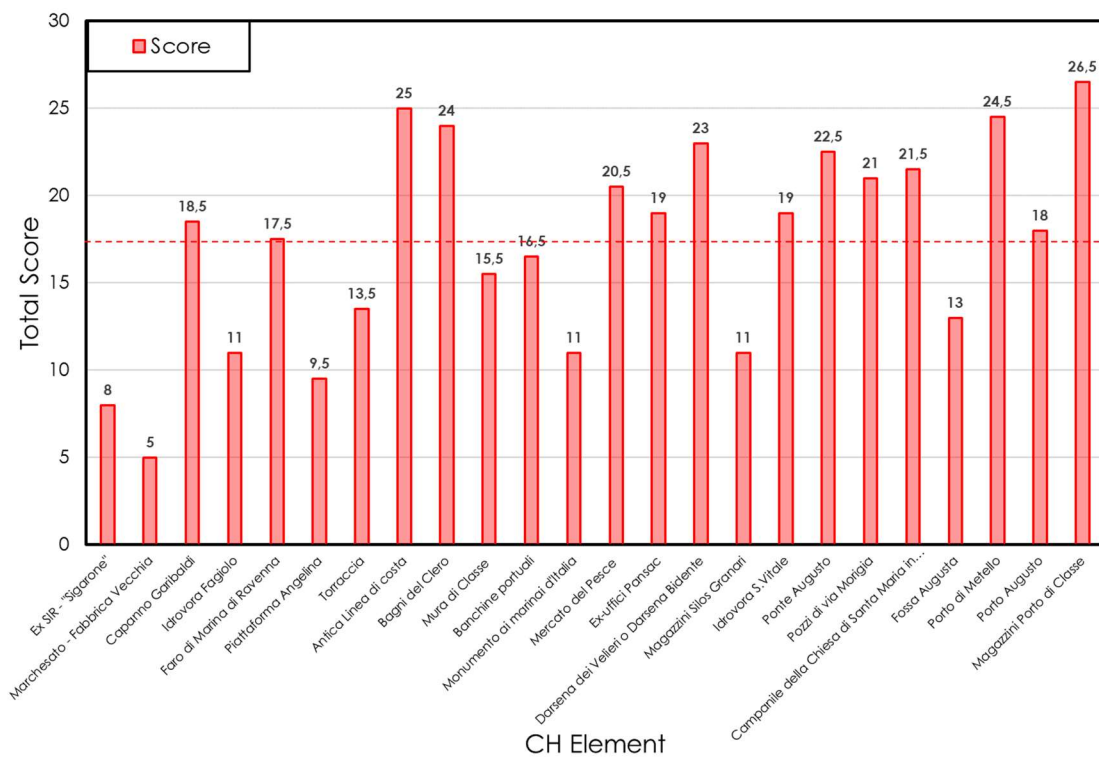


Figure 85. Results of the scoring system for the city of Ravenna.

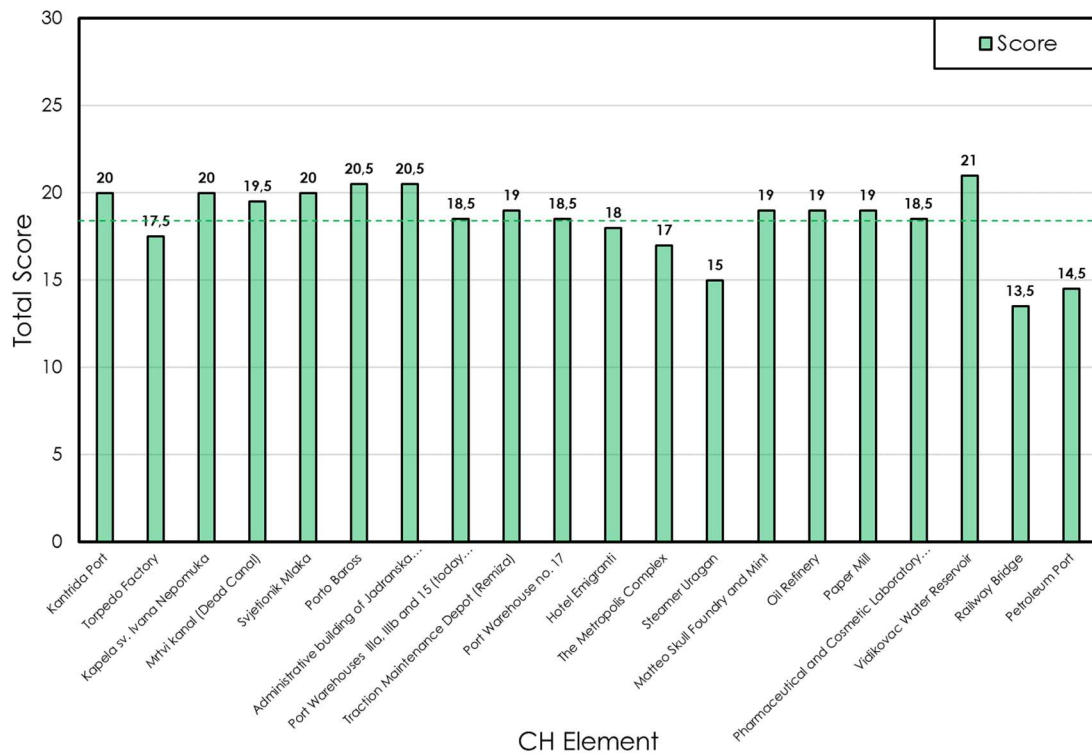


Figure 86. Results of the scoring system for the city of Rijeka.

Figure 87 illustrates for each pilot city the maximum score, reached by the CH element that is more promising for a regeneration process, the minimum score, reached by the CH element that doesn't have good characteristics for a regeneration process, and the average score, obtained as the mean value of all the CH elements that have been mapped. For the city of Solin the maximum score is equal to 22,5, the minimum score is equal to 3,5, while the average score is equal to 13,8. For the city of Ravenna the maximum score is equal to 26,5, the minimum score is equal to 5,0, while the average score is equal to 17,3. For the city of Rijeka the maximum score is equal to 21,0, the minimum score is equal to 13,5, while the average score is equal to 18,4. Solin and Ravenna have a similar gap between the maximum and the minimum score, that are, respectively, equal to 19 and 21,5. For the city of Rijeka the gap between the maximum and the minimum score is smaller and equal to 7,5.

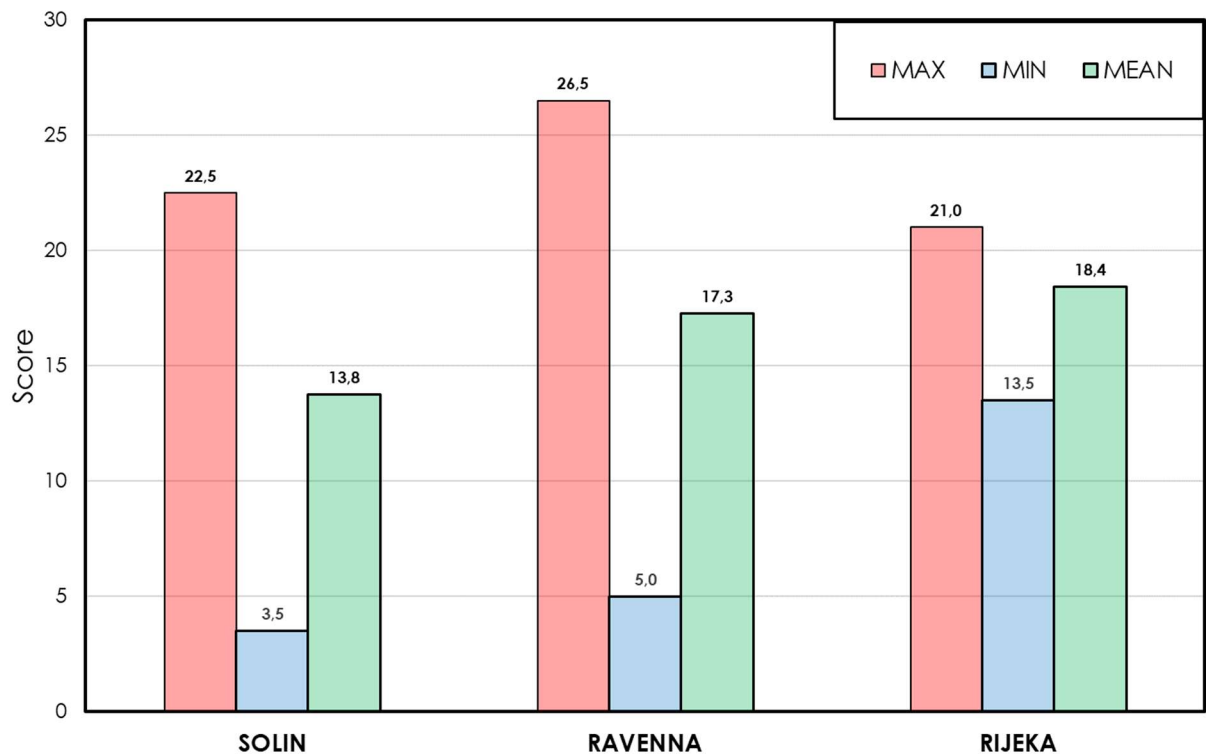


Figure 87. Maximum, minimum and average score for the three pilot cities.

Figure 88 shows, for each pilot city, which is the average level reached by each criteria with respect to the maximum. From this graph, it can be observed that in general, the CH elements of Rijeka have a better level of practicability than the CH elements of Solin and Ravenna. For all the pilot cities, the CH elements have surrounding areas in safe conditions. For the city of Ravenna, the CH elements are equally distributed between the different historical era, while the CH elements of Solin and Rijeka belong principally to the contemporary era. The CH elements of the city of Rijeka have a low amount of buried archaeological remains with respect to Solin and Ravenna. In all the pilot cities, the CH elements are equipped with an electrical system and with sanitary installations. The CH elements of Solin have a lack of gasworks with respect to Rijeka and Ravenna. In all the pilot cities, the CH elements have a good level of accessibility with

respect of the private and public accessibility, while only in Ravenna there is a wide system of bicycle lanes that allow for reaching the CH elements.

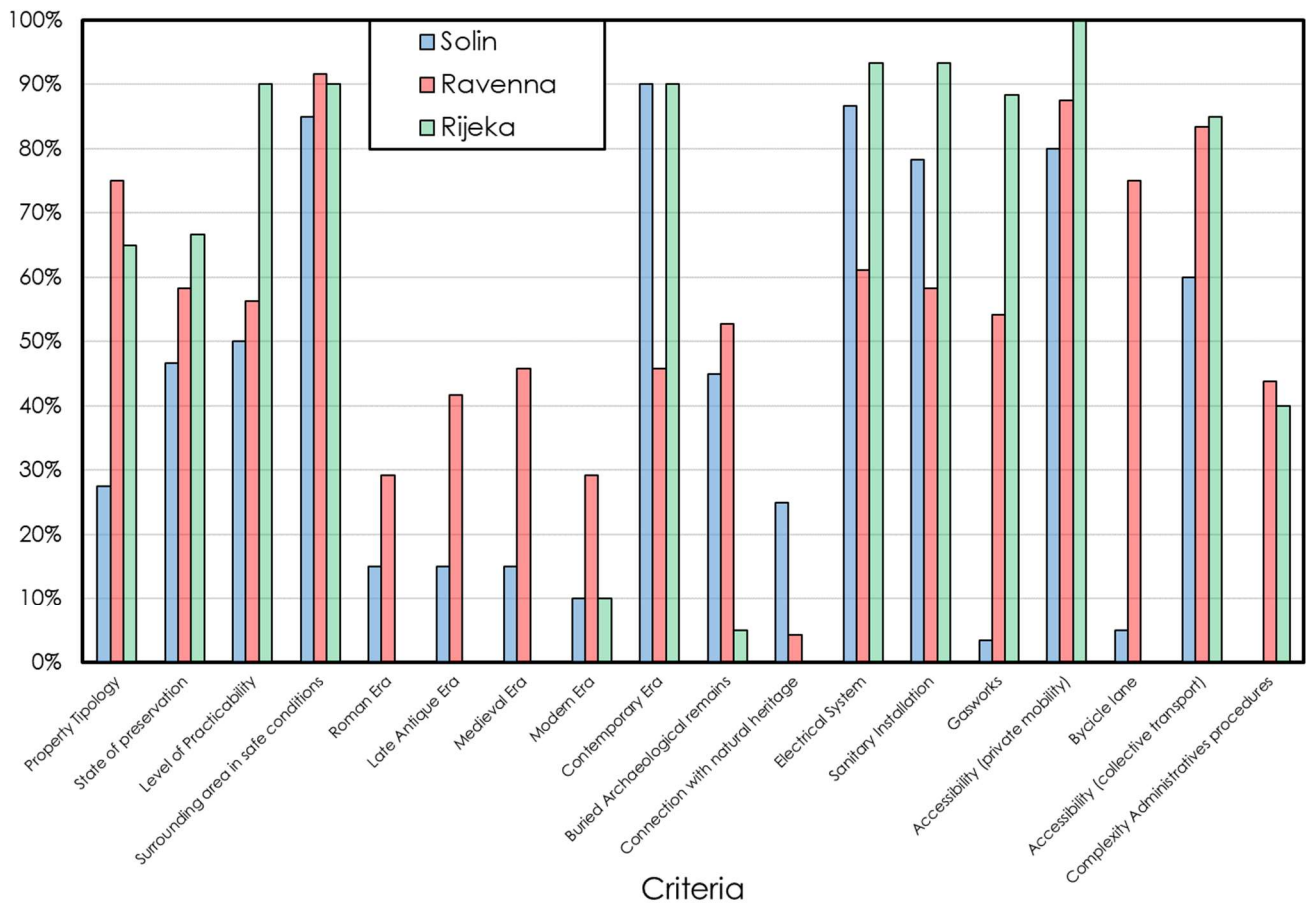


Figure 88. Level reached by each criteria with respect to the maximum.

The criteria to which it was connected a score, were divided in four macrocategories, in order to see if the scores were equally distributed among the four macrocategories. The subdivision of the criteria to the corresponding macrocategory is shown in Table 7. The analysis of the score among the four macrocategories is shown in Figure 89, for each pilot city. From Figure 89, it can be observed that for the cities of Solin and Ravenna, the scores are equally distributed among the four macro-categories. For the city of Rijeka, there is a wide gap between the score

assigned to the technological aspects and the score assigned to the archaeological and natural value, but this difference is due to the peculiarities of the CH elements considered.

Macrocategory	Current State	Archaeological and Natural Value	Technological aspects	Accessibility
Criteria	Property Tipology	Construction era	Electrical System	Accessibility (private mobility)
	State of preservation	Buried archaeological remains	Sanitary Installation	Bicycle lanes
	Level of Practicability	Connections with NH elements	Gasworks	Accessibility (collective transport)
	Surrounding area in safe conditions	/	/	/
	Complexity of the administratives procedures	/	/	/

Table 7. Subdivision of the criteria to the corresponding macrocategory.

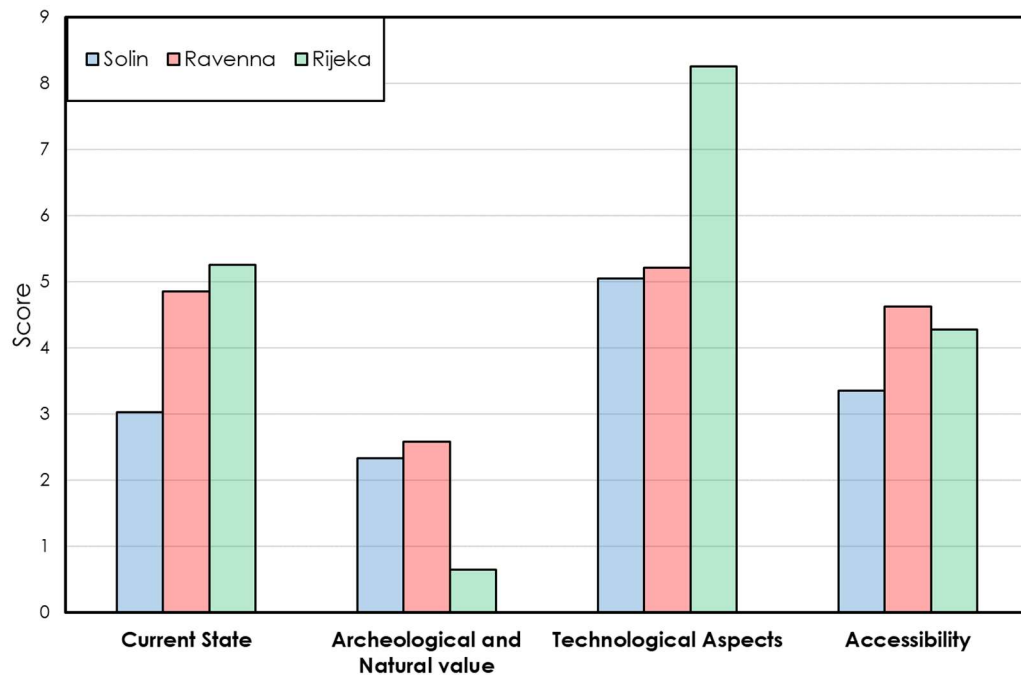


Figure 89. Representation of the scores grouped in 4 macrocategories.

On the basis of the analysis performed on the scoring system, the following conclusions have been obtained:

- The score is in general levelled (i.e. well distributed) among the 4 macro-categories;
- There is a large difference in score between the CH element that “well-satisfy” the chosen criteria and the CH element that does not satisfy the criteria, apart for the city of Rijeka where several CH elements have similar scores.

On the basis of these results, the score system can be confirmed and validated.

ANNEX A

The annex collects all the data sheets related to the mapping activities performed in Solin, Ravenna and Rijeka. For each CH element are pointed out the main features and characteristics that can be useful for implementing urban regeneration activities. To this aim, a score is assigned for specific criteria. Additional information about the Template used for the mapping activities can be found in Deliverable D3.2.1.

SOLIN – CH ELEMENT NUMBER 1 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_01	
1	Name/Title of the CH element	Archaeological park Salona	
2	Date of the mapping	05.11.2019.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Don Frane Bulića 91, Manastirine, 21210 Solín	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Ruin	0
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: It is possible to organise public events in part of the archeologic site in safe conditions. The park is partialy public, and partialy privatly owned. It is suitable for public events in the open space since the park consists of roman ruins. Private owned parts can't be used, but public space is large enough to host events.	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0,5
		Late Antique Era (IV - VII a.C.)	0,5
			0
			0

			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: The ancient Salona was the capital of the Roman province of Dalmatia. Its favourable geographic position allowed a quick development of the town into a prosperous city. The most impressive Salonitan structure - the amphitheatre - was erected in the second half of the 2nd century, along with the public baths and an aqueduct. A particularly significant period in the city's history was the reign of Emperor Diocletian, during whose rule a great number of splendid buildings were erected, the forum, temples, thermae and an annex to the amphitheatre. The most glorious period in the Salonitan history began with the Milan Edict of 313 A.D., allowing free practice of the Christian faith. A powerful Christian community developed and numerous churches were built. The invasions of the Avars and Slavs in the early 7th century marked the end of Salona forcing the residents to flee to the off-shore islands or the nearby	

		<p>Diocletian's Palace which later developed into the nucleus of Split in the Middle Ages. Along the eastern walls of the ancient Salona, a Croatian settlement Solin sprang up that was soon to become one of the most important centres of the medieval Croatian state.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11): Coastal parts of archeological park were part of ancient Salona port, which is yet to be archeologically surveyed.</p>	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075</p>	
		<p>Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site</p>	
		D < 1 km	
13	Connection with Natural Heritage (NH)	<p>Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?</p>	
		Yes	1
		Code of the NH element: NH_HR_SO_02	
14	Organisation of Internal Spaces related to the last/current "final Intended use"	<p>None (only external envelope, no internal layout/distribution)</p>	
		<p>Description: The archeological park is a network of walkways connecting</p>	

	<i>Note: if the information is not available, do not fill this field</i>	archeological ruins. Different outdoor manifestations are regularly held. Additionally, there is a reception building which features archeological exhibits.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: The archeological park is in ruins. Photos attached.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system*	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public	Close to public MoT (< 500 m)	1,5

	Means of Transport - MoT (collective transport: bus, train, etc.)		
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Complicated	0
		Description: The archaeological Part is managed by the Archaeological museum in Split, it is located in Solin and it is partially privately owned. We are in the process of making a new management plan if the site.	

*There are buildings with electricity and parts of park have lightning, though, not in continuity. Also, plans are being made to cover park area with street lightning.

SOLIN – CH ELEMENT NUMBER 2 – TOTAL SCORE 15,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_02	
1	Name/Title of the CH element	Gradina	
2	Date of the mapping	08.11.2019.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Kralja Zvonimira, 21210 Solin	
5	Property Tipology	Public (State)*	0,5
6	State of Occupancy	Abandoned	
7	State of preservation	Ruin	0
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1

		Description: It is possible to organise public events in part of the archeologic site in safe conditions. It is suitable for public events in the open space.	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0,5
		Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: Among the remains of the Solin buildings, of particular interest is the complex known as Gradina (Hill-Fort), next to the very river and the Roman town's eastern walls. A church of an unusual ground plan, built over the Roman époque remains, is today situated within a medieval fortress. This was built, according to some authors (F. Bulić and Lj. Karaman), by the Split archbishop Ugolino de Mala Branca (1349-1388) to protect the people of Split from the people of Klis. Today, it is in a fortress built during the	

		Venetian-Turkish wars, in the 16th century (<). It was researched in 1909-1911 and again in 1923-1925, its ground plan and volume have recently been presented in drawings by J. Marasović, which is a convincing reconstruction. The church was for the first time correctly dated to the time of the Byzantine emperor Justinian (527-567) by M. Prelog, some fifty years ago.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11): Gradina was intended to protect the settlement of Solin and the coastal area of Kastela bay.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Archaeological park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_02	

14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Commercial	
		<p>Description: The Gradina is currently used as an open summer stage. It was originally a medieval fortress, and later a church was built in it.</p>	
15	<p>Structure and Material Characteristics</p>	Bearing Masonry	
		<p>Description: Gradina is in ruins. Photos attached.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system**	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site</p>	2
		Sanitary Installation***	
		<p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network</p>	1
		Gasworks	
		<p>Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area</p>	0
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological</p>	3

		Site and of a parking in the surrounding area	
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
		Complicated	0
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: The archaeological Part is managed by the Archaeological museum in Split, it is located in Solin and it is partialy privately owned. We are in the process of making a new management plan if the site.	

* Parcels surrounding the site are privetly owned

** Plans are being made to supply Gradina with electrical system.

*** Transportable toilets are usualy rented for public events.

SOLIN – CH ELEMENT NUMBER 3 – TOTAL SCORE 22,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_03	
1	Name/Title of the CH element	Historic center of Solin	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	/, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: A building under municipality management is usually used for indoor public events.	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0,5
		Late Antique Era (IV - VII a.C.)	0,5
		Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
		Contemporary Era (XIX a.C. – Today)	0,5
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: Historic center of Solin is positioned on the eastern side of ancient Salona, and is also one of the most important early Medieval centers of Croatian culture. With time its importance decreased in favor of Split. Nonetheless, it has multiple important cultural and historic sites. Also, it is presumed to be a place of other survey significant archeological sites.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is located on the western side of the site.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological	

		site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_02	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Residential	
		Description: Historic center of Solin is made up of primarily older residential buildings with shops and other amenities in ground floor, with several public buildings and gathering spaces.	
15	Structure and Material Characteristics	Other	
		Description: Diverse range of materials is used, for a wide range of buildings. Older buildings are made from stone while newer are made from concrete, almost all have wooden construction sloped roofs covered with stone or red clay tiles.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Mostly under private ownership.	

SOLIN – CH ELEMENT NUMBER 4 – TOTAL SCORE 17,5

MAPPING CRITERIA FOR CH ELEMENT			Score
0	Associated Code	HR_SO_04	
1	Name/Title of the CH element	Vranjic peninsula - rural entity and terrestrial archeological zone with hydroarchaeological zone	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	/, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: It is possible to organise TU. However, because of the limited spacial characteristic of seafront it would be quite demanding and restricting regarding the number of visitors.	
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
		Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area	

		surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
11	Value of the site	Description: Vranjic is a small inhabited island with active seafront, connected with mainland via causeway. Place is picturesque, locally often called "Small Venice". It was first inhabited, most probably, during the Late Bronze Age. Present day settlement has continuity after 1650. when new inhabitants were settled as garison and means of defence against Turkish incursions.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is positioned across the bay from Vranjic.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	

13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current “final Intended use” <i>Note: if the information is not available, do not fill this field</i>	Residential	
		Description: Vranjic is made up of primarily older residential buildings with shops and other amenities in ground floor, with several public buildings and gathering spaces.	
15	Structure and Material Characteristics	Other	
		Description: Diverse range of materials is used, for a wide range of buildings. Older buildings are made from stone while newer are made from concrete, almost all are having wooden construction sloped roofs covered with stone or red clay tiles.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological	0

		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area*	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Mostly under private ownership.	

* Parking is organised in the thin seafront strip.

SOLIN – CH ELEMENT NUMBER 5 – TOTAL SCORE 12,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_05	
1	Name/Title of the CH element	Reception building at railway station Solin (Vranjic-Solin)	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Salonitanskih mučenika, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		Description: Building is owned by state company, Croatian Railways, and is occupied. Land surrounding the building is privately owned.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: This was a reception building made during Austro-Hungarian Empire. It was made as a part of railway route intended to connect Split and Sarajevo. However, railroad was never finished past Sinj. It was colloquially called "Rera". This reception building was made in 1901-1902. It's typologically simmlar to other reception buildings on the route from this period.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is in relative vicinity.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	

13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current “final Intended use” <i>Note: if the information is not available, do not fill this field</i>		
		Description: Primarily it was built to be a railway/reception station and guard house. Today its spatial layout and usage is not clear.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: Building is made of rectangular cut stones on all sides. Roof is a wooden construction covered with red clay tiles.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological	0

		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Building is owned by state company, Croatian Railways, and is occupied. Land surrounding the building is privately owned.	

SOLIN – CH ELEMENT NUMBER 6 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_06	
1	Name/Title of the CH element	Reception building with ancillary building at Solin railway station	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: It is possible to visit the building but it is not practical because it is used as a railway station. However, there is a nearby beach available for temporary use.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
11	Value of the site	Description: This was a reception building made as part of railway route connecting Split and Siverić, and later rest of Europe. Building was built in 1877. It's typologically similar to other reception buildings on the route from this period.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This building is within boundaries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regularly visited by a handful of local people.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological	

		site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Logistic</p> <p>Description: Building is used as intended, reception building.</p>	
15	Structure and Material Characteristics	<p>Bearing Masonry</p> <p>Description: Description: Building is made of rectangular cut stones on all sides. Roof is a wooden construction covered with red clay tiles.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Sanitary Installation	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Gasworks	
		<p>Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a</p>	0

		public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Building is owned by state company, Croatian Railways, and is partialy used.	

SOLIN – CH ELEMENT NUMBER 7 – TOTAL SCORE 11,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_07	
1	Name/Title of the CH element	Classification yard	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: It is possible to visit the site but it is not safe because it is partially used for train housing, repair and heavy machinery storage. However, there is a nearby beach available for temporary use.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		<p>Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?</p>	
		<p>High probability (based on the available Archaeological information)</p>	2
11	Value of the site	<p>Description: This classification yard was built as a expansion of railway route connecting Split and the rest of Croatia. It was important for sorting wagons carrying various goods thorough and to Solin and Split ports, terminals, shipyards and industrial facilities. With change of logistical transportation this classification yard has lost much of it's importance. Now it is oversized and is a potential brownfield site.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11):</p>	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: This building is within boundaries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regurally visited by a handfull of local people.</p>	
		<p>Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the</p>	

		Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Logistic Description: Series of paralele railroad lines used for sorting and classification of wagons carrying different goods and/or intended for different destinations.	
15	Structure and Material Characteristics	Other Description: Typical two track railroad.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks Total lack of systems in the Infrastructure/Building/Archeological	0

		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Classification yard is owned by state company, Croatian Railways, and is partialy used.	

SOLIN – CH ELEMENT NUMBER 8 – TOTAL SCORE 14

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_08	
1	Name/Title of the CH element	"Salonit" factory	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Krešimirova ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Site is partialy used for storage and service facility. However, there is a nearby beach available for temporary use.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
11	Value of the site	Description: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site. First industrial and port facilities, intended for storage and shipment of cement from the nearby Majdan factory, were built from 1909-1921, along with the railway connecting them. Asbestos factory "Salonit" was found in 1921 and existing facilities were expanded to accommodate the production of asbestos prefabricates. Use and manufacture of asbestos products in Croatia was banned in 2006, production was halted and factory was subsequently closed. Since then, factory site is in disrepair and is partially used as storage area.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This building is within boundaries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the	

		coronation of Zvonimir as a Croatian king in 1075.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Handcraft/Industrial Description: Industrial production and storage halls with ancillary facilities. Port facilities with cranes.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure Description: Mostly reinforced concrete and steel structures.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation Presence of a public network in the Surrounding Area, presence of connections to the public network,	3

		presence of systems in the Infrastructure/Building/Archeologic Site	
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Site is partially used and privately owned.	

SOLIN – CH ELEMENT NUMBER 9 – TOTAL SCORE 12

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_09	
1	Name/Title of the CH element	Majdan cultural center	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Mostly rickety/unsafe	0
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Part of the building is a ruin and the other part is privately owned and used daily as a boxing gym. Hower, square in front of the building can be used as TU.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>Description: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908.</p> <p>In accordance with the post-war social paradigm the Culture center was built in 1954. The Cultural centre has a dance and cinema hall, a meeting room, a library and a reading room, raising the standard of cultural and social functions in Majdan, but also in the wider Solin region. We can credit the designs to architect Franjo Buškariol who, along with the enclosed settlements, formed a new square, creating an architectural structure that stands out among the contemporary buildings of social purpose built for the Dalmatian cement factory.</p> <p>The building was burnt at the beginning of the 1990s and has not been integrally renovated to date. Its architectural value and potential of renovation have been actualized by recent urban transformation processes in the surrounding area.</p>	

11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Archaeological park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_01 NH_HR_SO_02	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Commercial	
		Description: Part of the building is uncleared ruing and the other part is adapted and used daily as a boxing gym.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: Building is made of rectangular cut stone and concrete. Roof is a wooden construction	

		covered with asbestos panels. Part of a building was destroyed by fire.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	Difficult to attain with public MoT (>1 and < 3 km)	0,5

19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Ownership status is not completely clear. Cadastral parcel does not exist for this building.	

SOLIN – CH ELEMENT NUMBER 10 – TOTAL SCORE 10

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_10	
1	Name/Title of the CH element	Bunkers	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	FIRST: Ivana Pavla II, Širina, 21210 Solin SECOND: Ulica kralja Zvonimira, 21210 Solin THIRD: Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1

		Description: Third bunker is safe, has amenities and is suitable for TU.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: These bunkers have been made during the first half of twentieth century as a part of a security network intended to guard major connections leading to Solin and Split, important infrastructure and port/terminal areas.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is in vicinity.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest	

		from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_01 (Third bunker) NH_HR_SO_02 (Third bunker)	
14	Organisation of Internal Spaces related to the last/current “final Intended use” <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description:	
15	Structure and Material Characteristics	Other	
		Description: Bunkers are made of cast concrete.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
		Gasworks	

		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: First bunker is in public ownership but remaining two are privately owned.	

SOLIN – CH ELEMENT NUMBER 11 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_11	
1	Name/Title of the CH element	Brewery area	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Vranjički put 16, 21210 Solin	
5	Property Tipology		0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		Description: Brewery area could possibly facilitate public events. However, this is privately owned area and production process would be hindered or disrupted and could be potentially hazardous for general public. That is why it is concluded that this location is partially practicable and not entirely safe.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0

10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: Brewery area is built in the latter half of 20th century. It was located in the coastal area within an industrial zone. Since its establishment, brewery has had an significant economical importance for the workers, who are mainly local residents.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description: Brewery was intentionally located in the coastal harbour area with direct acces to harbor facilities and infrastructure. These facilities include a large crane, for loading and unloading the cargo, and silos for storage of cereals which are used as a raw material for beer production.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This building is within boundries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	

		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Handcraft/Industrial	
		Description:	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: This is a typical industrial building with large production halls. It is primarily made out of reinforced concrete and structurally conceptualized as frame structure.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0

17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Site is privately owned and in use.	

SOLIN – CH ELEMENT NUMBER 12 – TOTAL SCORE 3,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_12	
1	Name/Title of the CH element	Mravinci marl quarry	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Gajeva ulica / Put Majdana, 21210 Solín	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Mostly rickety/unsafe	0
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Area is used as a shoting range. Location can be accesed only via dirt road.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: This was formerly exploited marl quarry. When exploitation stopped it was filled with variety of hazardous materials like asbestos. Today area is remediated and used for shooting practise.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is in vicinity.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	

14	<p>Organisation of Internal Spaces related to the last/current “final use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	None (only external envelope, no internal layout/distribution)	
		Description: Former quarry was until recently used as storage pit for hazardous waste. Today it is remediated and safe for public use, primarily shooting practice. It's a mostly grassy slope with serpentine access road.	
15	Structure and Material Characteristics	Other	
		Description: There are paved surfaces with shooting props and targets.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
		Sanitary Installation	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
		Gasworks	
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site, absence of a paved road and of a parking	1
		Additional: Presence of a bicycle lane?	

		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Unattainable with public MoT (> 3km)	0
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Area is partially public and partially privately owned.	

SOLIN – CH ELEMENT NUMBER 13 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_13	
1	Name/Title of the CH element	Vranjic quarry	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica nadbiskupa Ante Jurića / Priesela, 21210 Solin	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: It is possible to organise public events on the premises.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: Area is a remediated marl quarry. Many residents used to work and live in the close vicinity of the quarry. It was a major source of raw material for cement production that economically developed the area. Today it is publicly used for sports and recreation (mainly football).	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This site is near the boundaries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	

		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current “final Intended use” <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description: Mostly flat open terrain. Parts of it are organized and arranged to accomodate football fields and spectator stands with several temporary utility buildings. Other parts of the location are unused and mostly grassy.	
15	Structure and Material Characteristics	Other	
		Description: Low walls and fences of football fields.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2

		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Area is publicly owned (municipality) and parts of it are managed and used for football practice.	

SOLIN – CH ELEMENT NUMBER 14 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_14	
1	Name/Title of the CH element	St. Kajo cement factory	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Salonitanska cesta 19, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: This location is a cement factory with heavy machinery operations. As such it is dangerous and unsafe place for temporary public events. There may be "surrounding safe areas" that could facilitate public events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		<p>Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?</p>	
		<p>Low probability (based on the available Archaeological information)</p>	1
11	Value of the site	<p>Description: This is a site of one of the two largest cement factories in the region. It was built at the beginning of twentieth century, and was upgraded as the production process was technologically improved. In the past it was the most prominent "company" in Kastela bay area, and also a workplace for a large majority of the local residents. Alongside factory numerous additional buildings for employees were built, such as dormitories, mess halls, cultural centers, etc. Today, St. Kajo cement factory employs only a fraction of former workforce but it still has significant economical and spatial presence.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11): There is a continuous conveyor belt from the marl quarry to the factory. Factory is located near the coastline to reduce the shipping costs. It has functioning operating coast with wharf for cargo ships and loading cranes for large weight and volume cargo.</p>	

12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This industrial complex is near the boundaries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regurally visited by a handfull of local people.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Handcraft/Industrial	
		Description: Area is organized in multiple buildings and silos of varying size. Some of the buildings are interconnected, while some are isolated.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: Typical industrial building with large production halls. It is primarily made out of reinforced concrete and structurally conceptualized as a frame structure.	

16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question	Complicated	0
		Description: Privately owned property still in use.	

19) in terms of renovation/retrofit or Temporary Uses activation ?	
--	--

SOLIN – CH ELEMENT NUMBER 15 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_15	
1	Name/Title of the CH element	Coca-Cola bottler	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Hrvatskih branitelja, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		Description: Though this is a privately owned bottling operations it could be possible to organise temporary public events in some parts of building, if agreed upon by owner.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the	

		area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: This industrial complex was originally erected as bottlery (manufacturing plant). Today, it is used as storage and distribution center. Positioned on top of the hill, it is highly visible part of Solins skyline.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Ancient Salona is in vicinity.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0

		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Logistic	
		Description: This area is a place of Coca-Cola a bottler operation. Building also houses offices, warehouse and outdoor truck loading bays.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: Reinforced Concrete frame structure covered with steel thermoinsulated panels.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	

		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Privately owned property still in use.	

SOLIN – CH ELEMENT NUMBER 16 – TOTAL SCORE 15,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_16	
1	Name/Title of the CH element	Vranjic shipyard	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Krešimirova ulica 149 / 151, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1

		Description: This location is a shipyard with heavy machinery operations. As such it is dangerous and unsafe place for temporary public events. There may be "surrounding safe areas" that could facilitate public events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
11	Value of the site	Description: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site. Currently this area is used as a shipyard for renovation and building of smaller ships. There is a slipway for launching ships in to the sea, and there are also wharfs for docking the ships.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This site is near the ancient city of Salona. Our Lady's Isle -the oldest	

		Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Handcraft/Industrial	
		Description: Multiple different sized buildings.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: Multiple typical industrial halls. Buildings are primarily made out of reinforced concrete and structurally conceptualized as a frame structure.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

	<i>Note: if the information is not available, do not fill this field</i>	Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		Complicated	0
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Privately owned property still in use.	

SOLIN – CH ELEMENT NUMBER 17 – TOTAL SCORE 8,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_17	
1	Name/Title of the CH element	INA tanker berth	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: This area is unsafe place for temporary public events cause of the loading and unloading operations. There may be "surrounding safe areas" that could facilitate public events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		<p>Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?</p>	
		<p>Low probability (based on the available Archaeological information)</p>	1
11	Value of the site	<p>Description: This site is berth, which is a part of loading and unloading operations of fuel and gas for INA. INA or "Industrija nafte", is a Croatian multinational oil company. INA Group has leading role in Croatia's oil business, a strong regional position in the oil and gas exploration and production, oil processing, and oil product distribution activities. As such this location has high importance in oil supply for a wider area.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11): This is a significant site in a maritime tanker network of oil, fuel and gas supply.</p>	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: This building is within boundries of ancient Salona harbor. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex-fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regurally visited by a handfull of local people.</p>	
		<p>Please, specify the distance (D) of the main Cultural/Touristic point of</p>	

		Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Logistic Description: This building is a concrete berth. It is composed of a narrow pier like structure connecting a larger platform area, some 20 meters of the coast.	
15	Structure and Material Characteristics	Other Description: It is made primarily of concrete. There is also a noticeable spatial presence of fuel and gas pipelines.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1

		Site, total lack of connections to the public network	
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site, absence of a paved road and of a parking	1
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Privately owned property still in use.	

SOLIN – CH ELEMENT NUMBER 18 – TOTAL SCORE 14

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_18	
1	Name/Title of the CH element	INA fuel tanks	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Dominisova ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Area itself is restricted but surrounding lawn-like areas could be potentially used for temporary events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: This site is occupied by 5 large silos varying in size, which are a part of loading and unloading operations of fuel and gas for INA-Industrija nafte. As such, this location has high importance in oil, fuel and gas supply for a wider area.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11): This is a significant site in a maritime tanker network of oil, fuel and gas supply.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This building is within boundaries of ancient Salona harbor. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex-fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regularly visited by a handful of local people.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological	

		site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
		Logistic	
14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Description: This is a site of five large silos of varying sizes. Silos are placed on a concrete floor base which is surrounded by flat grassy terrain. On the premises there is a loading bay for trucks and couple of smaller storage and control buildings.</p>	
15	Structure and Material Characteristics	<p>Steel structure</p> <p>Description: Silos are made out of steel and base is made out of concrete.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Sanitary Installation	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Gasworks	
			0
17		Presence of a paved road that lead to the	2

	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Infrastructure/Building/Archeological Site, absence of a parking	
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Privately owned property still in use.	

SOLIN – CH ELEMENT NUMBER 19 – TOTAL SCORE 12,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_19	
1	Name/Title of the CH element	Factory settlement Majdan	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: There are areas adequate for temporary use in vicinity.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908. There was a great need for workforce housing, so several, typologically near identical buildings were built. Though today some of this housing is not to the living standard, in the past it was home to significant part of workforce for extended period of time.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Archaeological park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	

14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Residential	
		<p>Description: Multiple typologically near identical houses for communal living. Most buildings are two storey high.</p>	
15	<p>Structure and Material Characteristics</p>	Bearing Masonry	
		<p>Description: Bearing masonry with wooden pitched roof structure, covered with cement sheets. Some minor changes have been made to the structure and layout of buildings.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site</p>	2
		Sanitary Installation	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site</p>	2
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	Gasworks	
		<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	0
			3

		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Area is partially public and partially privately owned.	

SOLIN – CH ELEMENT NUMBER 20 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_SO_20	
1	Name/Title of the CH element	Factory settlement St. Kajo	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Banova ulica / Drašovićeve ulica / Ulica oko Svetog Kaje,21210 Solín	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Buildings themself might not be available or adequate for temporary use but the events could be potentially facilitated in the surrounding area.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the	

		area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: With the founding of the St. Kajo cement factory and its later development there was also a great need for workforce housing and other amenities. Multiple housing buildings were built, alongside office buildings and even a small cinema ("culture home"). Buildings in this settlement are typologically and stylistically differing. Quality of construction is also not on the same level for all the buildings. Though today some of these buildings are not to the living standard and are partly ruinous, in the past it was home to significant part of workforce for extended period of time.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Factory settlement St. Kajo is near the ancient city of Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex-fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is	

		Mramorna beach which is regularly visited by a handful of local people.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Residential	
		Description: Multiple different buildings. Some are residential, some are commercial and some are in a ruined state.	
15	Structure and Material Characteristics	Other	
		Description: All buildings are one to two stories high and have pitched roofs. Different materials were used in construction of these buildings. Main ones being clay bricks, poured concrete, stone, asbestos-cement roof paneling.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the	3

	<i>Note: if the information is not available, do not fill this field</i>	Infrastructure/Building/Archeologic Site	
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		Complicated	0
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Area is partially public and partially privately owned.	

RAVENNA – CH ELEMENT NUMBER 1 – TOTAL SCORE 8

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_01	
1	Name/Title of the CH element	Ex SIR - "Sigarone"	
2	Date of the mapping	18/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Bosi Maramotti, Ravenna - RA	
5	Property Tipology	Private	0
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The area has been already identified by the "Darsena" POC (Local Operative Plan) (Tav. C13) and classified has "to be reclaimed". There is a portion of the external surrounding area (width = 10-12 m, length = 150 m) that can be used for TUs. A portion of this area (4-5 meters wide) is adjacent to the building and it is not in safe conditions due to the	

		height of the building and to the presence of a cantilevered concrete roof. Close to the property, there is a public garden and a public parking.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: The building was made in 1956, and consist in a single space with dimensions equal to 175 m (length) x 30 m	

		(width), with a parabolic vault with a maximum height equal to 17,35 m. The building was used as a warehouse for storage of chemical fertilizers for agriculture. From 1980 it was used as a warehouse for construction materials and then abandoned.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The building is part of an area where different rehabilitation interventions were made in the last 20 years. The building is directly connected to the quay, and it is close to different meeting places (Darsena Pop Up, Darsenale, ...), to Pala De André and to the theatre for contemporary arts "Almagià".	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	

13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Logistic	
		Description: It is not possible to enter in the building, but it seems that the internal distribution of the spaces consists in a single open space.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: The structure is composed of 34 concrete arches that are perpendicular with respect to the longitudinal development of the building. The roof consists in ferrocement brick masonry slabs. The high of the building is equal to 7,20 m close to the external walls and equal to 17,35 m at the topo of the roof.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Electrical system	
		Presence of a public network in the	1

	<p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network</p>	
		<p>Sanitary Installation</p>	
		<p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network</p>	1
		<p>Gasworks</p>	
		<p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network</p>	1
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a dirt road that lead to the Infrastructure/Building/Archaeological Site, absence of a paved road and of a parking</p>	1
		<p>Additional: Presence of a bicycle lane?</p>	
		<p>Yes</p>	1

18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated Description: The building is considered as "Bonded heritage. It has an act of legally protection as for D. lgs 42/2004 (POC - TAV. 26)	0

RAVENNA – CH ELEMENT NUMBER 2 – TOTAL SCORE 5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_02	
1	Name/Title of the CH element	Marchesato - Fabbrica Vecchia	
2	Date of the mapping	18/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	via del Marchesato, Marina di Ravenna - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	

		Yes	1
		Description: It is possible to think of using only two portions of the outdoor garden.	
9	Construction Era	Modern Era (XV – XVIII a.C.)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: Built in 1764 on a project by Antonio Farini, it was a building that performed public functions in relation to port activities and was known as the "Casa della Sanità". In 1765 the Marquis Cavalli built another building next to the "Casone" which from then on became the "Fabbrica	

		Vecchia" to distinguish it from the "Fabbrica Nuova" of the Cavalli marquises which was used as a warehouse, tavern and tax office for the marquises. Hence the name the "Marquisate". At the end of the 19th century the building was used as the seat of the Harbor Master's Office, but following the development of the port structures the garrison of the old factory was gradually abandoned.	
11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Fishing boat dock and lighthouse of Marina di Ravenna, breakwaters of the San Vitale port, historic pine forests of the Natura 2000 network	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	

13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element: XXXXX	
14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Logistic	
		Description: it is not possible to access the structure internally to check its Layout. The function covered by the structure has always been public.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: load-bearing masonry structure made with solid brick masonry unit, wooden floor with simple frame and wooden truss roof	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems	1

		in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network	
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a dirt road that lead to the Infrastructure/Building/Archaeological Site, absence of a paved road and of a parking	1
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Complicated	0
		Description: building bound by Legislative Decree 42/2004 Code of cultural heritage	

RAVENNA – CH ELEMENT NUMBER 3 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_03	
1	Name/Title of the CH element	Capanno Garibaldi	
2	Date of the mapping	08/02/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Baiona 192, Area Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	occupied	
7	State of preservation	well preserved	3
8	Level of Practicability	total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The Garibaldi hut is managed by the Conservation Society, an association that acts for the conservation and enhancement of the same, through the organization of cultural, tourist and educational activities. Events are organized in the outdoor area. It would be interesting to network them with other locations that favor slow and	

		sustainable tourism in the valleys.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: Capanno was built in 1810 as a hunting refuge; in 1844 it was rebuilt in masonry after a fire. In 1849 it became a refuge for G. Garibaldi who, fleeing from Rome, tried to reach Venice and therefore was hidden in Romagna to	

		<p>escape the Austrians. The shed thus became one of the places of the Garibaldian "drawing" and later, also a monument of the city of Ravenna, as it was placed under the protection of the Soprintendenza. It is in good condition and is currently managed by an association that promotes it through initiatives and events.</p>	
11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Capanno is located inside the Po Delta Park. Several routes start in the vicinity and the Capanno is a stage of one of these.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong	

		to an area considered part of the NH?	
		Si	1
		Code of the NH element: Parco del Delta del Po'	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Residential	
		Description: the building is accessible and consists of a small masonry volume consisting of two rooms connected on the ground floor, a wooden mezzanine and an important valley reed roof. Pictures of the external and internal environment are attached.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: The supporting structure is in masonry. The roof is made of wood and the mantle in valley reed. It is in good condition.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the	3

		Infrastructure/Building/Archeologic Site	
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (>500 and <1km)	1

19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Each intervention must comply with the legislation for the protection of Architectural and Landscape Heritage. The structure is managed by an Association that promotes its protection and enhancement.	

RAVENNA – CH ELEMENT NUMBER 4 – TOTAL SCORE 11

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_04	
1	Name/Title of the CH element	Idrovora Fagiolo	
2	Date of the mapping	08/02/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Cimitero, Area Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
8	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1

		<p>The dewatering pump is managed by the “Consorzio di Bonifica”, a public body that relates to the control of water regulation. Currently the plant is stopped and the building is in a state of decay. Around there are spaces and green areas that could be subject to enhancement also in relation to the location, after checking the availability of the area.</p>	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of	0

		Archaeological information about the site	
11	Value of the site	<p>Description: The “Idrovora Fagiolo” was built by the “Consorzio di Bonifica” at the beginning of 1900, apparently in 1901, during an important reclamation operation in the Ravenna area. Within about 30 years, the Consortium built various plants, including the gravel ditch, Madonna del Pino in Cervia, the Rasponi plant in Punta Marina and S.Vitale in Marina di Ravenna. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.</p>	
11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: The dewatering pump is near the “Monumento ai caduti in mare” and the monumental cemetery of Ravenna; it is accessible</p>	

		<p>from Via del Cimitero and also from the long quay, which however is not in continuity with that of the city dock, as they are separated by the mobile bridge. The proximity indicated refers to the two monumental sites mentioned. Compared to the main tourist attractions as well as monuments of the historic city we are at D > 3 Km</p>	
		<p>Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site</p>	
		D < 1 km	
13	Connection with Natural Heritage (NH)	<p>Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?</p>	
		No	0
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>"Impianto di sollevamento" / Industrial</p>	
		<p>Description: the building is not accessible, as it is unsafe. It consists of a</p>	

		small masonry volume on two levels. Presumably, given the common type of similar systems, built at the same time at the beginning of the twentieth century, the ground floor could consist of a single room to host the lifting system. Pictures of the structure are attached.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: The bearing structure is in masonry. The roofing is in brick. The building is not in a good state of conservation.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Ar	1

		cheological Site, total lack of connections to the public network	
		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: The intervention on the structure aimed at a possible temporary reuse must first of all provide for its safety. The complexity could derive	

	mainly from an economic factor, unless the institution is willing to proceed with a shared planning, with a view to enhancing the heritage pertaining to the testimony of the mechanical reclamation carried out thanks to the early twentieth century water pumps.
--	---

RAVENNA – CH ELEMENT NUMBER 5 – TOTAL SCORE 17,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_05	
1	Name/Title of the CH element	Faro di Marina di Ravenna	
2	Date of the mapping	20/02/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Viale delle Nazioni, 12, 48123 Ravenna RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability		0

		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		It could be possible, with the authorization of the competent body, to organize informative events by temporarily opening some of the rooms inside and the garden area	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: The lighthouse of Marina di Ravenna was turned on for the first time on 12/06/1862, the so-called lighting period of the	

		lighthouse, and is an integral part of the infrastructure of the San Vitale port, still in use today and together with the control tower of the port pilots and the maritime horn is one of the reference points for accessing the port area.	
11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The lighthouse is an integral part of the fishing boat dock of Marina di Ravenna and together with it forms the first nucleus of the port. Not far away is the fish market, pine forests and nature trails linked to the valleys and dunes	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14			

	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Description: The layout of the lighthouse corresponds to what is reported in the attached historical plans dating back to the time of construction. The only element that has been modified, probably contextually to the construction of the fish market is the tower, which has been raised by two levels.</p>	
15	Structure and Material Characteristics	<p>Bearing Masonry</p> <p>The structure is exposed to load bearing mirature.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Electrical system</p> <p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Sanitary Installation</p> <p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Gasworks</p> <p>Presence of a public network in the Surrounding Area, presence of connections to</p>	3

		the public network, presence of systems in the Infrastructure/Building/Archeological Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?		
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: Any intervention must be of public initiative, or subject to public evidence.	

RAVENNA – CH ELEMENT NUMBER 6 – TOTAL SCORE 10,5

MAPPING CRITERIA FOR CH ELEMENT			Score
0	Associated Code	IT_RA_06	
1	Name/Title of the CH element	Piattaforma Angelina	
2	Date of the mapping	20/02/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Costa Mare Adriatico - impianto Offshore	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability		0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		For now it is part of ENI's coastal extraction plants under temporary stop and / or being decommissioned. They can be reached by sea or by air and cannot be visited.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0

10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The Angelina platform is part of the first group of extraction platforms built in the early 1970s and remained in operation until the early 2000s and was one of the main coastal extraction wells present on the national territory.	
11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Due to its position, the Angelina platform is clearly visible from the coast. It is located near the mouth of the United Rivers and can be reached from the network of co-pedestrian routes that connects the northern shores with the Ramazzotti pine forest, the natural reserve of the Bevano river up to the areas of naturalistic interest on	

		the border with the Cervese territory.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Description: the documentation relating to the layout of the spaces of the extraction plants is not available for public consultation, as they are considered sensitive objectives.	
15	Structure and Material Characteristics	Steel Structure	
		The structure is in iron and prefabricated modules	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p>	<p>Electrical system</p> <p>Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a</p>	0

	<i>Note: if the information is not available, do not fill this field</i>	public network in the surrounding area	
		Sanitary Installation	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeological Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Unattainable with public MoT (> 3km)	0
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of	Complicated	0
		Description: it is an extractive infrastructure of public	

renovation/retrofit or Temporary activation ?	Uses	interest, and therefore considered a sensitive objective.
---	------	---

RAVENNA – CH ELEMENT NUMBER 7 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_07	
1	Name/Title of the CH element	Torraccia	
2	Date of the mapping	17/02/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Marabina, 153, 48124 Ravenna RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
		Description: The main interest concerns the surrounding area: the interior space will probably not be used. ANNEX 3	

8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: There is the possibility to organize public events in part of the archaeological site, but not inside the building for reasons of preservation of the monument. The surrounding area is in safe conditions and allows any kind of organization.	
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: The Torraccia is what remains of the coastal watchtower which, at the time of construction, was located at the Candiano port entrance, in the south of Ravenna. This port was built in medieval times at the mouth of the Candiano stream, which connected the sea to the Candiana Valley (later called Standiana), the large marsh near the Classe pine forest. The construction of the tower of the Candiano port, known as Turaza, was commissioned by Cardinal Paolo Savelli in 1667. It was the seat of a garrison that controlled the coast preventing unwanted landings and signaling suspicious or enemy boats to the coastal defense system. It was also called Sanità	

		tower, for the sanitary control that was carried out on the crews of the boats.	
1 1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Near the site of Torraccia there is the important Byzantine church (6th century) dedicated to Sant'Apollinare in Classe. ANNEX 4	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use"	Handcraft/Industrial	
	<i>Note: if the information is not available, do not fill this field</i>	Description: The internal spaces was not accessible during the survey, but probably the plant scheme is simple: an empty quadrangular space. During the last century the tower was employed as a shed for agricultural tools.	
1 5	Structure and Material Characteristics	Bearing Masonry	
		Description: The structure is made of bricks tied with mortar. There are some corner elements in white stone inserted in the string course of the first floor. The building is divided into two overlapped blocks. The main facade is marked by two entrances, one on the	

		ground floor and the other on the upper floor, without stairs (perhaps originally made of wood), the remaining walls have windows. Some furnishing elements, such as shelves and lamp holders, are made with iron. ANNEX 1.	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
1 7	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site, absence of a paved road and of a parking	1
		Additional: Presence of a bicycle lane?	
		No (There is not bicycle lane, but the main road can be traveled by bicycle and there isn't city traffic.)	0
1 8	Accessibility with reference to existing infrastructures for public	Easy to attain with public MoT (> 500 m and < 1 km)	1

<p>Means of Transport - MoT (collective transport: bus, train, etc.)</p>		
<p>1 9 What is the protection status of the Infrastructure/Building/Archaeological site?</p>	<p>Protected</p>	
<p>2 0 Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?</p>	<p>Ordinary</p> <p>Description: It will be necessary to connect the electricity in order to illuminate the space during the dark hours. There are no sanitary installations, so it will be useful bringing non-permanent structures. There are no parking spaces, but the dirt road is long enough to guarantee cars to park. The place is well served by bus line number 4. A bicycle lane is missing, but the main road allows the transit of bikes. The space around the evidence is large and allows the installation of new structures. It's a public structure, so it will be easier get permission for events.</p>	<p>1</p>

RAVENNA – CH ELEMENT NUMBER 8 – TOTAL SCORE 25

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_08	
1	Name/Title of the CH element	Antica Linea di costa	
2	Date of the mapping	19/02/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Teodorico, 47122 Ravenna RA (this area seems the main interesting position to show the ancient coastline proved by the presence of the lighthouse at the Theoderic's mausoleum.)	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: There is no archaeological building and the place qualifies an intangible heritage, therefore it is possible to organize events in a large area of interest. Currently the location is used as a	

		parking lot so there are large spaces that can be enjoyed in total safety.	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
		Roman Era (III b.C. - III a.C.)	0 , 5
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1 1	Value of the site	Description: About the port framework, the place shows the position of a stretch of the ancient coastline and than an area in which boats, goods and people moved in ancient times. The position is obtained from the ancient lighthouse at the Theoderic's mausoleum during the medieval age.	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the	Description: At 200 meters from this place there is the site of the mausoleum of Theoderic, built during the sixth century for the king of the Goths. In later periods, the building was used as a lighthouse to signal the coast to ships, then as church and monastery. In Roman times the area was a burial ground outside the city walls. ANNEX 1	

	surrounding Area	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution) Description: The area is currently used as a parking lot, there are no ancient buildings. The ancient coast line is covered by modern and contemporary structures, including streets, parking lots, facilities and buildings. Therefore it's impossible to describe the internal space of the building or the construction material. Nonetheless, the area evokes the intangible heritage even if it has been altered during the ages.	
1 5	Structure and Material Characteristics	Other Description: Intangible heritage	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Gasworks Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2

	<i>information is not available, do not fill this field</i>		
1 7	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
1 8	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1 , 5
1 9	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
2 0	Which is the level of complexity of the administrative procedures to	Facilitated	2
		Description: The space is illuminated by the public network. There are no sanitary installations, but it will be the possibility to connect the non-permanent structures to the public system. There are many parking spaces and a large paved road. The place is well served by many bus lines. There is a bicycle lane that start from the city center	

be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?	and from train station; there are also some facilities for parking bikes. The space is wide enough to allow the installation of new structures. It's a public space, so it will be easier get permission for events. The area is served by a restaurant and a kiosk.
--	--

RAVENNA – CH ELEMENT NUMBER 9 – TOTAL SCORE 24

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_09	
1	Name/Title of the CH element	Bagni del Clero	
2	Date of the mapping	20/02/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Piazza Arcivescovado 48121 Ravenna RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	

7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The archaeological building is buried. The surface area is occupied by a large public garden and the remains are partially preserved in the vault of the Banca Popolare di Ravenna. The area of Piazza dell'Arcivescovado is usable in total safety and is suitable for all kinds of events. ANNEX 1	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0 , 5
		Roman Era (III b.C. - III a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: The site is part of the port theme because of the ancient presence of water. The main ports of the ancient Ravenna were connected by roads intertwined with the intricate system of canals inside the city. These canals and rivers allowed the population to move and reach various places, as happens nowadays in Venice. The waters were therefore a connection system as much as the ports, but at the same time they allowed to keep structures, like the bath, operating.	

1 1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: In the same site there is the Archiepiscopal Museum, where Massimiano's ebony Chair is kept, there are also the ancient Neonian baptistry and the city cathedral.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution) Description: The site evokes an ancient reality currently buried, therefore it's impossible to establish the organization of the internal spaces. However, the area of interest is a city garden. ANNEX 3	
1 5	Structure and Material Characteristics	Bearing Masonry Description: The ancient structures are characterized by bearing masonry, but currently the area is intended for trees and gardens.	
1 6	Technical Systems, Services and sub-services	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

	available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area	Sanitary Installation*	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archaeological Site	2
		Gasworks	
1 7	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archaeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No (There is no bicycle lane, but the area is very close to the city center where traffic is low)	0
1 8	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m) The closest public MoT is 130 meters far. ANNEX 4	1 , 5
1 9	What is the protection status of the	Protected	

Infrastructure/Building/Archaeological site?		
Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?	<p style="text-align: center;">Facilitated</p> <p>Description: The space is managed by the municipality, therefore it will be easier to obtain permits for temporary activities. The presence of public toilets in the surrounding area, of the public electricity network, of several parking lots, the proximity to the city center and the possibility of attracting a good number of people are all elements that allow an easy organizational level for the events.</p>	2

*The nearest public bathroom is 450 meters away, located in the "Port'Aurea" parking

RAVENNA – CH ELEMENT NUMBER 10 – TOTAL SCORE 15,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_10	
1	Name/Title of the CH element	Mura di Classe	
2	Date of the mapping	25/02/2020	

3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Romea Vecchia, 115 48124 Ravenna RA (Podere Minghetti) (The house number 115 is an approximation, the position refers to the near Minghetti property)	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The archaeological site is completely buried, so the area of interest is absolutely practicable in total safety. There are no buildings, it is a private field intended for cultivation, therefore no structural interventions are needed. ANNEX 1	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3

1 1	Value of the site	Description: The site evokes the ancient walls of Classe, a space near Ravenna intended for a specific function: a port city. Within these walls goods and people arrived, ships docked and sailors lived there. Over the centuries Classe was always a port and the walls from the fifth to the tenth century maintained their defensive function.	
1 1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: About 700 meters from the site, to the east, stands the ancient port of Classe. In the opposite direction, about 1.5 kilometers far, there is the Basilica of Sant'Apollinare in Classe and the new museum dedicated to the port city. At a very short distance there are also the archaeological excavations of the monastery of San Severo, currently not open to visitors. The places mentioned consist of large gathering spaces for the local community and tourists.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use"	None (only external envelope, no internal layout/distribution)	
		Description: The site has no buildings and the current use is for cultivation.	
		<i>Note: if the information is not</i>	

	<i>available, do not fill this field</i>		
15	Structure and Material Characteristics	Bearing Masonry	
		Description: The archaeological structures are in bearing masonry, but are currently buried and invisible. The area at the time of the inspection is a plowed field. ANNEX 3	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network	1
		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network	1
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archaeological Site, absence of a parking	2
		Additional: Presence of a bicycle lane?	
		Yes (The bicycle lane is present up to via Marabina)	1
18	Accessibility with reference to existing	Close to public MoT (< 500 m)	1,5

<p>infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>		
<p>1 9 What is the protection status of the Infrastructure/Building/Archaeological site?</p>	<p>Protected</p>	
<p>2 0 Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?</p>	<p>Complicated</p> <p>Description: This area is large and safe, but it is privately owned. Normally cultivated land is not easily disposed for other purposes. There are public electricity, gas and sewer networks, but the field is totally isolated from the local system. The site is a bounded heritage, but it will be impossible to cause any damage to the buried structures. The site is easily accessible by any vehicle, the closest parking is at the site of the ancient port of Classe, but the via Romea Vecchia, with few traffic, allows to park some cars on the edge. Public transportation serves the area very well. So the only difficulties that can be found are related to the permits to use the area and to the recruitment of facilities.</p>	<p>0</p>

RAVENNA – CH ELEMENT NUMBER 11 – TOTAL SCORE 16,5

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_11	
1	Name/Title of the CH element	Banchine portuali	
2	Date of the mapping	28/01/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via del Muro Lungo 48124 Ravenna RA (Podere Biondi)	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The structures of the ancient docks are currently buried. The area is intended for cultivation, therefore there are large spaces available in total safety. ANNEX 1	

9	Construction Era	Roman Era (III b.C. - III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1 1	Value of the site	Description: The site plays a significant role in the port framework because it represents one of the main port evidences: the docks. The docks overlooked a basin of water connected to the sea and allows to understand how goods and people moved. It is necessary to imagine the densely populated structures where busy people loaded the products on the boats and concluded the exchange talks.	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the	Description: About 700 meters far there is the archaeological area of the ancient port of Classe: a tourist place widely sponsored and known by both local population and tourists.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	

	surrounding Area	D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution) Description: It's impossible to describe internal spaces due to the morphology of the evidence: these are port docks therefore no spaces are to be considered closed, with the exception of the port warehouses which, however, are located in the archaeological area of the ancient port. The area has changed a lot during the ages and what in late ancient times was in contact with the waters is now buried because of the subsidence phenomenon. The field is cultivated and the archaeological evidence is visible only as crop marks.	
1 5	Structure and Material Characteristics	Bearing Masonry Description: The structures of the docks had to be composed of masonry parts and wooden elements, such as poles and walkways - in accordance with the archaeological excavations of the 60s. Currently the ruins are not visible because they are buried. ANNEX 3	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and	Electrical system Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks	

	<p>in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network</p>	1
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking*</p> <p>Additional: Presence of a bicycle lane?</p> <p>Yes</p> <p>(The bicycle lane goes up to via Marabina, then it is 800 meters far from the site)</p>	2
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Easy to attain with public MoT (> 500 m and < 1 km)</p>	1
19	<p>What is the protection status of the Infrastructure/Building/Archeological site?</p>	<p>Protected</p>	
		<p>Complicated</p>	0

<p>Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?</p>	<p>Description: Organizing events in this location may require a higher level of complexity due to the private ownership of the field. In the surrounding area there are public electricity, gas and sanitary networks, but the site is totally devoid of facilities, therefore it would be necessary to install all the necessary equipment. The site is considered a bounded heritage, but there is no possibility of damage to the ancient buried structures. The place is easily reachable with both private and public vehicles and it's served by a nearby bicycle lane, however is necessary to reach the site on foot because of the parking and bus stop located at the site of the ancient port.</p>
--	--

*The closest car park is located at the ancient port.

RAVENNA – CH ELEMENT NUMBER 12 – TOTAL SCORE 11

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_12	
1	Name/Title of the CH element	Monumento ai marinai d'Italia	
2	Date of the mapping	25/06/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Cimitero , Banchina canale Candiano - RA	
5	Property Tipology	Public	1
6	State of Occupancy	abandoned	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	none	0

		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The monument to the fallen of the Sea, located on the left bank of the Candiano Canal, near the entrance to the monumental cemetery of Ravenna, is located close to a pine forest overlooking the Canal, to which one descends through a staircase that accompanies the Sailor's look. This is the only point on the quay that slopes down with a stairway to the water. The area in front of the monument could be the stage of connection routes with the whole dock if redeveloped.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the	

		scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>Description: The monument to the Sailor of Ravenna is the work of the sculptor Giannantonio Bucci of Ravenna. It was built in 1963 by the ANMI (National Association of Italian Sailors) and located near the monumental cemetery with its gaze facing south-east, near the entrance to the city dock, located there to greet the merchants who they passed through it as a sign of protection. The monument is made of travertine and has an inscription which is the incipit of the Sailor's prayer, written by Fogazzaro in 1901 "To you, great eternal God, whom the winds and waves obey." The monument is located near the quay leading to the monumental cemetery and a staircase that brings the quay closer to the water, as well as being</p>	

		immersed in the "pinetina", a residual fragment of the pinewood cordon reduced during the industrial expansion of the commercial port at the end of 1800.	
11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the monument to the Sailor is near the monumental cemetery of Ravenna, which is 150m away; it is also about 2.2 km from the park and Theodoric mausoleum and 2.7 from the Rocca Brancaleone.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 Km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
14	Organisation of Internal Spaces related to the last/current "final Intended use"	None (Monument)	
		Description: the monument made of travertine depicts a sailor with a waxed coat and	

	<i>Note: if the information is not available, do not fill this field</i>	with a glance towards the entrance to the city port of the "Darsena" and towards the industrial archeology area of the port. It is placed on a stone covered base. It is currently made inaccessible because it is in a state of decay.	
15	Structure and Material Characteristics	<p>other: travertine</p> <p>Description: The statue is made of travertine and now both it and the base on which it rests are in a state of decay.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Electrical system</p> <p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network</p> <p>Sanitary Installation</p> <p>Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network</p> <p>Gasworks</p>	<p>1</p> <p>1</p>

		Total lack of systems in the Infrastructure/Building/Archaeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archaeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: The monument requires restoration. The neighboring area and therefore the monument itself, could be enhanced by inserting the place into demonstrations, events, walks aimed at spreading the port heritage. In these terms, temporary use could facilitate the installation of	

	small structures to support them.	
--	-----------------------------------	--

RAVENNA – CH ELEMENT NUMBER 13 – TOTAL SCORE 20,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_13	
1	Name/Title of the CH element	Mercato del Pesce	
2	Date of the mapping	25/06/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Molo Dalmazia 51_ Marina di Ravenna- RA	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of some interventions on structural framework and of minor interventions on non-structural elements*	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The former fish market of Marina di Ravenna overlooks the Dalmatia pier where the suggestive fishing boats that carry out fishing activities daily are moored. Currently the building has been partially recovered and	

		reopened as an Experimental Center for the development of fishing support activities and managed by Cestha, an association of young biologists and researchers. The area has a large internal courtyard, currently at the service of the fishmongers facing Viale delle Nazioni while it still has unused spaces towards Via Zen. In both spaces it would be possible to think of events and even temporary manifestations.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or	0

		absence of Archaeological information about the site	
11	Value of the site	<p>Description: the former fish market was built in 1939 in place of an old artifact from the 1920s in iron and sheet metal. It was immediately considered as one of the most modern sales structures in Italy, above all due to the presence of an electromechanical rod system that allowed faster sales and with fewer complaints that took place in the large amphitheater hall which buyers accessed. Until the Second World War, the Marina market was of national importance, with over 100 fishing boats accessing the pier every day. Gradually, with the replacement of the sailing boat with motor boats and with the industrialization of a good stretch of the Candiano Canal, many fishing families moved to nearby markets (Cesenatico, Chioggia, Cervia, Rimini, etc.) and the related market of Marina will decrease dramatically, until the total decline in the 70s</p>	

11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the former market is located near the bathing establishments and the main tourist attractions and nature trails, both on the Marina di Ravenna side and on the Porto Corsini side, from which it is also connected by ferry.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	commercial / handcraft	
		Description:	
15	Structure and Material Characteristics	bearing masonry, reinforced concrete structure	
		Description: The former market, now the	

		headquarters of the Cestha association, is presented in the original plant and with few transformations. The right wing is more degraded and in a state of neglect, as well as part of the roof and canopy towards the courtyard, which should be redeveloped.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of	3

		connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	facilitated	2
		Description: The building is already the seat of an association of researchers and organizes training, dissemination and research activities. It also hosts events. With additional resources it would also be interesting to enhance the courtyard and the street views.	

*a part is occupied and active even if it needs extraordinary maintenance and a part is abandoned and with greater degradation

RAVENNA – CH ELEMENT NUMBER 14 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_14	
1	Name/Title of the CH element	Ex-uffici Pansac	
2	Date of the mapping	20/06/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via D'Alaggio 75, Ravenna RA	
5	Property Tipology	private	0
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of some interventions on structural framework and of minor interventions on non-structural elements	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The former offices of Pansac overlook Via d'Alaggio, with two long masonry facades decorated with stone motifs dating back to the plant as a Romagna hemp factory born in 1905, again on a project by the architect. Camillo Morigia. From the central body, which has been remodeled, there is access to	

		an internal courtyard which distributes the productive activities of the Raviplast still in operation. Compatibly with the activities in place and in relation to the forecasts of the current planning tool, the area could accommodate in some portion, even not in use, events or the inclusion of temporary uses.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: This building was built in 1905 as a Romagna hemp factory and was used for the production of jute	

bags for almost all the sugar factories in northern Italy. The first changes took place after the first 15 years of activity, the plant was already transformed for the first time into a jute factory, by Montecatini, intended use which it held until 1970.

The building, especially in the part towards the canal, is characterized by decorative brick motifs.

In the period between 1938 and 1940, the central body undergoes changes: the director's villa and some houses for employees are annexed to this central structure.

After 1970, the plant was again converted to the production of PVC and polyethylene.

In 1972, it was taken over by Pansac s.a.s., by Donato Jacopone, while in 1980 it was acquired by the Lori group and became Nuova Pansac s.p.a. Following the bankruptcy of Nuova Pansac, the factory is leased by the employees and the business

		continues under the current name of Raviplast.	
11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the area is located on the right bank of the Candiano Canal and is close to the main parks and places of historical and cultural interest in the city, including: Rocca Brancaleone, Park and Mausoleum of Theodoric, Piazza del Popolo, Basilica of Sant'Apollinare Nuovo , etc.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	industrial / handcraft	
		Description: the building was born and continues to be a factory, that is a place intended for productive	

		activity. The plant was partially remodeled in the 1950s for the central body, while the two masonry wings remain unaltered.	
15	Structure and Material Characteristics	bearing masonry, reinforced concrete structure	
		Description: the structure is in masonry and is in a good state of conservation as regards the accessible portion of the compartment. The oldest masonry wings do not show obvious signs of instability or even of major transformations.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
		Gasworks	

		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	ordinary	1
		Description: The building is currently used although not in full. The path to allow temporary use follows current legislation, net of any relocation of workers who are currently operating in the same area.	

RAVENNA – CH ELEMENT NUMBER 15 – TOTAL SCORE 23

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_15	
1	Name/Title of the CH element	Darsena dei Velieri o Darsena Bidente	
2	Date of the mapping	08/07/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	piazzale Aldo Moro RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non- structural elements	1
8	Level of Practicability	total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		After the Second World War, the Darsena dei "velieri" or Darsena Bidente, built at the head of the Corsini Canal in the mid-1700s, was buried following the reconstruction of the canal port and the docks to make way for a square for handling means of transport. In the 1980s the	

		<p>square will be named after Aldo Moro. Currently the square is used as a parking lot as well as a bus station. It is connected to the railway station and therefore to the city center through an underpass that will soon be strengthened following the redevelopment of the Darsena area. The square occasionally hosts events and demonstrations and is strategic for the connection with the main urban and extra-urban connections.</p>	
9	Construction Era	Modern Era (XV a.C. – XVIII a.C)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	<p>Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific</p>	

		archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
11	Value of the site	Description: the Darsena Bidente, built at the end of the Corsini Canal, occupied the old course of the Bidente drain and ran parallel to the railway and at the top it touched the church of San Simone and Guida. It was in communication with the Bidente drain through two arches near the bridge in via "al Candiano" which led to the double-level docks that allowed the mooring of both wooden sailing ships and steamers at a later date depending on the tides. At the end of the 19th century, almost all port activity took place to the right and left of this dock which houses the port warehouses designed in 1780 by Camillo Morigia. In this area there were also	

		taverns and inns and it was the beating heart of the commercial and productive activity of the port.	
11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Piazzale Aldo Moro, in addition to hosting the courier terminal, is close to the railway station to which it is connected with a pedo-cycle underpass, through which the historic center and the main monuments of the city can be reached with short distances	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
14		logistic	

	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Description: The Darsena Bidente was buried after the Second World War, around 1950, and has become an area for goods handling and in recent times an area used as a parking lot and courier terminal.</p>	
15	Structure and Material Characteristics	<p>other</p> <p>Description: Piazzale Aldo Moro needs functional reorganization as well as enhancement in terms of connection between the "City Dock" and the historic city, as a strategic environment for use and the cycle-pedestrian connection as well as for vehicles.</p>	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Electrical system</p> <p>Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network</p>	3
		<p>Sanitary Installation</p> <p>Presence of a public network in the</p>	3

		Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Archeological Site, presence of connections to the public network	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question	facilitated	2
		Description: Piazzale Aldo Moro already hosts	

	19) in terms of renovation/retrofit or Temporary Uses activation ?	local initiatives and events, including temporary ones. The request for events or temporary uses is part of initiatives on public land
--	--	--

RAVENNA – CH ELEMENT NUMBER 16 – TOTAL SCORE 11

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_16	
1	Name/Title of the CH element	Magazzini Silos Granari	
2	Date of the mapping	7/8/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Manfredi Eustachio 2 RA	
5	Property Tipology	private	0
6	State of Occupancy	abandoned	
7	State of preservation	mostly rickety/unsafe	0
8	Level of Practicability	none	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Currently the sector is in a state of deterioration, particularly on the quay front. The area is very large and includes several buildings including industrial archeology, in addition to the former "building" of the caretaker's house between	

		via Manfredi Eustachio and via Montecatini. Among the buildings there are the pertinent open spaces which, except for cleaning, static and environmental safety, could be used for triggering events, also in relation to the provisions of the current planning tool.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: The Silos Granari del Candiano company was founded in 1925, and following this constitution three buildings were erected,	

in place of the Portland cement factory. A two-storey building, on the corner of via Montecatini and via Manfredi, housed the caretaker's offices and accommodation.

On the back are the two ex-warehouses of industrial archeology of imposing dimensions, linked to the storage of cereals and grains: the first consists of a large room with a brick vault with tie rods, buffered on one side by a facade characterized by a series of pilaster strips in relief.

The second warehouse, built in 1933, is fragmented into 4 bodies, with a perimeter structure in masonry, internally divided by reinforced concrete pillars. The warehouses have always been used as a grain store, although over time they have been modified to facilitate the handling of products. The two warehouses were internally connected to the Canal by conveyor belts, which still characterize the

		fronts, despite the evident state of decay.	
11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the area is located on the left bank of the Candiano Canal and is close to the main parks and places of historical and cultural interest of the city, including: Rocca Brancaleone, Park and Mausoleum of Theodoric, Piazza del Popolo, Basilica of Sant'Apollinare Nuovo , etc ..	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	industrial / handcraft	
		Description: the building was born on a cement factory in 1925 and over time the original plant was remodeled	

		in particular to accommodate the machinery dedicated to the storage of cereals and grains, while maintaining the scenic appearance of the large masonry vaults.	
15	Structure and Material Characteristics	bearing masonry, reinforced concrete structure	
		Description: the structure is in masonry and is in a poor state of conservation. Many parts have collapsed and in some cases even unsafe.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks	
		Presence of a public network in the Surrounding	1

		Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	ordinary	1
		Description: The building is currently abandoned. The path to allow temporary uses follows the current legislation with an ordinary path.	

RAVENNA – CH ELEMENT NUMBER 17 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	IT_RA_17	
1	Name/Title of the CH element	Idrovora S.Vitale	
2	Date of the mapping	8/7/2020	
3	Is it an Area with Archeologic interest?	No	

4	Location/Address of the building	Via dell'Idrovora 51, Area Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	0
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The dewatering pump is managed by the "Consorzio di Bonifica", a public body that relates to the control of water regulation. The plant is currently in use. Around there are spaces and green areas that could be subject to enhancement (for example an abandoned inn) also in relation to the location, after checking the availability of the area.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in	

		<p>the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?</p>	
		<p>Low probability (based on the available Archaeological information)</p>	1
11	Value of the site	<p>Description: The San Vitale dewatering pump was built by the Reclamation Consortium at the beginning of 1900, in 1932 during an important reclamation operation in the Ravenna area. In about 30 years, the Consortium built various plants, including that of the Fagiolo, Fosso gravel, of Madonna del Pino in Cervia, and the Rasponi plant in Punta Marina. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11):</p>	

12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The dewatering pump is near the Pialassa Piomboni and can be reached from Via Trieste. The connection with the white road of the "Lungo Pialassa" is interesting, leading through a suggestive panorama dotted with fishing huts to Marina di Ravenna.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Arc haeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Arc haeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	"impianto di sollevamento" / industrial	
		Description: the building is not accessible because it is fenced and manned. It consists of a small masonry volume on two levels. Presumably, given the	

		common type of similar systems, built at the same time in the early twentieth century, the ground floor could consist of a single room to house the lifting system.	
15	Structure and Material Characteristics	Bearing Masonry	
		Description: The supporting structure is in masonry. The roofing is in brick. The building is in a fairly good state of conservation.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	

		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0
		Description: The intervention on the structure aimed at a possible temporary reuse must first of all provide for an agreement with the managing body with a view to enhancing the heritage relating to the testimony of the mechanical reclamation carried out	

	thanks to the early twentieth century water pumps.
--	--

RAVENNA – CH ELEMENT NUMBER 18 – TOTAL SCORE 22,5

MAPPING CRITERIA FOR CH ELEMENT			
			S c o r e
0	Associated Code	IT_RA_18	
1	Name/Title of the CH element	Ponte Augusto	
2	Date of the mapping	20/05/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Salara 6, 48121 Ravenna (RA)	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	0
		Yes	1

		Description: This is a buried archaeological structure and It's impossible to organize events in the building because of its nature. The surrounding area is accessible in total safety and is partially occupied by a paved street and shops. ANNEX 1	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
			0
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1 1	Value of the site	Description: This bridge was an important link between two parts of the city divided by a stream. The choice of this point of interest wants to recall, with a single element, a much wider reality of a city characterized by the constant presence of water. The waterways allowed, as well as bridges, the movement of people and goods throughout the city. We must imagine how the goods of the port were stored in the warehouses of the city, and then be distributed thanks to streams connections or bridges. In addition, the rivers that flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant inland areas.	
1 1 . b	Value of the site intended as interactions and connections	Description (fill this field only if it is different from point 11):	

	with the port heritage		
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The CH element is in the city center and is located less than 200 m from the complex of the Basilica of San Vitale, one of the most important tourist attractions in Ravenna. Similarly, the CH element is located a short distance from the tourist information offices.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description: The site evokes an ancient reality currently buried, therefore it's impossible to establish the organization of the internal spaces. However, the area of interest is covered by a city street and provides sufficient space for the organization of events.	
1 5	Structure and Material Characteristics	Bearing Masonry	
		Description: The ancient structures are characterized by bearing masonry, but currently the structure is buried and the area is intended for shops.	
1 6	Technical Systems, Services and sub-services available into	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Sanitary Installation*	

	the Infrastructure/Building/Archeological Site and in the Surrounding Area	Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Gasworks	
	<i>Note: if the information is not available, do not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes**	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1 , 5
19	What is the protection status of the Infrastructure/B	Protected	

	Building/Archaeological site?		
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?	Facilitated Description:	2

* The nearest public toilet is 60 meters far, it's located in Paolini street. ANNEX 4.

** The site is in a pedestrian area and bicycle lanes all converge in the city center

RAVENNA – CH ELEMENT NUMBER 19 – TOTAL SCORE 21

MAPPING CRITERIA FOR CH ELEMENT			
			S c o r e
0	Associated Code	IT_RA_19	
1	Name/Title of the CH element	Pozzi di via Morigia	
2	Date of the mapping	06/06/2020	

3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Morigia, 48121 Ravenna (RA)	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Ruin	0
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The area of interest is practicable in total safety. The site has no old buildings. In fact, this is the area where archaeological excavations have been carried out, bringing to light numerous ceramic finds and stratigraphies from the pre-Roman age. Currently the archaeological investigations are no longer visible and the area is occupied by a paved street and private homes. ANNEX 1	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0,5
		Late Antique Era (IV - VII a.C.)	0,5
		Medieval Era (VIII - XIV a.C.)	0,5

		Modern Era (XV – XVIII a.C.)	0 , 5
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1 1	Value of the site	Description: The role of the site in the port framework is very significant because many materials, found during excavations (which did not bring to light structures, but only mobile artifacts), were imported. Many ceramics, for example of Greek origin, were transported by ship to one of the ports of Ravenna and then traded and distributed in the city. The site evokes a commercial flow of ceramic vessels that through the port and the sea reached the city.	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The site is in the city center and is located less than 200 m from the complex of the Basilica of San Vitale, one of the most important tourist attractions in Ravenna. Similarly, the CH element is located a short distance from the tourist information offices. ANNEX 2	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0
		Code of the NH element:	

1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description: The site evokes the presence of objects imported from distant places, so there are no buildings or structures. Therefore it's impossible to describe the internal organization of the spaces. The area is currently an inhabited street of the city.	
1 5	Structure and Material Characteristics	Other	
		Description: The archaeological remains are simple stratigraphies of soil investigated with the excavation of vertical wells: there are no structures.	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archaeological Site	2
		Sanitary Installation*	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archaeological Site	2
		Gasworks	
Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archaeological Site		2	
1 7	Accessibility with reference to existing	Presence of a paved road that lead to the Infrastructure/Building/Archaeological Site and of a parking in the surrounding area	3

<p>infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Additional: Presence of a bicycle lane?</p>	
<p>1 8 Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Yes**</p> <p>Close to public MoT (< 500 m)</p>	<p>1 , 5</p>
<p>1 9 What is the protection status of the Infrastructure/Building/Archaeological site?</p>	<p>Not protected</p>	
<p>2 0 Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reetrofit or</p>	<p>Facilitated</p> <p>Description:</p>	<p>2</p>

Temporary Uses activation ?	
-----------------------------	--

* The nearest public toilet is 130 meters far, it's located in Pasolini street. ANNEX 3.

** The site is in a pedestrian area and bicycle lanes all converge in the city center.

RAVENNA – CH ELEMENT NUMBER 20 – TOTAL SCORE 21,5

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_20	
1	Name/Title of the CH element	Campanile della Chiesa di Santa Maria in Porto Fuori	
2	Date of the mapping	07/06/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Stradone 50, 48121 Porto Fuori (RA)	
5	Property Tipology	Private (Arcidiocesi Ravenna-Cervia)	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Partial	0 , 5

		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The site is characterized by the presence of a church and a bell tower that preserves some traces of the original plant dating back to 1100 a.D. The bell tower is in good condition and has been rebuilt and restored on several occasions. The surrounding area is intended as a garden, is safe and is served by a paved road. Once the permits have been obtained, it may also be possible to use the structure of the bell tower. ANNEX 1	
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0 , 5
		Modern Era (XV – XVIII a.C.)	0 , 5
		Contemporary Era (XIX a.C. – Today)	0 , 5
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		High probability (based on the available Archaeological information)	2
1 1	Value of the site	Description: This site represents the ancient mouth of the Bidente river in the south of Ravenna, where was built a port. In fact, the difficult management of the marshy territories and the hydrographic network in which the port of Classe was located, meant that between the VIII and IX Century A.D. the main port center of the city was in Porto Fuori: a name that still evokes the function for which the place was intended. In this place around 1100 a.D. some monks	

		built a church to house an icon arrived in Ravenna thanks to the connections with Constantinople.	
111b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
112	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The site is isolated and there are no touristic points of interest at a distance of less than 3 km.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
113	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0
		Code of the NH element:	
114	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Logistic	
		Description: The structure is used as a bell tower. From the access the stairs lead to the openings to the top floor of the tower. There have been no changes in usage over time, but many remakes that have always maintained the appearance of the structure similar to the original (ANNEX 3). The interior spaces are very small, but outside there's a large garden that it's possible to use in total safety.	
115	Structure and Material Characteristics	Bearing Masonry	
		Description: The structure is well preserved and absolutely safe.	
		Electrical system	

1 6	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Sanitary Installation	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site</p>	2
		Gasworks	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site</p>	2
1 7	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	3
		Additional: Presence of a bicycle lane?	
		No	0
1 8	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective</p>	Close to public MoT (< 500 m)*	1 , 5

	transport: bus, train, etc.)	
1 9	What is the protection status of the Infrastructure/Building/Archaeological site?	Not Protected
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?	Facilitated 2 Description:

* Less than 190 meters away there's the bus stop for the line from the city center to Porto Fuori. ANNEX 2.

RAVENNA – CH ELEMENT NUMBER 21 – TOTAL SCORE 13

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_21	
1	Name/Title of the CH element	Fossa Augusta	
2	Date of the mapping	12/06/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Corriera Antica, 48123 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The site represents a stretch of the ancient Fossa Augusta of which no visible traces remain, but from some archival investigations and archaeological excavations it's possible to trace an hypothetical path. Therefore, it isn't a material heritage and there are no buildings. The place evokes this ancient reality and is	

		located in an agricultural area where it's possible to organize events in a large area in total safety. ANNEX 1	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
		Modern Era (XV – XVIII a.C.)	0 , 5
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: Regarding the topic of the portuality the Fossa Augusta played a fundamental role in maintaining drained the city of Ravenna and therefore allowed the terrestrial connections with the ports, it was also a channel navigable by small boats. This Roman infrastructure allowed the drainage of water far from the city and at the same time it was a connection with distant areas, as evidenced by the survival of some streets that bordered it. During the centuries the Fossa Augusta has always been maintained, up to the important land reclamations of the XVIII century.	
11. b	Value of the site intended as interactions and connections	Description (fill this field only if it is different from point 11):	

	with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description:	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		It's an isolated site and far from tourist attractions.	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description: The site is destined to cultivated fields and it's in the countryside	
15	Structure and Material Characteristics	Other	
		Description: There are no structures, the cultural heritage is immaterial	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeol	Electrical system	
			0
		Sanitary Installation	
			0
		Gasworks	
			0

	<p>ogical Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>		
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking</p>	2
		<p>Additional: Presence of a bicycle lane?</p> <p>No</p>	0
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Unattainable with public MoT (> 3km)</p>	0
19	<p>What is the protection status of the Infrastructure/Building/Archeological site?</p>	<p>Not protected</p>	
20		<p>Complicated</p>	0

<p>Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retr ofit or Temporary Uses activation ?</p>	<p>Description:</p>
---	---------------------

RAVENNA – CH ELEMENT NUMBER 22 – TOTAL SCORE 24,5

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_22	
1	Name/Title of the CH element	Porto di Metello	
2	Date of the mapping	01/07/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Gastone de Foix, 48121 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: This site, currently used as a car park, represents the ancient port of Metello. The ruins are buried and are not visible. There are no buildings, but the large parking area is usable in total safety, there are also tall trees that shade the space below, while	

		behind via Gastone de Foix there is the park of the Rocca Brancaleone that offers a sugegstive view. ANNEX 1	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
		Modern Era (XV – XVIII a.C.)	0 , 5
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: The site evokes the ancient Port of Metellus, where probably in 80 b.C. the soldiers of Metellus (allied with Silla) fired. It is one of the many ports of the city of Ravenna. This port was built before the great Augustan port and remained in use until at least the V century AD, but some maps of the city show that the waterways and the mouth of the ancient port had to be visible even in the XVI century. Some archaeological excavations have identified in this place the containment walls of the embankments of the port and the presence of palisades. It was a very large port that probably occupied the area of the railway station. The basilica of San Giovanni Evangelista shows the extension of the port, because Galla Placidia wanted to build this church on the docks as a votive offering to escape a shipwreck.	

11.	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: The Rocca Brancaleone is located behind the site. It is an extraordinary ancient monument and a meeting point for the people of Ravenna, especially during the summer because of the large park and for the events that are organized here. About 300 meters far is the Basilica of San Giovanni Evangelista, connected to the ancient port of Metello and much appreciated tourist place.</p> <p>ANNEX 2</p> <p>Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site</p> <p>D < 1 km</p>	
13	Connection with Natural Heritage (NH)	<p>Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?</p> <p>Code of the NH element:</p>	0
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>None (only external envelope, no internal layout/distribution)</p> <p>Description: The site is a parking lot, so there are no buildings, but only an external development. The area is large and usable in total safety.</p>	
15		Wood structure	

	Structure and Material Characteristics	Description: The ancient structures were made of wood and lime. The structures are in a good state of conservation, but the evidence is buried. ANNEX 4	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Sanitary Installation*	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site	2
		Gasworks	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of	Close to public MoT (< 500 m)	1 , 5

	Transport - MoT (collective transport: bus, train, etc.)		
19	What is the protection status of the Infrastructure/Building/Archaeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reetrofit or Temporary Uses activation?	Facilitated	2
		Description:	

*The nearest public toilets are 800 meters far. ANNEX 3

RAVENNA – CH ELEMENT NUMBER 23 – TOTAL SCORE 18

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_23	
1	Name/Title of the CH element	Porto Augusto	
2	Date of the mapping	07/06/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Viale Vincenzo Randi 25, 48121 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The site represents the ancient Port of Augustus now buried and invisible. The area is occupied by the firehouse, but in the surrounding area it is possible to organize public events in total	

		safety, but without hindering the transit of vehicles. This area is close to a very busy road, so it's necessary to use appropriate areas.	
9	Construction Era	Roman Era (III b.C. - III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
			0
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1 1	Value of the site	Description: In this place was built the ancient port wanted by Augustus for the city of Ravenna, currently the structures are buried, but the site allows to evoke one of the numerous port realities of the city of Ravenna. It's impossible to determine with certainty how long this port was used, but from the imperial age it probably came up to the late antiquity. ANNEX 1	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The main tourist place is Piazza Arcivescovado, where there are the Archiepiscopal Museum and the Neonian Baptistery. This place is 1 km far and the Square has been mapped as a point of interest for the Tempus project	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	

		1 km < D < 2 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	None (only external envelope, no internal layout/distribution)	
		Description: The area is occupied by the firehouse, but a large garden overlooks Viale Randi. There is no possibility of using indoor spaces and there's only external envelope: it is a large area with trees and lawn.	
1 5	Structure and Material Characteristics	Other	
		Description: The site is buried and preserved, no archaeological excavation has ever been made.	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the information is not</i>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1

	<i>available, do not fill this field</i>		
1 7	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
1 8	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1 , 5
1 9	What is the protection status of the Infrastructure/B uilding/Archeol ogical site?	Not protected	
2 0	Which is the level of complexity of the administrative procedures to be adopted to		0
		Description:	

<p>manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation?</p>	
--	--

RAVENNA – CH ELEMENT NUMBER 24 – TOTAL SCORE 26,5

MAPPING CRITERIA FOR CH ELEMENT			S c o r e
0	Associated Code	IT_RA_24	
1	Name/Title of the CH element	Magazzini Porto di Classe	
2	Date of the mapping	09/07/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Via Marabina, 7 Zona Ponte Nuovo-Classe, 48124 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	

7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The ancient warehouses of the Porto di Classe are located inside the Archaeological Park of the Ancient Port. There are several structures created to accommodate tourists and there is a large garden where you can see the archaeological evidence. In the site it's possible organizing public events in total safety, there are roads, toilets, a parking and the bike path. ANNEX 1	
9	Construction Era	Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	Value of the site	Description: The site of the Classe port, and in particular the warehouses, evoke the possibility of the ancient landings to store goods and materials. These warehouses had a long life and when the port was covered up they were transformed into private houses. ANNEX 2	
11b	Value of the site intended as interactions and connections	Description (fill this field only if it is different from point 11):	

	with the port heritage		
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The site is located in a very popular tourist area and a short distance there is the Basilica di Sant 'Apollinare in Classe and the Classis Museum dedicated to the archaeological finds of the port.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Commercial	
		Description: In the archaeological site there is a large structure created to accommodate tourists, has a large capacity and is equipped with all the necessary facilities to organize events. There are two other structures that can be used as storage or for special preparations. ANNEX 3	
1 5	Structure and Material Characteristics	Bearing Masonry	
		Description: The archaeological evidence is well preserved and continuously maintained. The public spaces are newly built, so they are in very good condition. ANNEX 4	
1 6	Technical Systems, Services and sub-services available into	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	

	the Infrastructure/Building/Archeological Site and in the Surrounding Area	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
	<i>Note: if the information is not available, do not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)*	1 , 5
19	What is the protection status of the Infrastructure/B	Protected	

Building/Archaeological site?		
2 0 Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/reprofit or Temporary Uses activation ?	Facilitated Description:	2

* The bus stop is at the entrance of the archaeological park and you can arrive by bus from the city center.

RIJEKA – CH ELEMENT NUMBER 1 – TOTAL SCORE 20

MAPPING CRITERIA FOR CH ELEMENT			Score
0	Associated Code	HR_RI_01	
1	Name/Title of the CH element	Kantrida Port	
2	Date of the mapping	06/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Kantrida, Portić 26	
5	Property Tipology	Both Public and Private	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability		0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Description: Suitable for smaller open-air public events.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area	

		<p>surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?</p>	
		<p>Low probability (based on the available Archaeological information)</p>	1
11	Value of the site	<p>Description: Small port near the city centre right next to football stadium Kantrida. It lacks great architectural or artistic value but it represents living mediterranean maritime culture and intangible heritage. It still serves its original purpose for the local community through the recreational fishing club SRD KANTRIDA. It has a mole and a lot of colourful wooden magazines still used by the local community.</p>	
11.	Value of the site intended as interactions and connections with the port heritage	<p>Description (fill this field only if it is different from point 11):</p>	
12	Main Cultural/Touristic point of Interest in the surrounding Area	<p>Description: All the main sights of Rijeka are within the radius of 3km.</p>	

		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current "final Intended use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Description: Traditional small mediterranean port with a mole and a lot of wooden magazines still used by the local community.	
15	Structure and Material Characteristics	Bearing Masonry	
		Well preserved. Still in its original function.	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Electrical system</p> <p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archaeologic Site</p>	3
		Sanitary Installation	

		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?		
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see	Ordinary	1
		Description: Permissions needed from Port	

question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Authority, Primorje-Gorski Kotar County and City of Rijeka.
---	---

RIJEKA – CH ELEMENT NUMBER 2 – TOTAL SCORE 17,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_02	
1	Name/Title of the CH element	Torpedo Factory	
2	Date of the mapping	06/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača	
5	Property Tipology	Both Public and Private	0
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: There is possibility of open-air events and smaller indoor events at the renovated Porin building (Factory hall no. 14) which is part of the complex. The first TEMPUS exhibition scheduled for june 2020 will be held at the Porin building.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5

			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: Industrial complex of the first torpedo factory in the world. The first torpedo was made in 1866. and through it Rijeka found its place at the top of the global industrial innovation and production of the time. As for the preserved architectural spaces of the factory, we should mention Villa Whitehead as the most representative administration building of the company, the hall complex with production facilities, the warehouses made of reinforced concrete as well as the launching pad itself. All the projects were designed by renowned architects Giacomo Zammatio, Giovanni Maria Curet and others. The factory, although in substantially	

		altered form, continued to exist until the 1990s. The last torpedo was produced in 1966, after which the plant started producing diesel engines and tractors.	
11	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristic point of Interest in the surrounding Area	Description: All the main sights of Rijeka are within the radius of 2km.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
1 4	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
1 5	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Description: Parts are also wooden and parts are made of steel	
1 6	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network,	3

	<i>Note: if the information is not available, do not fill this field</i>	presence of systems in the Infrastructure/Building/Archeologic Site	
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeologic Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?		
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of	Complicated	0
		Description: Multiple owners, parts are privately owned, parts are	

renovation/retrofit or activation?	Temporary Uses	owned by the Port and City of Rijeka
------------------------------------	----------------	--------------------------------------

RIJEKA – CH ELEMENT NUMBER 3 – TOTAL SCORE 20

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_03	
1	Name/Title of the CH element	Kapela sv. Ivana Nepomuka	
2	Date of the mapping	12.2.2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Titov trg bb, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Suitable for open-air events because the Chapel is situated in a large square in the city centre.	
9	Construction Era	Modern Era (XV – XVIII a.C.)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	

		Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	This building has a continuity of over 300 years. It has an octagonal floor plan and it was built by the Jesuits in 1717. The border between the Kingdom of Italy and the Kingdom of Yugoslavia between two world wars passed right through the Chapel which served as a communication point for citizens on both sides of the border. After the War Destruction and the Liberation of Rijeka in 1945, the construction of the demolished bridge and square began and the chapel was removed in 1954. Today there is a replica of the chapel but it has no religious characteristics. The statue of St. John Nepomuk which used to be in the chapel is now on display in the Church of the Assumption of the Blessed Virgin Mary a couple of hundred meters away.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Croatian National Theatre, Peek & Poke Museum, Natural History Museum, Maritime and History	

		Museum of the Croatian Littoral (Governor's Palace), Church of the Assumption of the Blessed Virgin Mary and the Leaning Tower, St. Vitus Cathedral and many more touristic landmarks are within 1 km radius.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Description:	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	

		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?		0
		Gradska uprava grada Rijeke	

RIJEKA – CH ELEMENT NUMBER 4 – TOTAL SCORE 19,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_04	
1	Name/Title of the CH element	Mrtvi kanal (Dead Canal)	
2	Date of the mapping	20.2.2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Fiumara bb, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Suitable for open-air public events	
9	Construction Era	Modern Era (XV – XVIII a.C.)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Low probability (based on the available Archaeological information)	1

11	Value of the site	The Dead Canal existed as a stream of river Rječina until 1855 when a new canal was dug to prevent the flooding of the city. Since then the sea has been released into the canal which was used as a port for sailboats and smaller vessels and for trade. It lost its port function after 1945 when it gradually became a port for small fishing boats, which remains to this day.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description:	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
15	Structure and Material Characteristics		
		Stone	

16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Electrical system</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Sanitary Installation</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Gasworks</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	3
		<p>Additional: Presence of a bicycle lane?</p>	
		<p>No</p>	0
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Easy to attain with public MoT (> 500 m and < 1 km)</p>	1

19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1
		Grda Rijeka, Republika Hrvatska	

RIJEKA – CH ELEMENT NUMBER 5 – TOTAL SCORE 20

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_05	
1	Name/Title of the CH element	Svjetionik Mlaka	
2	Date of the mapping	20.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača 3, rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Possibility of organization of small scale events on the premises.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0

			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>In 1884, an iron lighthouse was set up at the end the breakwater of Rijeka's port (formerly breakwater of Maria Theresa). Due to the subsidence of the breakwater, the lighthouse was moved to Mlaka at the end of the 19th century. However, in 1933, it was moved for the third time and this time it was built as a four-storey lighthouse building as well as strengthened with reinforced concrete. The last change occurred in 2002, when the building gained another floor for the Coastal Radio Station.</p> <p>The lighthouse consists of eight rings stacked on each other. At the top there is a lantern room with an optical apparatus, containing the lamp and the lenses. The central part of the apparatus is connected to a timer. Every two minutes, the optical apparatus, consisting of eight lenses,</p>	

		<p>makes a full circle, which means that the light appears every 15 seconds in the form of an alternating occurrence of red and white light. The light is visible from a distance of approximately 33 kilometres or 17.8 nautical miles. Today, the lighthouse is fully automated and an integral part of the cityscape.</p> <p>The lighthouse is now harder visible from the sea because it is surrounded by buildings and city lights . It doesn't have permanent crew, and the light has a white flash every 10 seconds. In the lighthouse is radio station for communication with ships.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage	Svjetionik je dio lukig građevina I opreme koji služi za navigaciju brodova u luci.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Mogućnost posjeta na svjetionik s kojeg se proža pogled na lučka skladišta, željeznicu I dokove.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0

		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>		
		Description:	
15	Structure and Material Characteristics	Steel structure	
		Armirani beton, čelik	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
16		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	<p>Presence of a paved road that lead to the</p> <p>Infrastructure/Building/Archeological</p>	3

		Site and of a parking in the surrounding area	
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1
20		Luka Rijeka d.o.o Republika Hrvatska, Grad Rijeka	

RIJEKA – CH ELEMENT NUMBER 6 – TOTAL SCORE 20,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_06	
1	Name/Title of the CH element	Porto Baross	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Senjsko pristanište, Brajdica, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1

		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Danas je sušaki bazen uporabni dio riječke luke za rasute terete. Nedaleko od njega nalazi se novi kontejnerski terminal. Uz luku je novi putnički terminal koji ima različite namjene.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The construction of the Baross harbor (Sušak basin) began and was completed in 1894, intended mainly for timber traffic. It is built as a smaller pool completely enclosed by a breakwater 420 m long and connected to the Dead Channel on the north side. It had 11 cranes and 163,000 square feet of open warehouses on the embankments of Delta and Brajda. Porto Baross has	

		been developing continuously from 1894 to the present, through three different countries, the Austro-Hungarian Monarchy, the Kingdom and Socialist Yugoslavia, even today when it operates in the Republic of Croatia.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Steel structure	
		Kamen, beton	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological	Electrical system	
		Presence of a public network in the Surrounding Area, presence of	3

	<p>Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	
		<p>Sanitary Installation</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Gasworks</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	3
		<p>Additional: Presence of a bicycle lane?</p>	
		<p>No</p>	0
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Easy to attain with public MoT (> 500 m and < 1 km)</p>	1
19	<p>What is the protection status of the Infrastructure/Building/Archeological site?</p>	<p>Not protected</p>	
20		<p>Ordinary</p>	1

Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Lučka uprava Rijeka, Ministarstvo mora, prometa I infrastrukture Republike Hrvatske.	
---	--	--

RIJEKA – CH ELEMENT NUMBER 7 – TOTAL SCORE 20,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_07	
1	Name/Title of the CH element	Administrative building of Jadranska Plovidba	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ružičeva ulica br. 5-7, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area	

		surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The building had several different uses. It was built as a hotel in the Art Nouveau style between the two wars. Afterwards, it became the seat of the biggest shipping company in the Kingdom of Serbs, Croats, and Slovenes. After World War II it served as the branch of Yugoslav Academy of Sciences and Arts and after Croatia gained its independence it became the branch of Croatian Academy of Sciences and Arts . The building is at the beginning of the street leading to Rijeka's most important industrial plants in the early 20th century. It is also close to the Trsat stairs, the beginning of which is marked by a plaque commemorating the relics of Croatian hero Petar Kružić in the fight against the Ottomans. The first railway bridge in the city of Rijeka was erected nearby, as well as one of the oldest hotels in the city that are still in function, Hotel Continental.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Trsat Castle, Croatian National Theatre, Peek & Poke Museum, Natural History	

		Museum, Maritime and History Museum of the Croatian Littoral (Governor's Palace), Church of the Assumption of the Blessed Virgin Mary and the Leaning Tower, St. Vitus Cathedral and many more touristic landmarks are within 1 km radius.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Steel structure	
		Stone, concrete, steel, wood	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archaeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archaeological Site	3
		Sanitary Installation	

		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Ordinary	1
		Ministarstvo Kulture republike Hrvatske	

RIJEKA – CH ELEMENT NUMBER 8 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			Score
0	Associated Code	HR_RI_08	
1	Name/Title of the CH element	Port Warehouses IIIa, IIIb and 15 (today warehouses no. 31, 32, 33)	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	The Port of Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Abundance of outdoor and indoor spaces suitable for bigger and smaller events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	After the Austro-Hungarian Compromise of 1867, Hungary made efforts to make Rijeka a major export port which demanded the investment of significant resources in the construction of railways. In parallel with the construction of the railroad, railway warehouses were erected stretching from the Žabica square to Brgud (today's 3. Maj Shipyard), with the intention of transshipment and storage of goods. By the end of the 19th century, thirty warehouses were built, both open and permanent storage warehouses, with clear historicist stylistic characteristics. The warehouses number IIIa, IIIb and 15 (today warehouses no. 31, 32, 33) are still standing today. Those warehouses are early examples of use of reinforced concrete.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	All major Rijeka landmarks are within 2 km radius.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	

		Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Steel structure	
		Stone, reinforced concrete, steel, wood	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of	3

		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1
		Ministarstvo Kulture Republike Hrvatske, Port Authority, Municipality of Rijeka	

RIJEKA – CH ELEMENT NUMBER 9 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_09	
1	Name/Title of the CH element	Traction Maintenance Depot (Remiza)	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		No possibility of event organizing because the object is still used by Croatian Railroad Company (Hrvatske željeznice)	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	After the construction of the railway and the main railway station, it was necessary to make a series of accompanying facilities, above all, a traction maintenance depot. A locomotive depot was made not far from the main railway station, in the former Industrijska Street. The architect and the exact time of construction are unknown, but it can be assumed that the storage was built just before World War I. It is a semi-circular ground floor building, covered by a sloping roof. Inside the building there are twenty-two tracks for garaging locomotives. The rear façade of the building, facing today's Milutina Barača Street, is marked by simple wall decorations, segmented by pilasters of cut stone, among which there are high openings with a typical historicist decorative finish.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1 km away.	

		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description: Original layout preserved	
15	Structure and Material Characteristics	Steel structure	
		Stone, concrete, steel, wood	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Ordinary	1
		Ministarstvo Kulture republike Hrvatske; Hrvatske željeznice	

RIJEKA – CH ELEMENT NUMBER 10 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_10	
1	Name/Title of the CH element	Port Warehouse no. 17	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	The Port of Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Abundance of outdoor and indoor spaces suitable for bigger and smaller events.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>Warehouse no. 17 was built on the former Mary Valerius Pier, known today as Visin Pier. It was planned by the Hungarian architect Ferenc Pfaff who was hired by the Hungarian State Railways. The construction took place between 1906 and 1909. The monumental building was designed with a rectangular door and tracks for railway cars which were passing through the centre of the ground floor, above which there are three more storeys. Besides historicist elements visible in the construction of the port windows and the stone balustrade that conceals the roof, the spirit of Modernism is captured through accentuated horizontal lines and connected balconies on the eastern and western facade. It was the first warehouse in Rijeka with a structure consisting entirely of reinforced concrete, according to the Coignet-De Tedesco system. The same methodology was later used in the construction of the Metropolis warehouse. The work was carried out by the Budapest-based company Grunwald Testverek. The load-bearing capacity of the building was enhanced to 1,500 kg/m².</p>	

11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	All major Rijeka landmarks are within 2 km radius.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current “final Intended use” <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
15	Structure and Material Characteristics	Steel structure	
		Stone, reinforced concrete, steel, wood	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	

		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		Ordinary	1
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ministarstvo Kulture Republike Hrvatske, Port Authority, Municipality of Rijeka	

RIJEKA – CH ELEMENT NUMBER 11 – TOTAL SCORE 18

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_11	
1	Name/Title of the CH element	Hotel Emigranti	
2	Date of the mapping	20.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača 7, Rijeka	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Not suitable for events at the moment	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>At the beginning of the 20th century, with the development of the passenger port and the intensification of transatlantic routes to America, Rijeka became a centre of migratory movements of the population. Passenger capacities were insufficient, so the Hungarian Ministry of the Interior decided to build a new hotel. The project of the Hotel Emigranti was made by engineer Szilárd Zielinski, a professor at the Polytechnic Institute of the Budapest University. Zielinski decided on a completely unusual type of a reinforced concrete structure building. The structure and method of construction of the facility were certainly a complete novelty for Rijeka's architecture. This facility proved that Rijeka was keeping up with the European trends of modern constructions. The construction work was carried out by the Budapest company Henrik Freud es Fiai in 1905. It is an approximately 160 meters long building with a ground floor and two storeys, located in the former Industrijska Street, opposite the Rice Mill. The same location was chosen because of the proximity to the port and railway pier. The basement</p>	

		<p>housed waiting rooms, an outpatient clinic, bathrooms, disinfection rooms and ticket offices. On the first and second floor there were bedrooms and a gathering space for emigrants who had already undergone medical and sanitary control. A series of floral and geometric motifs and wavy lines indicates elements of Art Nouveau or, better said, a combination of Art Nouveau and upcoming Modernism.</p> <p>The building of the former Hotel Emigranti exists even today. In the 1920s, it was used as a trade fair area and, after World War II, as an industrial facility. In 1953, the packaging factory of 8. Mart, later known as the Metallographic Combine, was placed in the area of the former hotel. The factory is still active under the name MGK-pack d.d. and, although it moved its production plant to Kukuljanovo, it still uses parts of the former Hotel Emigranti as office and warehouse spaces. After the closing, hotel is a converted without major structural work. In the biggining of the 20th century the building has served as a fair and after World War II as an industrial site . Today there are offices.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage		

12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
			0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
15	Structure and Material Characteristics	Steel structure	
		Reinforced concrete, steel	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of	3

		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

RIJEKA – CH ELEMENT NUMBER 12 – TOTAL SCORE 17

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_12	
1	Name/Title of the CH element	The Metropolis Complex	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	The Port of Rijeka, Rijeka	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	A large complex of five port warehouses in the new port of Rijeka. They were built from 1909 to 1914. Within the complex the most significant parts were warehouses from no. 19. to no.22. designed by engineers Wehler and Rolberitz and the execution solutions adapted by Venceslao Celligoj, Ignac Bereny, and Béla Enyedi. . The warehouses were built by combining reinforced concrete structures with traditional materials such as bricks. The fact that the load-bearing capacity of the floors is 1,500 kg/m ² and of the ground floor 2,000 kg/m ² attests to the quality of the construction. These are high six-storey buildings made of reinforced concrete. Larger warehouses are up to 120 meters long, while shorter ones are 60 meters long. Warehouses no. 19 and 22 are connected by a series of closed bridges between two rows of buildings, which gave them a specific recognizability in the new ambience of the port of Rijeka. Those bridges connecting the warehouses were added in 1914. The warehouses had harmonious facades dominated by the Art Nouveau style. The decoration of the walls is based on bricks which	

		<p>frame the meshed-glass windows. The vertical component of the buildings is additionally emphasised by shallow pilasters that extend from the ground up to the attic, as well as by the embossed stylized balustrades placed between the windows, which seemingly connect the floors on a vertical axis. The external facades of the warehouses facing the sea received less prominent balconies, which emphasized the practicality of the new expanded port of Rijeka. The complex was named Metropolis by the conservators because its theatrics and the apposition of overhead passages are reminiscent of the scenery of the famous science fiction film directed by Fritz Lang. The complex Metropolis is one of the most representative and famous Rijeka port warehouses. Warehouses are placed under conservation protection.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	

		Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Reinforced concrete, steel	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of	3

		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated	0

RIJEKA – CH ELEMENT NUMBER 13 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_13	
1	Name/Title of the CH element	Steamer Urgan	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Molo Longo, Port of Rijeka, Rijeka	

5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The old steamer Uragan (<i>Hurricane</i>) is a rare example of a well-preserved steamship in the northern Adriatic. It was restored in early 2000s. The steamer was built in Hamburg at the end of the 19th century and was handed over to SFRY after the Second World War as part of war reparations by the Federal Republic of Germany. It served as a ship for collecting pieces	

		<p>of waste in ports. The basic dimensions of the ship are: length: 21 m, width: 5.2 m, hull height: 2.9 m, draft: 2 m, tonnage: 44 GT. The initiative for the reconstruction of the steamship was a joint effort by the Faculty of Maritime Studies of Rijeka, Port Authority of Rijeka and the Maritime and Historical Museum of the Croatian Littoral Rijeka. Some of the most important companies from the area of Primorje - Gorski Kotar County and the City of Rijeka supported the renovation after which it was placed next to the building of the former Governo Marittimo, today's Port Authority in 2003/2004. It was moved to Rijeka breakwater in 2010/2011. Uragan was also used the film industry, participating in the famous Winds of War in the late 1980s and the film Around the World in 80 Days.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	

		Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological	0

		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

RIJEKA – CH ELEMENT NUMBER 14 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_14	
1	Name/Title of the CH element	Matteo Skull Foundry and Mint	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Vodovodna ulica, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>The activities of the company with the full name of Matteo Skull Foundry and Mint can be traced back to the 1880s. It is interesting that the workers' apartments were still an integral part of the factory at the time. The factory was expanded and architecturally changed in 1881, then again in 1888 and 1925, when it expanded at the expense of the already collapsed Ružić Tannery.</p> <p>The former tannery's two-storey factory building was adapted into housing facilities for workers and, in 1941 it became the administration building of the Matteo Skull Foundry and Engine Factory, according to the project by Nereo Bacci. The building has a simple rectangular floor plan and, according to historical and artistic guidelines, it can be characterized as a building of Italian Modernism. At the same time, apart from the modification of this building, Bacci was involved in other projects that included the factory's expansion. He made the most interesting interventions on the opposite side of the street, where he designed a corner building with futuristic architectural</p>	

		<p>characteristics. This building was later known as the dopolavoro (after work) and it had a bridge connecting it to the administration building. The foundry continued its production until the end of the Second World War, after which it went bankrupt and the factory premises were taken over by Rade Končar.</p> <p>The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservation and Restoration Department of the State Archives in Rijeka.</p> <p>Valorization:</p> <p>A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservators-restorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.</p>	
--	--	--	--

11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected*	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 15 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_15	
1	Name/Title of the CH element	Oil Refinery	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača, Rijeka	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	<p>Throughout its history, Rijeka was characterized by its favourable geographic position and good connections with the continental and overseas countries. The initiative for the construction of a refinery in Rijeka came in 1882 from the Shale Oil Refinery Company from Pest. Instructions for the construction were compiled by Rijeka's municipal authority and the construction permit was issued in February 1883. A specific location was determined for the needs of the refinery, at a suitable distance from residential buildings. After obtaining all the necessary permits, the construction of the Oil Refinery, designed by architect Mate Glavan, began on Ponsal, next to the Rice Mill. The refinery was commissioned in 1883. The engineer Milutin Barač was elected as the technical director and he remained at the head of the Refinery until the end of the First World War. At the same time, plans were made for a petroleum port and construction work began soon after. The production of paraffin started two</p>	

years after the founding of the Refinery. The production plant was located in a house with a double-sided roof, which had basilical illumination in the central part of the roof. The facility was also designed by Mate Glavan. At the end of the 19th century, the capacity of the Refinery's plant amounted to 30,000 tons per year. This amount was sufficient to supply 30% of the Monarchy's need for petroleum products. The most important products of the Refinery were petroleum, paraffin, various solvents, resins, coke and petrol. The First World War significantly affected the Refinery's business and from 1916 until 1918 the production decreased by almost two thirds. The number of employees was also reduced to three hundred workers. It is also interesting to point out that oil was imported in barrels from the U.S. and, from 1890 onwards, from Russia and Galicia. At the end of World War I, the Rice Mill closed down and the plant facility and the administration building became property of the Joint Stock Company of the Mineral Oil Refinery (ROMSA). The complex then lost its functionality and the area was rearranged and adapted to the needs of the Refinery. Significant changes occurred in 1938,

		when Eneo Perugini, using the skeleton of the large and long operations building of the Rice Mill, designed the new ROMSA Headquarters Building and created a completely different appearance of that representative modern palace. At the same time, the Refinery became one of the most modern complexes for the production of gasoline and petroleum products, especially oils. Today, the complex is in the possession of the oil company Ina d.d. and it is partially in use.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14			

	<p>Organisation of Internal Spaces related to the last/current “final Intended use”</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Description:	
15	Structure and Material Characteristics	Other	
16	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	Electrical system	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		Sanitary Installation	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	Gasworks	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	3

		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected*	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 16 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_16	
1	Name/Title of the CH element	Paper Mill	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ružićeva ulica, Rijeka	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1

		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The administration building was erected in 1827. It has been preserved until today, but in modified form. It is a two-storey building, built to the greatest extent with reinforced concrete, with wall additions made of brick. The stone decorations on the door and window lintels have been preserved. A very specific detail is the roof lantern, placed above the triangular pediment. The lantern ends with a roof turret that has an iron pointer with the four cardinal directions. The story of the Paper Mill is the story of the first major industrial	

enterprise in Rijeka. It all started with the 1st of September 1821, when Andrija Ljudevit Adamić bought the Lučica Mill, located opposite of Zvir. Adamić bought the mill in order to use it for starting the planned paper manufacturing plant. Besides Adamić, the co-founder of the Paper Mill was the Briton William Moline. In 1824, Moline bought off the mill and the paper manufacturing plant from Adamić. He paid 19,000 forints for them. This manufacturing plant employed eight workers. By using hydropower, paper was produced exclusively from cloth rags. After three years, Moline sold the factory for a price of 20,000 forints to the English entrepreneur Walter Crafton Smith, who subsequently, together with his partner Charles Meynier, started the industrial production of paper in Rijeka. In October 1828, the factory changed its name to Smith & Meynier. Although raw material for paper processing remained the same, the new owners modernized the factory. In 1827, they acquired a Fourdrinier papermaking machine, which was known as an exceptional machine and, already in 1833, they purchased a steam engine and thus increased production. Due to the innovations in the production process and the quality

of the paper, the Paper Mill received numerous awards on national and international trade fairs: in Vienna 1835, Pest 1842, London 1851, Munich 1854, Paris 1878, Barcelona 1888 and so on. In accordance with its progress, the factory expanded and the number of workers increased. In the 1870s, the factory employed approximately a thousand workers.

The Paper Mill complex was built largely in the 1820s, but major architectural changes were made in the 20th century. At the time of its construction, the factory was state-of-the-art and it operated very well. The complex also owned the first steam engine in the Balkans, another proof that it was keeping up with the times. Apart from technology, the factory also had an advanced social policy: as early as in 1877, it established the first pension fund for workers. After the Croatian-Hungarian Settlement, the factory supported Hungarian interests and continued its good collaboration with that country. At the turn of the century, the factory was strongly hit by economic crisis. At that time, a new entity entered the ownership structure of the Paper Factory – the Ungarische Papier A.G. With the arrival of this joint-stock company, the plant's steam

		<p>and hydropower drives were modernized and, by World War I, the number of employees doubled. After World War I, the owners of the factory changed, the factory was incorporated into the paper company Jela, industrija papira, and after that it became property of the First Croatian Savings Bank (Prva hrvatska štedionica) and the local council committee of the directors' council of Smith and Meynier on Sušak. The period after the war brought a new revival of the factory; it produced cigarette paper along with silk and Bible paper, copy paper etc. Sales of the manufactured products once again spread all over the world: United States, Argentina, Romania, Egypt, the Middle and the Far East. After World War II, the factory was taken over by the national government. Today, the complex is abandoned.</p> <p>Valorization:</p> <p>Today there is a dental laboratory in the Paper Mill administrative building. The building was partially devastated during the construction of the Power Plant in the 1930s, however, it has been kept to this day in a quite good condition.</p>
--	--	--

11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>		
		Description:	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3

		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected*	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 17 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_17	
1	Name/Title of the CH element	Pharmaceutical and Cosmetic Laboratory Alga	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Šetalište XIII. divizije 11, Rijeka	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological	

		site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	In 1926, the pharmacist Vladimir Kezele received the approval by the Ministry of Public Health in Belgrade to start the Pharmaceutical and Cosmetic Laboratory Alga in Ružičeva Street. The very next year, he teamed up with an equally ambitious Dinko Budak, otherwise a master in the preparation of domestic remedies, one of which was the elixir Alga. The successful operation of this pharmaceutical company culminated in the 1930s and 1940s, when its products transcended the local market and became known throughout the Kingdom of Yugoslavia. A large number of advertisements from that period that were published in daily newspapers, various periodicals, brochures and inscribed on itineraries and calendars have been preserved. Alga also issued instant educational brochures called The People's Physician and Reference Guide and Healthy Food – Long-Term Health, which, apart from advertising, also had an educational purpose. What distinguished Alga from other pharmacies was the independent production of a large portion of its products. Very well-known were its Alga product for massage, Energin for strengthening one's blood, nerves,	

		<p>appetite and the whole body, the Vema cream for accelerating wound healing and the Vale platelets as a remedy for respiratory organs.</p> <p>Following the increasing demand for Alga's pharmaceutical drugs on the domestic and foreign markets, which resulted in a series of awards on health fairs in Paris, London, Brussels and elsewhere, the owners invested in the construction of a new facility to accommodate the operation and administration. This building, located at Šetalište XIII Divizije No. 11, has been preserved to this day. The blueprint of the building was made by David Bunetta in 1931, and the construction work was carried out in several stages by Boren Emili. The operating permit was issued in 1937. Considering that the building was constructed in a planned manner with a strong focus on the needs of the laboratory and the administration, it is not surprising that the project was a success and produced a design completely subordinate to the facility's functionality.</p> <p>The operation of Alga can be traced back to the end of the Second World War, after which it was liquidated and some of its pharmaceutical assortment was inherited by the companies Pliva and Neva.</p>
--	--	--

		<p>Valorization:</p> <p>The building of the former Alga has been preserved in its original form. It contains residential and office spaces.</p>	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	<p>Organisation of Internal Spaces related to the last/current "final use"</p> <p><i>Note: if the information is not available, do not fill this field</i></p>		
		Description:	
15	Structure and Material Characteristics	Other	
16		Electrical system	

	<p>Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area</p> <p><i>Note: if the information is not available, do not fill this field</i></p>	<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Sanitary Installation</p>	
		<p>Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site</p>	3
		<p>Gasworks</p>	
17	<p>Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)</p>	<p>Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area</p>	3
		<p>Additional: Presence of a bicycle lane?</p>	
		<p>No</p>	0
18	<p>Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)</p>	<p>Close to public MoT (< 500 m)</p>	1,5
19	<p>What is the protection status of the Infrastructure/Building/Archeological site?</p>	<p>Not protected</p>	
20	<p>Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of</p>	<p>Complicated</p>	0

renovation/retrofit or Temporary Uses activation ?	
--	--

RIJEKA – CH ELEMENT NUMBER 18 – TOTAL SCORE 21

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_18	
1	Name/Title of the CH element	Vidikovac Water Reservoir	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Bulevard, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
		Total	1
8	Level of Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific	

		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The old Vidikovac water reservoir on Bulevard is one of the four historic Rijeka water reservoirs besides Pečina, Krić and Podvežica. It is the most attractive and architecturally it represents the culmination of the construction of that type of buildings, in the period from 1912 to 1915. Today, it represents the segment of the former old Sušak water supply system which also consisted of other reservoirs on Sušak. It is located at about 80 m above sea level, and today is a meeting place for the citizens of that part of Rijeka as well as tourists. Vidikovac Reservoir is an integral part of today's Ivo Lola Ribar Park.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	

		Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use"	Description:	
		<i>Note: if the information is not available, do not fill this field</i>	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of	3

		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

RIJEKA – CH ELEMENT NUMBER 19 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_19	
1	Name/Title of the CH element	Railway Bridge	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Školjić, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	At the end of the 1960s, work began on the construction of a railway from Karlovac to Rijeka. After a few years, on October 23rd 1873. Rijeka was finally connected with Karlovac and Zagreb. One of the key buildings on Sušak which was the lifeblood of the Rijeka railway, was the railway bridge which forms a common unit with the viaduct that connects the Sušak and Rijeka. In the next twenty years, other iron bridges were built that connected Delta and Brajdica and formed a complex that enabled the expansion of the railway network in Sušak and Rijeka at the end of the 19th century. The railway bridge built at the junction of the historic Karolinska and Lujzinska roads, is made in the form of beautiful stone arches that support the construction of the railway. It was opened to traffic with the opening of the Rijeka-Zagreb railway, and in the first half of the 20th century it was demolished and rebuilt twice.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and	

		Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1

		Site, total lack of connections to the public network	
		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1

RIJEKA – CH ELEMENT NUMBER 20 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			Score
0	Associated Code	HR_RI_20	
1	Name/Title of the CH element	Petroleum Port	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Petrolejska luka, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	

		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Petroleum port - a separate part of the new port of Rijeka. It is located in the area between the Zagreb coast and the Torpedo factory. It is closely related to the history of the Rijeka Oil Refinery, which was built to the north of the port in the early 1880s. The port has a separate entrance at the beginning of which there is a port lighthouse, which consists of a port pool for oil transshipment bordered on the east side by a coastal port for mooring ships. From the end of the 19th century to the second half of the 20th century oil was first brought to the refinery by sailing ships, steamboats and first tankers, while from the end of the Second World War this was done by motor ships and larger tankers, which continue to deliver oil to this day.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	

		Infrastructure/Building/Archaeological Site	
		D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description:	
15	Structure and Material Characteristics	Other	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do not fill this field</i>	Electrical system	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Sanitary Installation	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of	1

		systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bicycle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary	1