



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

D3.2.2 – REPORT INCLUDING DATA SHEETS ON PORT HERITAGE

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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 plovidba | 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.



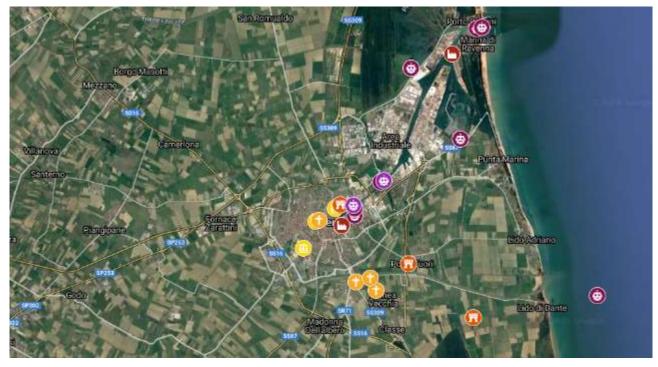


Figure 2. Location of the 24 CH elements in Ravenna.



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

ARCHAELOGICAL 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 Archaelogical park Salona.



Figure 5. Archaelogical 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 Hisotric Center of Solin.



Figure 9. Hisotric Center of Solin.

VRANJIC PENINSULA

Value of the site: Vranjic is a small inhabited island with active seafront, connected with mainland via causeway. Place is picturesque, localy 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.





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 simmilar 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 simmilar 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 vagons carying 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 partialy 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, mportant infrastructuer 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 exploatation stoped 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 ecnomically 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 begining of twentieth century, and was upgraded as the production process was technologicaly 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 aditional 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 cranges 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, typologicaly 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 buildins. 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 aboandoned.



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.

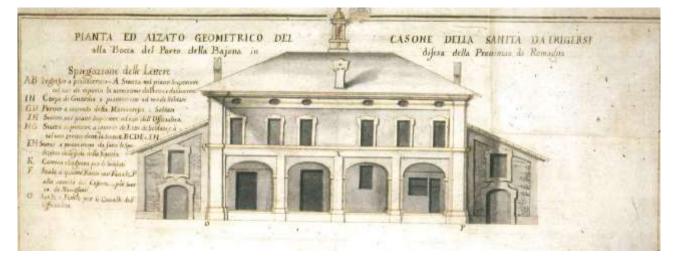


Figure 38. Fabbrica vecchia Ex Marchesato: Historical front view.



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 Soprindendenza. 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.

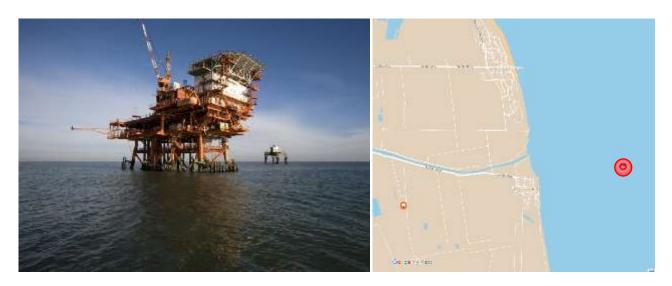


Figure 44. Piattaforma Angelina: Main view and location.



• 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.

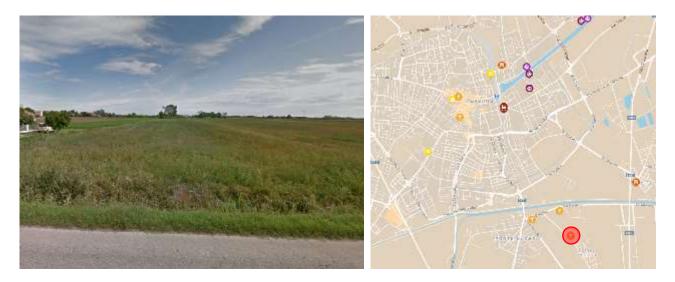


Figure 49. Mura di Classe: Main view and location.



• 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.

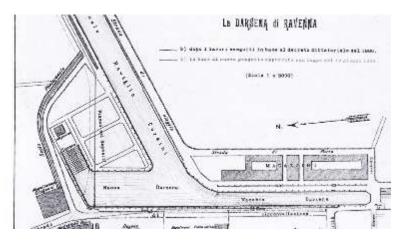


Figure 56. Darsena dei Velieri: Historical Map.



• 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 mediterrannean 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.

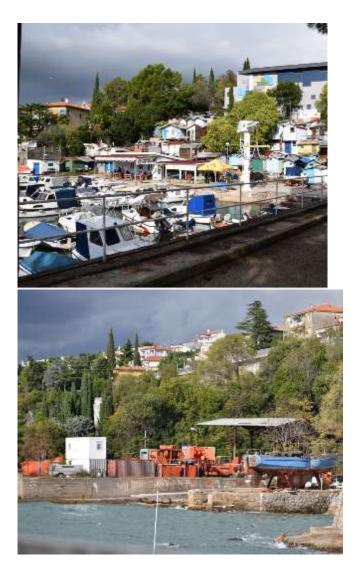


Figure 67. Kantrida.



• 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 religous 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.

European Regional Development Fund



• 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 becouse 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.

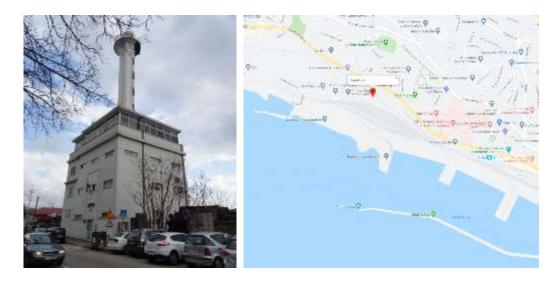


Figure 73. Lighthouse Mlaka: Main view and location.



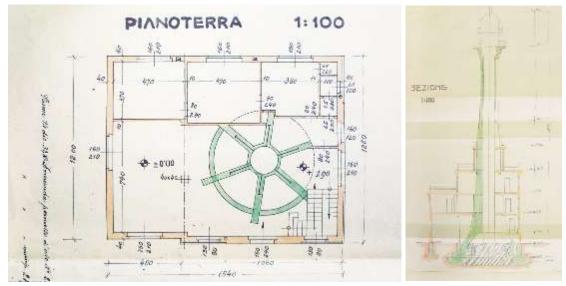


Figure 74. Lighthouse Mlaka: Ground floor and Section.

• 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.

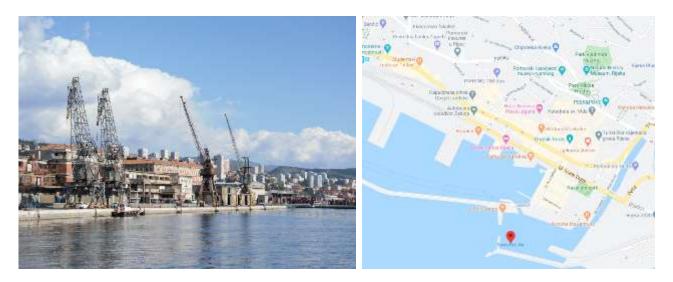


Figure 75. Porto Barros: Main view and location.







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 transhipment 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 renforced 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.

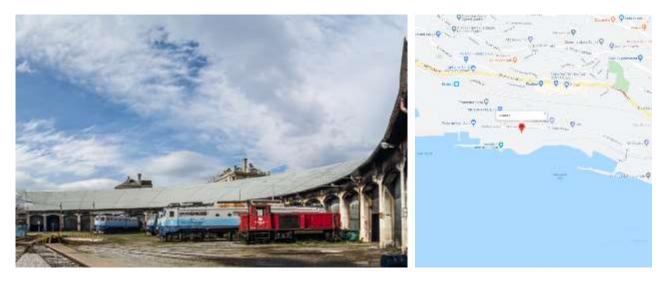


Figure 80. Traction Maintenance Depot: Main view and location.



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.

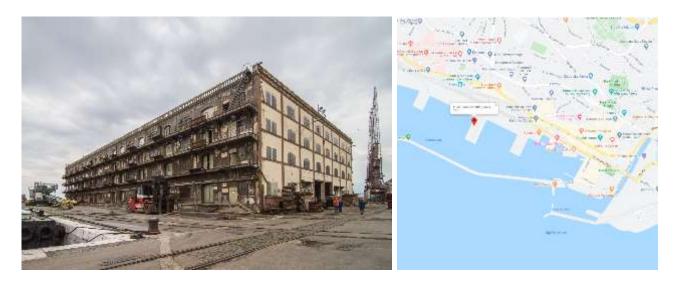


Figure 82. Port Warehouse no. 17: Main view and location.



• 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 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.



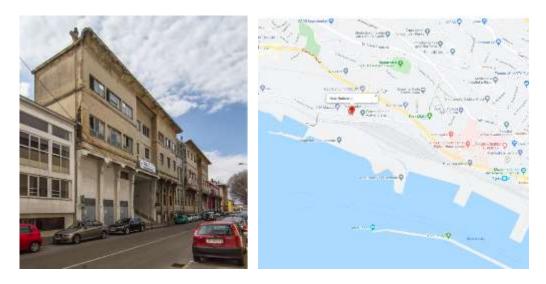


Figure 83. Hotel Emigranti: Main view and location.

• 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



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.

• 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 Conservationand 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 conservatorsrestorers. 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 Conservationand 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 conservatorsrestorers. 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 thatit 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 Ružićeva 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 Rjieka. For the specific CH element, the score assingned 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 plovidba | 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.



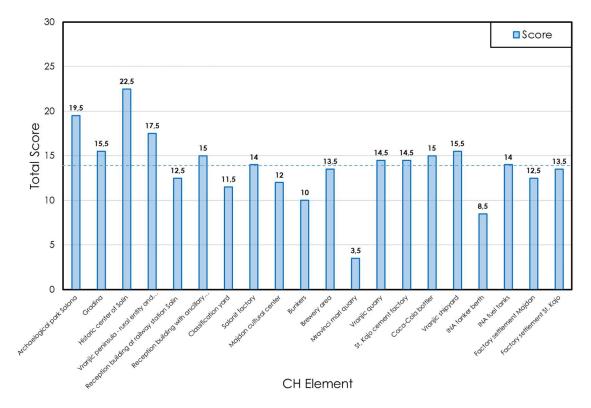


Figure 84. Results of the scoring system for the city of Solin.

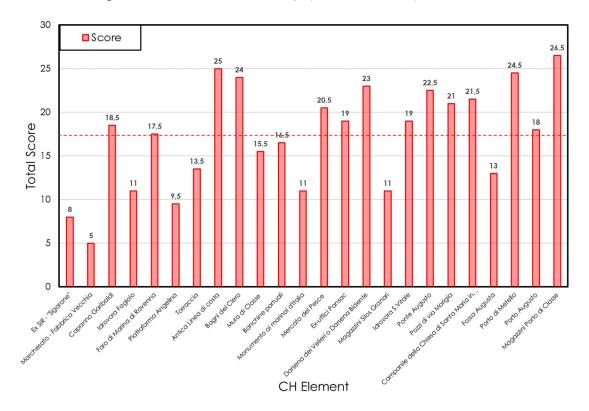


Figure 85. Results of the scoring system for the city of Ravenna.



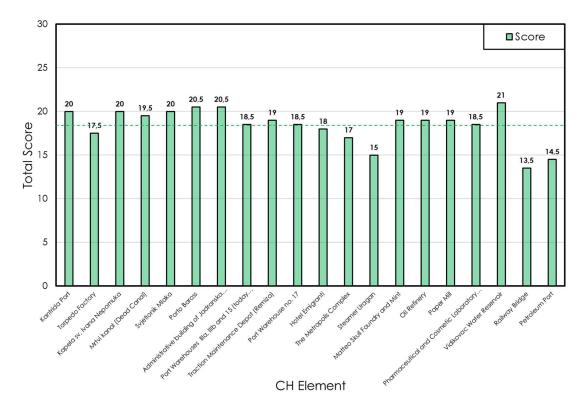


Figure 86. Results of the scoring system for the city of Rijeka.

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, solian 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.



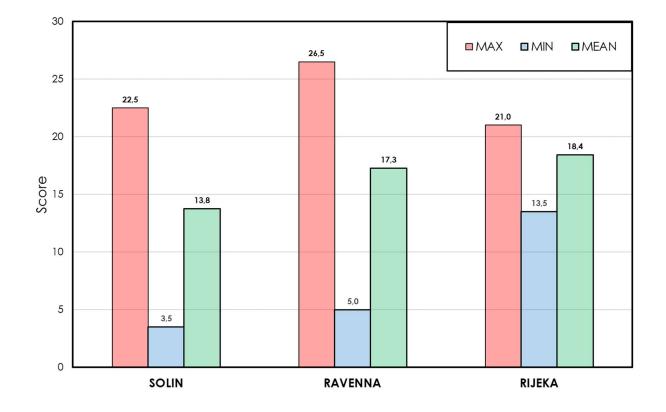


Figure 87. Maximum, minimum and average score for the three pilot cities.

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 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.

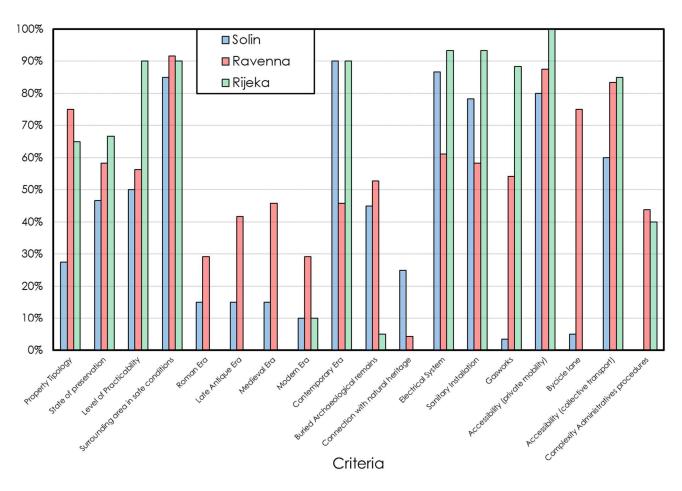


Figure 88. Level reached by each criteria with respect to the maximum.

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 |
|---------------|--|--|--------------------------|--|
| | Property Tipology | Construction era | Electrical System | Accessibility (private mobility) |
| | State of preservation | Buried archaeological remains | Sanitary Installation | Bicycle lanes |
| Criteria | 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.



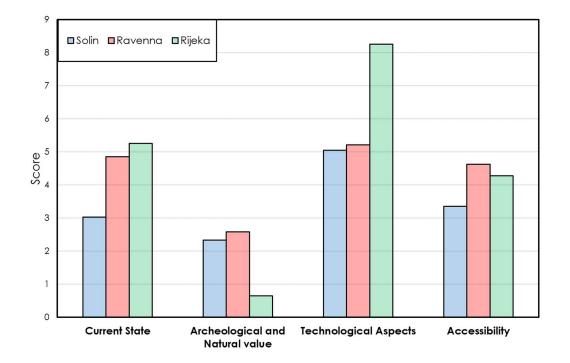


Figure 89. Representation of the scores grouped in 4 macrocategories.

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 satisfay 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 charactheristcs 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.



Γ

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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|----------------------|
| | | | Scor |
| | | | е |
| 0 | Associated Code | HR_SO_01 | |
| 1 | Name/Title of the CH element | Archaelogical 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 | |
| 4 | | Solin | |
| 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 Is there a "surrounding Area" in safe conditions to be used as TU? Yes 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. | 0,5 |
| 9 | Construction Era | Roman Era (III b.C III a.C.) Late Antique Era (IV - VII a.C.) | 0,5 0,5 0 0 |



| | | | 0 |
|----|---|---|---|
| | | Which is the probability to have buried | |
| | | Archaeological Remains in the area | |
| | | surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| 10 | Buried Archaeological Remains | site, based on the scientific | |
| | archaeological studies performed on the | | |
| | | site? | |
| | | Certain presence of buried | 3 |
| | | Archaeological remains | 5 |
| | | 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 | |
| 11 | Value of the site | Diocletian, during whose rule a great | |
| | value of the site | 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. | |
| | | Description (fill this field only if it is | |
| 11. | Value of the site intended as | different from point 11): Coastal parts of | |
| b. | interactions and connections with | archeological park were part of ancient | |
| D | the port heritage | Salona port, which is yet to be | |
| | | archeologicaly surveyed. | |
| | | 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 | |
| 10 | Main Cultural/Touristic point of | Croatian king in 1075 | |
| 12 | Interest in the surrounding Area | Please, specify the distance (D) of the | |
| | | main Cultural/Touristic point of Interest | |
| | | from the | |
| | | Infrastructure/Building/Archaeological | |
| | | Site | |
| | | D < 1 km | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 40 | Connection with Natural Heritage | site belong to an area considered part of | |
| 13 | (NH) | the NH? | |
| | | Yes | 1 |
| | | Code of the NH element: NH_HR_SO_02 | |
| | Organisation of Internal Spaces | None (only external envelope, no | |
| 14 | related to the last/current "final | internal layout/distribution) | |
| 14 | Intended use" | Description: The archeological park is a | |
| | | network of walkways connecting | |
| | | | |



| 15 Note: If the info do not fill this fi Characteristics | and Material | archeological ruins. Different outdoor manifestations are reguraly held. Additionally, there is a reception building which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
|--|--|--|-----|
| Structure | and Material | Additionally, there is a reception building which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| 15 | | which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| 15 | | Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| 15 | | Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| 15 | | ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| | | Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| | | Presence of a public network in the Surrounding Area, presence of connections to the public network, | 3 |
| | | Surrounding Area, presence of connections to the public network, | 3 |
| | | connections to the public network, | 3 |
| | | · | 3 |
| | | | - |
| | | presence of systems in the | |
| | | Infrastructure/Building/Archeologic Site | |
| Technical Svs | stems, Services and | Sanitary Installation | |
| sub-services | | Presence of a public network in the | |
| | Building/Archeologic | Surrounding Area, presence of | |
| | the Surrounding Area | connections to the public network, | 3 |
| | | presence of systems in the | |
| Note: if the info | rmation is not available, | Infrastructure/Building/Archeologic Site | |
| do not fill this fi | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, total lack of systems | |
| | | in the | |
| | | | 1 |
| | | Infrastructure/Building/Archeological | |
| | | Site, total lack of connections to the | |
| | | public network | |
| | | Presence of a paved road that lead to | |
| | with reference to | the Infrastructure/Building/Archeological | 3 |
| 17 5 | astructures in the | Site and of a parking in the surrounding | |
| Surrounding | area for private | area | |
| mobility (car, t | picycles, etc.) | Additional: Presence of a bycicle lane? | |
| | | No | 0 |
| 18 | with reference to structures for public | Close to public MoT (< 500 m) | 1,5 |



| | Means of Transport - MoT | | |
|----|--|--|---|
| | (collective transport: bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeologic | Protected | |
| | al site? | | |
| | | Complicated | 0 |
| | Which is the level of complexity of | Description: The archaelogical Part is | |
| | the administrative procedures to be | managed by the Archaelogical museum | |
| 20 | adopted to manage it (see question | in Split, it is located in Solin and it is | |
| | 19) in terms of renovation/retrofit or | partialy privately owned. We are in the | |
| | Temporary Uses activation ? | 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 | | | |
|---------------------------------|--|---------------------------------------|------|
| | | | Scor |
| | | | е |
| 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 |
| | | Total | 1 |
| 8 | Lovel of Practicability | Is there a "surrounding Area" in safe | |
| | Level of Practicability | 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. Late Antique Era (IV - VII a.C.) Medieval Era (VIII - XIV a.C.) | 0,5 |
|----|-------------------------------|---|---------------|
| 9 | Construction Era | 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. | |
|---|--|---|
| 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 settelment of Solin and the coastal area of Kastela bay. | |
| Main Cultural/Touristic point of Interest in the surrounding Area | Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Archaelogical 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 | |
| Connection with Natural Heritage (NH) | DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?YesCode of the NH element: | 1 |
| | interactions and connections with the port heritage Main Cultural/Touristic point of Interest in the surrounding Area Connection with Natural Heritage | Main Cultural/Touristic pointcentury (<). 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.Value of the site intended as interactions and connections with the port heritageDescription (fill this field only if it is different from point 11): Gradina was intended to protect the settelment of Solin and the coastal area of Kastela bay.Main Cultural/Touristic point of Interest in the surrounding AreaDescription: Our Lady's Isle - the oldest Mariane shrine in Croatia, Archaelogical park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075Main Cultural/Touristic point of Interest in the surrounding AreaPlease, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological SiteConnection with Natural HeritageDoesthe Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Yes |

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



| | | Site and of a parking in the | |
|----|--|---|-----|
| | | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 10 | infrastructures for public Means of | Class to public MoT (/ FOO re) | 1 Г |
| 18 | Transport - MoT (collective transport: | Close to public MoT (< 500 m) | 1,5 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Protected | |
| | site? | | |
| | | Complicated | 0 |
| | Which is the level of complexity of the | Description: The archaelogical Part is | |
| | administrative procedures to be | managed by the Archaelogical | |
| 20 | adopted to manage it (see question | museum in Split, it is located in Solin | |
| | 19) in terms of renovation/retrofit or | and it is partialy privately owned. We | |
| | Temporary Uses activation ? | 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 | | | |
|---------------------------------|--|---|-----|
| | | | |
| | | | е |
| 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 | | Need of minor interventions on non- | 2 |
| / | State of preservation | structural elements (interior finishes) | 2 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| 8 | Level of Practicability | Yes | 1 |
| | | Description: A building under | |
| | | municipality management is usually | |
| | | used for indoor public events. | |
| | | Roman Era (III b.C III a.C.) | 0,5 |
| | | Late Antique Era (IV - VII a.C.) | 0,5 |
| 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 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| 10 | Buried Archaeological Remains | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |



| | | archaeological studies performed on | |
|---------|---------------------------------------|--|---|
| | | the site? | |
| | | Certain presence of buried | 2 |
| | | Archaeological remains | 3 |
| | | 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 | |
| 11 | Value of the site | importance decreased in favor of Split. | |
| | | Nonetheless, it has multiple | |
| | | importante cultural and historic sites. | |
| | | Also, it is presumed to be a place of | |
| | | other survey significant archeological | |
| | | sites. | |
| 11. | Value of the site intended as | Description (fill this field only if it is | |
| н. b | interactions and connections with the | different from point 11): | |
| U | port heritage | | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of | is located on the western side of the | |
| | Interest in the surrounding Area | 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 | Does the | |
| | (NH) | 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 | Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not fill this field | Residential Description: Historic center of Solin is made up of primarily older residential buildings with shops and other amentities 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 frome stone while newer are made from concrete, almost all have wooden construction sloped roofs coverd with stone or red clay tiles. | |
| | | Electrical system | |
| 16 | Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological | 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 |
| 10 | Site and in the Surrounding Area | Sanitary Installation | |
| | <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 |



| | | Gasworks | |
|----|--|---|-----|
| | | 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 | |
| 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 bycicle 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 | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | Description: Mostly under private ownership. | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|----------------------------------|---|-----|
| | | | |
| | | | е |
| 0 | Associated Code | HR_SO_04 | |
| | | Vranjic peninsula - rural entity and | |
| 1 | Name/Title of the CH element | terrestrial archeological zone with | |
| | | hydroarchaeological zone | |
| 2 | Date of the mapping | 21.02.2020. | |
| 3 | Is it an Area with Archeologic | Yes | |
| | interest? | | |
| 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- | 2 |
| | | structural elements (interior finishes) | 2 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | | Description: It is possible to organise TU. | |
| | | However, because of the limited spacial | |
| | | charateristic of seafront it would be quite | |
| | | demanding and restricting regarding the | |
| | | number of visitors. | |
| | | Medieval Era (VIII - XIV a.C.) | 0,5 |
| | | Modern Era (XV – XVIII a.C.) | 0,5 |
| 9 | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| | | | 0 |
| 10 | Duried Archaeological Demains | Which is the probability to have buried | |
| 10 | Buried Archaeological Remains | Archaeological Remains in the area | |



| I I | | | I I |
|-----|-----------------------------------|--|-----|
| | | 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 |
| | | Description: Vranjic is a small inhabited | |
| | | island with active seafront, connected | |
| | | with mainland via causeway. Place is | |
| | | picturesque, localy often called "Small | |
| | | Venice". It was first inhabited, most | |
| 11 | Value of the site | 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. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with | different from point 11): | |
| b | the port heritage | | |
| | · · | 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 | |
| 12 | Main Cultural/Touristic point of | positioned acrose the bay from Vranjic. | |
| | 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 | |
| | | | |



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



| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area* | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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/Archeologic al site? | Protected | |
| | Which is the level of complexity of | Complicated | 0 |
| | the administrative procedures to be | Description: Mostly under private | |
| 20 | adopted to manage it (see question | ownership. | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |

* Parking is organised in the thin seafront strip.



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|------|
| | | | Scor |
| 0 | Associated Code | | е |
| | | HR_SO_05 Reception building at railway station | |
| 1 | Name/Title of the CH element | 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 |
| | Level of Practicability | None | 0 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| 8 | | No | 0 |
| 0 | | Description: Building is owned by state company, Croatian Railways, and is occupied. Land surrounding the building is privately owned. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| 10 | Duniad Anabasalasi Dunusias | Which is the probability to have buried | |
| 10 | Buried Archaeological Remains | Archaeological Remains in the area surrounding the | |



| I | | | I |
|-----|---------------------------------------|---|---|
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Low probability (based on the available | 1 |
| | | Archaeological information) | I |
| | | 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, | |
| 11 | Value of the site | railroad was never finished past Sinj. It | |
| | | was colloquially called "Rera". This | |
| | | reception building was made in 1901- | |
| | | 1902. It's typologicaly simmilar to other | |
| | | reception buildings on the route from | |
| | | this period. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of | in relative vicinity. | |
| 12 | 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 | |



| 1201 1 | | | |
|--------|--|---|----|
| | | Does the | |
| 13 | | Infrastructure/Building/Archaeological | |
| | Connection with Natural Heritage | site belong to an area considered part | |
| 15 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: Primarily it was built to be | |
| 14 | Intended use" | a railway/reception station and guard | |
| 14 | | house. Today its spatial layout and | |
| | Note: if the information is not available, | usage is not clear. | |
| | do not fill this field | | |
| | | Bearing Masonry | |
| | | Description: Building is made of | |
| 15 | Structure and Material Characteristics | rectangular cut stones on all sides. Roof | |
| | | is a wooden construction covered with | |
| | | red clay tiles. | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | 3 |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Note: if the information is not available, | connections to the public network, | C |
| | do not fill this field | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| ĺ | | Total lack of systems in the | 0 |
| | | | () |
| | | 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 bycicle 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 | Complicated | 0 |
| 20 | administrative procedures to be | Description: Building is owned by state | |
| | adopted to manage it (see question | company, Croatian Railways, and is | |
| | 19) in terms of renovation/retrofit or | occupied. Land surrounding the | |
| | Temporary Uses activation ? | building is privately owned. | |



SOLIN – CH ELEMENT NUMBER 6 – TOTAL SCORE 15

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|-----|
| | | Scor | |
| | | | е |
| 0 | Associated Code | HR_SO_06 | |
| 1 Name/Ti | 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 | | Need of minor interventions on non- | ſ |
| | State of preservation | structural elements (interior finishes) | 2 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | | 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. | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | Buried Archaeological Remains | buried Archaeological Remains in the | |
| | | area surrounding the | |



| | EMPUS EUROPEAN UNION | | |
|----------|---------------------------------------|--|---|
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | High probability (based on the | 2 |
| | | available Archaeological information) | 2 |
| | | Description: This was a reception | |
| | | building made as part of railway route | |
| | | connecting Split and Siverić, and later | |
| 11 | Value of the site | rest of Europe. Building was built in | |
| | | 1877. It's typologically simmilar to | |
| | | other reception buildings on the route | |
| | | from this period. | |
| 11 | Value of the site intended as | Description (fill this field only if it is | |
| 11. b | interactions and connections with the | different from point 11): | |
| a | port heritage | | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of | king in 1075. Located nearby is | |
| 12 | Interest in the surrounding Area | 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 | |
| 12 | Connection with Natural Heritage | Does the | |
| 13 | (NH) | Infrastructure/Building/Archaeological | |
| | | | |



| | | site belong to an area considered part of the NH? | |
|----|--|---|---|
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | Logistic | |
| 14 | related to the last/current "final Intended use" | Description: Building is used as intended, reception building. | |
| | <i>Note: if the information is not available, do not fill this field</i> | | |
| | | Bearing Masonry | |
| 15 | Structure and Material Characteristics | Description: Description: Building is made of rectangular cut stones on all | |
| | | sides. Roof is a wooden construction | |
| | | covered with red clay tiles. | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | | Infrastructure/Building/Archeologic | |
| | Technical Systems, Services and sub- | Site | |
| | services available into the | Sanitary Installation | |
| | Infrastructure/Building/Archeological | Presence of a public network in the | |
| 16 | Site and in the Surrounding Area | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | <i>Note: if the information is not available, do</i> | presence of systems in the | J |
| | not fill this field | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking | 2 |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | Complicated | 0 |
| | administrative procedures to be | Description: Building is owned by state | |
| 20 | adopted to manage it (see question | company, Croatian Railways, and is | |
| | 19) in terms of renovation/retrofit or Temporary Uses activation ? | partialy used. | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | Scor | |
| | | | е |
| 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 | Chata of managementing | Need of minor interventions on non- | 2 |
| | State of preservation | structural elements (interior finishes) | 2 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | | Description: It is possible to visit the | |
| | | site but it is not safe because it is | |
| | | partialy used for train housing, repair | |
| | | and heavy machinery storage. | |
| | | However, there is a nearby beach | |
| | | available for temporary use. | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | Buried Archaeological Remains | buried Archaeological Remains in the | |
| | | area surrounding the | |



| | EUROPEAN UNION | | |
|-----|--|--|---|
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | High probability (based on the | 2 |
| | | available Archaeological information) | 2 |
| | | Description: This classification yard | |
| | | was built as a expansion of railway | |
| | | route connecting Split and the rest of | |
| | | Croatia. It was important for sorting | |
| | | vagons carying various goods | |
| | | thorough and to Solin and Split ports, | |
| 11 | Value of the site | 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. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | Description: This building is within | |
| | | boundries of ancient Salona. Our | |
| | | Lady's Isle -the oldest Mariane shrine | |
| | | in Croatia, Gradina complex- fort-hill, | |
| | Main Cultural/Touristic point of Interest in the surrounding Area | Hollow church - The church is from the | |
| | | 11th century, linked with the | |
| 12 | | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | Logistic | |
| | related to the last/current "final | Description: Series of paralele railroad | |
| 14 | Intended use" | lines used for sorting and classification | |
| 1-7 | | of vagons carrying different goods | |
| | Note: if the information is not available, do | and/or intended for different | |
| | not fill this field | destinations. | |
| 15 | Structure and Material Characteristics | Other | |
| | | Description: Typical two track railroad. | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 2 |
| | | total lack systems in the | |
| | | | |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeological | |
| | services available into the | Site | |
| 10 | services available into the Infrastructure/Building/Archeological | Site Sanitary Installation | |
| 16 | services available into the | Site Sanitary Installation Presence of a public network in the | |
| 16 | services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area | Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of | |
| 16 | servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do | Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the | 1 |
| 16 | services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area | Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological | 1 |
| 16 | servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do | Site 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 | 1 |
| 16 | servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do | Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological | 1 |
| 16 | servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do | Site 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 |



| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking | 2 |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | Which is the level of complexity of the | Complicated | 0 |
| | administrative procedures to be | Description: Classification yard is | |
| 20 | adopted to manage it (see question | owned by state company, Croatian | |
| | 19) in terms of renovation/retrofit or Temporary Uses activation ? | Railways, and is partialy used. | |



SOLIN – CH ELEMENT NUMBER 8 – TOTAL SCORE 14

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | | |
| | | | е |
| 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 process stien | Need of interventions on structural | 1 |
| 7 | State of preservation | framework | 1 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| 8 | | Yes | 1 |
| | | Description: Site is partialy used for | |
| | | storage and service facility. However, | |
| | | there is a nearby beach available for | |
| | | temporary use. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | | buried Archaeological Remains in the | |
| | Buried Archaeological Remains | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |



| | | archaeological studies performed on the site? | |
|-----|---------------------------------------|--|---|
| | | | |
| | | High probability (based on the | 2 |
| | | available Archaeological information) | |
| | | 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, | |
| 11 | Value of the site | 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 | |
| | | partialy used as storage area. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | Description: This building is within | |
| 12 | | boundries of ancient Salona. Our | |
| | Main Cultural/Touristic point of | Lady's Isle -the oldest Mariane shrine | |
| | Interest in the surrounding Area | in Croatia, Gradina complex- fort-hill, | |
| | _ | Hollow church - The church is from the | |
| | | 11th century, linked with the | |
| 1 | | | |

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| | | 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: | |
| | Organisation of Internal Spaces | Handcraft/Industrial | |
| 14 | related to the last/current "final Intended use" | Description: Industrial production and storage halls with ancillary facilities. Port facilities with cranes. | |
| | <i>Note:</i> if the information is not available, do not fill this field | Torracinites with crunes. | |
| | | Reinforced Concrete frame structure | |
| 15 | Structure and Material Characteristics | Description: Mostly reinforced concrete and steel structures. | |
| | | Electrical system | |
| 16 | Technical Systems, Services and sub- services available into 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 | 3 |
| | Nate: if the information is not available do | Site Sepitar (Installation | |
| | <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 | 3 |
| | | connections to the public network, | 5 |



| | | 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 Additional: Presence of a bycicle | 2 |
| | | 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 Description: Site is partialy used and privately owned. | 0 |



SOLIN – CH ELEMENT NUMBER 9 – TOTAL SCORE 12

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | | | е |
| 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 |
| | | Partial | 0,5 |
| | Level of Practicability | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| 10 | Buried Archaeological Remains | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |



| | | 1 |
|-------------------|---|--|
| | archaeological studies performed on | |
| | the site? | |
| | Absence of buried Archaeological | |
| | remains or absence of Archaeological | 0 |
| | information about the site | |
| | Description: 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 | |
| Value of the site | 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. | |
| | Value of the site | Absence of buried Archaeological remains or absence of Archaeological information about the siteDescription: 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 cementValue of the siteBuškariol 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 cementThe 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 |



| 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 oldestMarianeshrineinCroatia,Archaelogical park of Salona, Hollowchurch - The church is from the 11thcentury, linked with the coronation ofContury, linked with the coronation ofInterest from the 1075Please, specify the distance (D) of the main Cultural/Touristic point of Interest from theInfrastructure/Building/Archaeological Site2 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 Yes Code of the NH element: NH_HR_SO_01 NH_HR_SO_02 NH NH | 1 |
| 14 | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | 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 structureDescription:Building is made ofrectangular cut stone and concrete.Roof is a wooden construction | |



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



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

SOLIN – CH ELEMENT NUMBER 10 – TOTAL SCORE 10

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|-----|
| | | | |
| | | | е |
| 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 |
| | | Partial | 0,5 |
| 8 | Loval of Dracticability | Is there a "surrounding Area" in safe | |
| | Level of Practicability | conditions to be used as TU? | |
| | | Yes | 1 |



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



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



| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking | 2 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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/Archeologi cal site? | Not protected | |
| | Which is the level of complexity of | Complicated | 0 |
| | the administrative procedures to | Description: First bunker is in public | |
| 20 | be adopted to manage it (see question 19) in terms of | ownership but remaining two are privately owned. | |
| | renovation/retrofit or Temporary | owned. | |
| | Uses activation ? | | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | Scor | |
| | | | е |
| 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 |
| | | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | No | 0 |
| | | Description: Brewery area could possibly | |
| 8 | Level of Practicability | facilitate public events. However, this is | |
| | | privately owned area and production | |
| | | process would be hindered or distrupted | |
| | | and could be potentialy hazardous for | |
| | | general public. That is why it is concluded | |
| | | that this location is partialy practicable and | |
| | | not entirely safe. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 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 intentionaly 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 | |



| | EMPOS EUROPEAN UNION | 2 km < D < 3 km | |
|----|------------------------------------|---|---|
| | | Does the | |
| | | Infrastructure/Building/Archaeological site | |
| | Connection with Natural Heritage | belong to an area considered part of the | |
| 13 | (NH) | NH? | |
| | | No | 0 |
| | | Code of the NH element: | 0 |
| | Organisation of Internal Spaces | Handcraft/Industrial | |
| | related to the last/current "final | Description: | |
| | Intended use" | Description. | |
| 14 | | | |
| | Note: if the information is not | | |
| | available, do not fill this field | | |
| | | Reinforced Concrete frame structure | |
| | | Description: This is a typical industrial | |
| 45 | Structure and Material | building with large production halls. It is | |
| 15 | Characteristics | primarily made out of reinforced concrete | |
| | | and structuraly conceptualized as frame | |
| | | structure. | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Technical Systems, Services and | connections to the public network, | 3 |
| | sub-services available into the | presence of systems in the | |
| | Infrastructure/Building/Archeologi | Infrastructure/Building/Archeologic Site | |
| 16 | cal Site and in the Surrounding | Sanitary Installation | |
| 0 | Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Note: if the information is not | connections to the public network, | 3 |
| | available, do not fill this field | presence of systems in the | |
| | | Infrastructure/Building/Archeologic Site | |
| | | 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 Additional: Presence of a bycicle lane? | 3 |
|----|---|--|-----|
| | | 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/Archeologi cal site? | Not protected | |
| | Which is the level of complexity of | Complicated | 0 |
| | the administrative procedures to | Description: Site is privately owned and in | |
| 20 | be adopted to manage it (see | use. | |
| 20 | question 19) in terms of | | |
| | renovation/retrofit or Temporary | | |
| | Uses activation ? | | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | I . | | е |
| 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 Solin | |
| 5 | Property Tipology | Both Public and Private | 0,5 |
| 6 | State of Occupancy | Partly Occupied | |
| 7 | State of preservation | Mostly rickety/unsafe | 0 |
| | | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| 8 | Level of Practicability | Yes | 1 |
| | | Description: Area is used as a shoting | |
| | | range. Location can be accesed only via dirt road. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| 10 | Buried Archaeological Remains | 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 | 0 |
| | | information about the site | |
| | | Description: This was formerly | |
| | | exploited marl quarry. When | |
| 11 | Value of the site | exploatation stoped it was filled with | |
| •• | | variety of hazardous materials like | |
| | | asbestos. Today area is remediated | |
| | | and used for shooting practise. | |
| 11. | Value of the site intended as | Description (fill this field only if it is | |
| b. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | 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 | |
| | Main Cultural/Touristic point of | Croatian king in 1075. Ancient Salona is | |
| 12 | Main Cultural/Touristic point of Interest in the surrounding Area | in vicinity. | |
| | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |



| 15 Structure and Material Characteristics Other 15 Structure and Material Characteristics Description: There are paved surface with shooting props and targets. 16 Electrical system 17 Electrical system 18 Fechnical Systems, Services and subservices available into the Infrastructure/Building/Archeological 19 Technical Systems, Services and subservices available into the Infrastructure/Building/Archeological | ly es |
|---|----------|
| Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological | 25 |
| Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological | |
| Intrastructure/Building/Archeological | |
| Salitary installation | |
| 16 Site and in the Surrounding Area Note: if the information is not available, do Infrastructure/Building/Archeologic Site and in the Surrounding Area Site and in the Surrounding Area Note: if the information is not available, do Infrastructure/Building/Archeologic Site, total lack of connections to the public network and absence of a public network in the surrounding area | |
| Gasworks | |
| | 0 |
| 17 Accessibility with reference to existing Presence of a dirt road that lead to the 17 infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Infrastructure/Building/Archeologic 17 a parking | |



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



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | | | е |
| 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 Juri ć a / Pri sela, 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 |
| | | Total | 1 |
| | Level of Practicability | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| 8 | | Yes | 1 |
| | | Description: It is possible to organise public events on the premises. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | | buried Archaeological Remains in the | |
| | Buried Archaeological Remains | 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 | 0 |
| | | information about the site | |
| | | Description: Area is a remediated marl | |
| | | quarry. Many residents used to work | |
| | | and live in the close vicintiy of the | |
| 11 | Value of the site | quarry. It was a major source of raw | |
| | | material for cement production that | |
| | | ecnomicaly developed the area. Today | |
| | | it is publicly used for sports and | |
| | | recreation (mainly football). | |
| 11 | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | Description: This site is near the | |
| | | 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 | |
| | Main Cultural/Touristic point of | coronation of Zvonimir as a Croatian | |
| 12 | Interest in the surrounding Area | 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 | |
| | | Does the | |
| | Connection with Natural Heritage | Infrastructure/Building/Archaeological | |
| 13 | (NH) | 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:</i> if the information is not available, do not fill this field | 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 uitility buildings. Other parts of the location are unused and | |
| | | mostly grassy. Other | |
| 15 | Structure and Material Characteristics | Description: Low walls and fences of football fields. | |
| | | Electrical system | |
| 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</i> <i>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 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 bycicle | |
|----|--|---------------------------------------|---|
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| 10 | Transport - MoT (collective transport: | m and < 1 km) | I |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | administrative procedures to be | Description: Area is publicly owned | |
| | adopted to manage it (see question | (municipality) and parts of it are | |
| | 19) in terms of renovation/retrofit or | managed and used for football | |
| | Temporary Uses activation ? | practice. | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | | | е |
| 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 |
| | 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 | |
| 8 | | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | Buried Archaeological Remains | 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 |
| | | Description: This is a site of one of the | |
| | | two largest cement factories in the | |
| | | region. It was built at the begining of | |
| | | twentieth century, and was upgraded | |
| | | as the production process was | |
| | | technologicaly improved. In the past | |
| | | it was the most prominent "company" | |
| | Value of the site | in Kastela bay area, and also a | |
| 11 | | workplace for a large majority of the | |
| | | local residents. Alongside factory | |
| | | numerous aditional 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. | |
| | | Description (fill this field only if it is | |
| | | different from point 11): There is a | |
| | | continuous conveyor belt from the | |
| 11. b | Value of the site intended as | marl quarry to the factory. Factory is | |
| | interactions and connections with the | located near the coastline to reduce | |
| | port heritage | the shipping costs. It has functioning | |
| | | operating coast with wharf for cargo | |
| | | ships and loading cranges for large | |
| | | weight and volume cargo. | |



| | EMPUS EUROPEAN UNION | | |
|----|--|--|---|
| 12 | Main Cultural/Touristic point of | Description: This industrial complex is near the 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. Located nearby is Mramorna beach which is regurally | |
| | Interest in the surrounding Area | 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) | DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element: | 0 |
| 14 | Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do</i> <i>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 structuraly conceptualized as a frame structure. | |



| | | Electrical system | |
|----|--|---------------------------------------|---|
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | |
| | | presence of systems in the | 3 |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | <i>Note: if the information is not available, do not fill this field</i> | connections to the public network, | 2 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | | 0 |
| | | Presence of a paved road that lead to | |
| | | the | |
| | Accessibility with reference to evicting | Infrastructure/Building/Archeological | 3 |
| 17 | Accessibility with reference to existing | Site and of a parking in the | |
| 17 | infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| 10 | Transport - MoT (collective transport: | m and < 1 km) | |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | administrative procedures to be | Description: Privately owned property | |
| | adopted to manage it (see question | 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 | | | |
|---------------------------------|--|---|------|
| | | | Scor |
| | | | е |
| 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 | 3 |
| 1 | | interventions) | 2 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| | | No | 0 |
| 8 | | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| 10 | Rurind Archanological Pomains | Which is the probability to have | |
| 10 | Buried Archaeological Remains | buried Archaeological Remains in the | |



| 1.500 | | | |
|-------|--|--|---|
| | | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Low probability (based on the | 1 |
| | | available Archaeological information) | 1 |
| | | Description: This industrial complex | |
| | | was originaly erected as bottlery | |
| | | (manufacturing plant). Today, it is | |
| 11 | Value of the site | used as storage and distribution | |
| | | center. Positioned on top of the hill, it | |
| | | is highly visible part of Solins skyline. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | 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. | |
| 12 | | 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 | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | | 2 |



| | | Code of the NH element: | |
|----|--|---|---|
| | Organisation of Internal Spaces | Logistic | |
| 14 | related to the last/current "final Intended use" | Description: This area is a place of Coca-Cola a bottler operation. Building also houses offices, | |
| | <i>Note: if the information is not available, do not fill this field</i> | warehouse and outdoor truck loading bays. | |
| | | Reinforced Concrete frame structure | |
| 15 | Structure and Material Characteristics | Description: Reinforced Concrete frame structure covered with steel thermoinsulated panels. | |
| | | Electrical system | |
| 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</i> <i>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 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 bycicle 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 | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | 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 16 – TOTAL SCORE 15,5

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|---|----------------------------------|--|------|
| | | | Scor |
| | | | е |
| 0 | Associated Code | HR_SO_16 | |
| 1 | Name/Title of the CH element | Vranjic shipyard | |
| 2 | Date of the mapping | 21.06.2020. | |
| 2 | Is it an Area with Archeologic | Vec | |
| 3 | 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- | 2 |
| | | structural elements (interior finishes) | 2 |
| | | None | 0 |
| 8 | Loval of Practicability | Is there a "surrounding Area" in safe | |
| | Level of Practicability | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried | |
| | | Archaeological Remains in the area | |
| | | surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| 10 | Buried Archaeological Remains | site, based on the scientific archaeological | |
| | | studies performed on the site? | |
| | | High probability (based on the available | _ |
| | | Archaeological information) | 2 |
| | | 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 | |
| 14 | Malua of the site | burial ground at the site. Currently this | |
| 11 | Value of the site | 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 | Value of the site intended as | Description (fill this field only if it is | |
| 11. h | interactions and connections with | different from point 11): | |
| b | the port heritage | | |
| 10 | Main Cultural/Touristic point of | Description: This site is near the ancient | |
| 12 | Interest in the surrounding Area | city of Salona. Our Lady's Isle -the oldest | |
| | | | |



| 1000 | EUROPEAN UNION | | |
|------|---|--|---|
| | | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological site | |
| 12 | Connection with Natural Heritage | belong to an area considered part of the | |
| 13 | (NH) | NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | Handcraft/Industrial | |
| | related to the last/current "final | Description: Multiple diffefrent sized | |
| 14 | Intended use" | buildings. | |
| | | | |
| | Note: if the information is not | | |
| | available, do not fill this field | | |
| | | Reinforced Concrete frame structure | |
| | Structure and Material Characteristics | Description: Multiple typical industrial | |
| 15 | | halls. Buildings are primarily made out of | |
| | | reinforced concrete and structuraly | |
| | | conceptualized as a frame structure. | |
| | Technical Systems, Services and | Electrical system | |
| 16 | sub-services available into the | Presence of a public network in the | |
| | Infrastructure/Building/Archeologi | Surrounding Area, presence of | |
| | cal Site and in the Surrounding | connections to the public network, | 3 |
| | Area | presence of systems in the | |
| | | Infrastructure/Building/Archeologic Site | |



| | Note: if the information is not | Sanitary Installation | |
|----|---|--|---|
| | available, do not fill this field | 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 Gasworks | 3 |
| 17 | Accessibility with reference to existing infrastructures in the Surrounding area for private | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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/Archeologi cal site? | Not protected | |
| | Which is the level of complexity of | Complicated | 0 |
| 20 | 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 | | | | |
|---------------------------------|--|--|------|--|
| | | | Scor | |
| | | | е | |
| 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 | |
| | Level of Practicability | Partial | 0,5 | |
| | | Is there a "surrounding Area" in safe | | |
| | | conditions to be used as TU? | | |
| | | Yes | 1 | |
| 8 | | 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 | |
| 9 | | | 0 | |
| | | | 0 | |
| | | | 0 | |
| 10 | Buried Archaeological Remains | Which is the probability to have | | |
| | | buried Archaeological Remains in the | | |
| | | area surrounding the | | |



| | EMPOS EUROPEAN UNION | | |
|-----|---------------------------------------|--|---|
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Low probability (based on the | 1 |
| | | available Archaeological information) | 1 |
| | | 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 | |
| 11 | Value of the site | has leading role in Croatia's oil | |
| 11 | | 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. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): This is a | |
| b | port heritage | significant site in a maritime tanker | |
| | | network of oil, fuel and gas supply. | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of | from the 11th century, linked with the | |
| IΖ | Interest in the surrounding Area | 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: | |
| | Organisation of Internal Spaces | Logistic | |
| 14 | related to the last/current "final Intended use" | Description: This building is a concrete berth. It is composed of a narrow pier like structure conecting a larger | |
| | <i>Note: if the information is not available, do not fill this field</i> | platform area, some 20 meters of the coast. | |
| | | Other | |
| 15 | Structure and Material Characteristics | Description: It is made primarily of concrete. There is also a noticable spatial presence of fuel and gas pipelines. | |
| | | Electrical system | |
| 16 | Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area | 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>Note: if the information is not available, do</i> | Sanitary Installation | |
| | not fill this field | 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 | Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site, absence of a paved road and of a parking | 1 |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or | Description: Privately owned property still in use. | |
| | Temporary Uses activation ? | | |



SOLIN – CH ELEMENT NUMBER 18 – TOTAL SCORE 14

| | MAPPING CRITERIA FOR CH ELEMENT | | | |
|----|--|--|------|--|
| | | | Scor | |
| | | | е | |
| 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 procentation | Need of minor interventions on non- | 2 | |
| / | State of preservation | structural elements (interior finishes) | 2 | |
| | Level of Practicability | Partial | 0,5 | |
| | | Is there a "surrounding Area" in safe | | |
| | | conditions to be used as TU? | | |
| 8 | | Yes | 1 | |
| | | Description: Area itself is restricted but | | |
| | | surrounding lawn-like areas could be | | |
| | | potentialy used for temporary events. | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| | | | 0 | |
| 9 | Construction Era | | 0 | |
| | | | 0 | |
| | | | 0 | |
| | | Which is the probability to have | | |
| | | buried Archaeological Remains in the | | |
| 10 | Buried Archaeological Remains | area surrounding the | | |
| | | Infrastructure/Building/Archaeological | | |
| | | site, based on the scientific | | |



| | | archaeological studies performed on | |
|-----|--|--|---|
| | | the site? | |
| | | Low probability (based on the | 1 |
| | | available Archaeological information) | |
| | | Description: This site is occupied by 5 | |
| | | large silos varying in size, which are a | |
| | | part of loading and unloading | |
| 11 | Value of the site | 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. | |
| | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): This is a | |
| b | | significant site in a maritime tanker | |
| | port heritage | network of oil, fuel and gas supply. | |
| | | Description: This building is within | |
| | Main Cultural/Touristic point of Interest in the surrounding Area | 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 | |
| 10 | | king in 1075. Located nearby is | |
| 12 | | 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 | |
| 4.5 | Connection with Natural Heritage | Does the | |
| 13 | (NH) | Infrastructure/Building/Archaeological | |
| | | 5. 5 | |



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



| | | Infrastructure/Building/Archeological | |
|----|--|---------------------------------------|---|
| | Accessibility with reference to existing | Site, absence of a parking | |
| | infrastructures in the Surrounding area | Additional: Presence of a bycicle | |
| | for private mobility (car, bicycles, etc.) | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| 10 | Transport - MoT (collective transport: | m and < 1 km) | I |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| | administrative procedures to be | Description: Privately owned property | |
| 20 | adopted to manage it (see question | still in use. | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|------|
| | | | Scor |
| | | | е |
| 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 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| 8 | | Yes | 1 |
| | | Description: There are areas adequate | |
| | | for temporary use in vicinity. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| 10 | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |



| | | | L I |
|-----|---------------------------------------|--|-----|
| | | Low probability (based on the | 1 |
| | | available Archaeological information) | |
| | | 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, | |
| 11 | Value of the site | typologicaly 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. | |
| 44 | Value of the site intended as | Description (fill this field only if it is | |
| 11. | interactions and connections with the | different from point 11): | |
| b | port heritage | | |
| | | Description: Our Lady's Isle -the oldest | |
| | | Mariane shrine in Croatia, | |
| | | Archaelogical park of Salona, Hollow | |
| | | church - The church is from the 11th | |
| | | century, linked with the coronation of | |
| | Main Cultural/Touristic point of | Zvonimir as a Croatian king in 1075 | |
| 12 | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| | Connection with Natural Heritage | site belong to an area considered part | |
| 13 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | | | |

European Regional Development Fund



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



| | | Additional: Presence of a bycicle | |
|----|--|---------------------------------------|---|
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| 10 | Transport - MoT (collective transport: | m and < 1 km) | 1 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| 20 | administrative procedures to be | Description: Area is partially public | |
| | adopted to manage it (see question | and partially privately owned. | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |



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

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|----|--|---------------------------------------|------|
| | | | Scor |
| | | | е |
| 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? | | |
| | | Banova ulica / Drašovićeva ulica / | |
| 4 | Location/Address of the building | Ulica oko Svetog Kaje,21210 | |
| | | Solin | |
| 5 | Property Tipology | Both Public and Private | 0,5 |
| 6 | State of Occupancy | Occupied | |
| 7 | State of procentation | Need of interventions on structural | 1 |
| 7 | State of preservation | framework | 1 |
| | | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| | Level of Practicability | conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | | Description: Buildings themself might | |
| | | not be available or adequate for | |
| | | temporary use but the events could be | |
| | | potentially facilitated in the | |
| | | surrounding area. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | - |
| 10 | Buried Archaeological Remains | buried Archaeological Remains in the | |
| | | | |



| | | | 1 |
|---------|---------------------------------------|--|---|
| | | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Low probability (based on the | 1 |
| | | available Archaeological information) | 1 |
| | | 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 | |
| 11 | Value of the site | and even a small cinema ("culture | |
| | | home"). Buildings in this settlement | |
| | | are typologicaly and stylisticaly | |
| | | differing. Quality of construction is | |
| | | also not on the same level for all the | |
| | | buildins. 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. | Value of the site intended as | Description (fill this field only if it is | |
| n. b | interactions and connections with the | different from point 11): | |
| d | port heritage | | |
| | | Description: Factory settlement St. | |
| | | Kajo is near the ancient city of Salona. | |
| | | Our Lady's Isle -the oldest Mariane | |
| 10 | Main Cultural/Touristic point of | shrine in Croatia, Gradina complex- | |
| 12 | Interest in the surrounding Area | 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 | |
| | | 5 | |



| | | 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: | |
| | Organisation of Internal Spaces | Residential | |
| | related to the last/current "final | Description: Multiple different | |
| 14 | Intended use" | buildings. Some are residential, some | |
| | <i>Note: if the information is not available, do not fill this field</i> | are commercial and some are in a ruined state. | |
| | | Other | |
| 15 | Structure and Material Characteristics | 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. | |
| | Technical Systems, Services and sub- | Electrical system | |
| | services available into the | Presence of a public network in the | |
| 16 | Infrastructure/Building/Archeological | Surrounding Area, presence of | 3 |
| | Site and in the Surrounding Area | connections to the public network, | 5 |
| | | presence of systems in the | |



| | <i>Note: if the information is not available, do not fill this field</i> | Infrastructure/Building/Archeologic | |
|----|--|---|---|
| | | Site Sepitar (Installation | |
| | | 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 | |
| | | Gasworks | 0 |
| | | Presence of a paved road that lead to | 0 |
| | | the | |
| | Accessibility with reference to existing | Infrastructure/Building/Archeological | 2 |
| 17 | infrastructures in the Surrounding area | Site, absence of a parking | |
| 17 | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 40 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | |
| 18 | Transport - MoT (collective transport: | m and < 1 km) | 1 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| | administrative procedures to be | Description: Area is partially public | |
| 20 | adopted to manage it (see question | and partially privately owned. | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |



RAVENNA – CH ELEMENT NUMBER 1 – TOTAL SCORE 8

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|----|
| | | | |
| | | | re |
| 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 |
| | | 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) | |
| 8 | Level of Practicability | (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 | |



| 10 Buried Archaeological Remains 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. 0.5 11 Value of the site Contemporary Era (XIX a.C Today) 0.5 11 Value of the site 0 0 11 Value of the site 0 0 | | LEMPUS EUROPEAN UNION | | |
|--|----------------------|-------------------------------|-----------------------------|--------|
| 10 Buried Archaeological Remains Contemporany Era subjice parking. 0 10 Name of the site 0 11 Value of the site Description: The building was made in 1956, and consist in a single space 0 | | | height of the building and | |
| 10 For the site For the s | | | to the presence of a | |
| 10property, there is a public garden and a public parking.Contemporary Era (XIX a.C Today)0.5 a.C.9Construction EraContemporary Era (XIX a.C Today)0.510Interport (Interport (Interport (Interport))0.510None (Interport)0.511Value of the site0.511Value of the site0.511Value of the site0.512Value of the site0.513Value of the site0.514Value of the site0.515Value of the site0.516Value of the site0.517Value of the site0.518Value of the site0.519Value of the site0.510Value of the site0.510Value of the site0.511Value of the site0.512Value of the site0.513Value of the site0.514Value of the site0.515Value of the site0.516Value of the site0.517Value of the site0.518Value of the site0.519Value of the site0.519Value of the site0.510Value of the site0.5 | | | cantilevered concrete | |
| garden and a public parking.garden and a public parking.9Contemporary Era (XIX a.C Today)0.5 a.C Today)9Construction Era0 100100 1000 10010No 1000 10011Buried Archaeological RemainsWhich is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological studies performed on the site?0 010Buried Archaeological Remains0 0< | | | roof. Close to the | |
| image: parking, parking | | | property, there is a public | |
| 9 Construction Era Contemporary Era (XIX a.C Today) 0,5 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried 4 10 Buried Archaeological Remains in the area surrounding the 1 10 Buried Archaeological Remains 0 0 11 Value of the site Description: The building was made in 1956, and consist in a single space 0 | | | garden and a public | |
| 9 Construction Era a.C Today) 0,5 a.C Today) 0 indication in the construction Era 0 Mathematication in the construction Era 0 Which is the probability to have buried 0 Archaeological Remains 0 Interastructure/Building/Ar 0 Interastructure/Building/Ar 0 Chaeological site, based 0 Interastructure/Building/Ar 0 Chaeological studies 0 Interastructure/Building/Ar 0 Chaeological studies 0 Infrastructure/Building/Ar 0 Chaeological remains 0 Infrastructure/Building/Ar 0 Chaeological remains 0 Information about the 0 Information about the< | | | parking. | |
| 9 Construction Era 0 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried Archaeological Remains 10 Buried Archaeological Remains Infrastructure/Building/Ar 10 Buried Archaeological Remains 0 11 Value of the site Description: The building was made in 1956, and consist in a single space | | | | 0,5 |
| 9 Construction Era 0 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried 1 10 Buried Archaeological Remains 1 10 Buried Archaeological Remains 1 10 Buried Archaeological Remains 1 11 Value of the site 1 | | | a.c. – Today) | 0 |
| 10 0 0 0 0 0 0 0 0 0 Which is the probability to have buried 0 Archaeological Remains Archaeological Remains in the area surrounding the 10 Buried Archaeological Remains 10 Buried Archaeological Remains 0 0 0 10 10 Buried Archaeological Remains 0 0 0 10 10 10 10 10 10 10 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 | 9 | Construction Era | | |
| 10 0 11 Value of the site 0 | | | | _ |
| 10Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?10Buried Archaeological RemainsInfrastructure/Building/Ar chaeological studies performed on the site?10Buried Archaeological Remains011Value of the siteDescription: The building was made in 1956, and consist in a single space | | | | |
| 10 Buried Archaeological Remains Buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Buried Archaeological remains or absence of archaeological remains archaeological remains or absence of archaeological remains archaeological remains or absence of archaeological remains arch | | | | 0 |
| 10Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?10Buried Archaeological Remains11Value of the site11Value of the site | | | | |
| In the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of buried Archaeological remains or absence of Archaeological information about the site Nulue of the site Value of the site | | | to have buried | |
| 10 Buried Archaeological Remains Buried Archaeological Remains Intrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site Intrastructure/Building/Ar chaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site Description: The building was made in 1956, and consist in a single space | | | Archaeological Remains | |
| 10Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?11Value of the siteInfrastructure/Building/Ar chaeological studies performed on the scientific archaeological studies performed on the site?11Value of the siteInfrastructure/Building/Ar chaeological studies performed on the scientific archaeological studies performed on the site? | | | in the area surrounding | |
| 10Chaeological site, based on the scientific archaeological studies performed on the site?11Chaeological site, based on the scientific archaeological studies performed on the site?11Value of the site | | | the | |
| 10Buried Archaeological Remainson the scientific archaeological studies performed on the site?10Absence of buried Archaeological remains or absence of Archaeological information about the siteAbsence of buried Archaeological information about the site11Value of the siteDescription: The building was made in 1956, and consist in a single space | | | - | |
| 10Buried Archaeological Remainsarchaeological studies performed on the site?11Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space | | | chaeological site, based | |
| 11Value of the sitearchaeological studies performed on the site?Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space | 10 | Buried Archaeological Remains | on the scientific | |
| 11Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space | 10 | | archaeological studies | |
| Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space | | | performed on the site? | |
| 11Value of the siteor absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space1 | | | Absence of buried | |
| 11Value of the site0Archaeological information about the site0Description: The building was made in 1956, and consist in a single space0 | | | Archaeological remains | |
| 11 Value of the site | | | or absence of | \cap |
| Image: Non-StreamStream11Value of the siteDescription: The building was made in 1956, and consist in a single space | | | Archaeological | 0 |
| Image: 11Description: The building was made in 1956, and consist in a single space | | | information about the | |
| 11Value of the sitewas made in 1956, and consist in a single space | | | site | |
| 11Value of the siteconsist in a single space | | | Description: The building | |
| | | | was made in 1956, and | |
| | 11 Value of the site | Value of the site | consist in a single space | |
| with dimensions equal to | | | with dimensions equal to | |
| 175 m (length) x 30 m | | | 175 m (length) x 30 m | |



| | | (width) with a parabalia | |
|-----|--|------------------------------|--|
| | | (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 aboandoned. | |
| 11. | Value of the site intended as interactions and | Description (fill this field | |
| b | | only if it is different from | |
| U | connections with the port heritage | point 11): | |
| | | Description: The building | |
| | | is part of an area where | |
| | | different rehabilitation | |
| | | interventions were made | |
| | | in the last 20 years. The | |
| | | bulding is directly | |
| | | connected to the quay, | |
| | | and it is close to different | |
| | | meeting places (Darsena | |
| | Main Cultural/Touristic point of Interest in the | Pop Up, Darsenale,), to | |
| 12 | surrounding Area | 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/Ar | |
| | | chaeological Site | |
| | | D < 1 km | |
| | | | |



| 13 | Connection with Natural Heritage (NH) | DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH element: | 0 |
|----|---|---|---|
| 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 | Electrical system | |
| טו | into the Infrastructure/Building/Archeological Site and in the Surrounding Area | Presence of a public network in the | 1 |



| | | Surrounding Area, total | |
|----|--|--|---|
| | Note: if the information is not available, do not fill this field | lack of systems in the | |
| | | Infrastructure/Building/Ar | |
| | | cheological Site, total | |
| | | lack of connections to | |
| | | the public network | |
| | | Sanitary Installation | |
| | | Presence of a public | |
| | | network in the | |
| | | Surrounding Area, total | |
| | | lack of systems in the | 1 |
| | | 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 | 1 |
| | | Infrastructure/Building/Ar | 1 |
| | | cheological Site, total | |
| | | lack of connections to | |
| | | the public network | |
| | | Presence of a dirt road | |
| | | | |
| | | that lead to the | |
| | | that lead to the Infrastructure/Building/Ar | 1 |
| | Accessibility with reference to existing infrastructures | | 1 |
| 17 | Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, | Infrastructure/Building/Ar | 1 |
| 17 | | Infrastructure/Building/Ar cheological Site, absence | 1 |
| 17 | in the Surrounding area for private mobility (car, | Infrastructure/Building/Ar cheological Site, absence of a paved road and of a | 1 |
| 17 | in the Surrounding area for private mobility (car, | Infrastructure/Building/Ar cheological Site, absence of a paved road and of a parking | 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 | |
| | | Complicated | 0 |
| 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/retrofit or Temporary Uses activation ? | Description: The building is considered as "Bonded heritage. It has an act of legally protection as for D. lgs 42/2004 (POC - TAV. 26) | |

RAVENNA – CH ELEMENT NUMBER 2 – TOTAL SCORE 5

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|----------------------------------|-----|
| | | | Sc |
| | | | ore |
| 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 | |
| | | via del Marchesato, Marina | |
| 4 | Location/Address of the building | di Ravenna - RA | |
| 5 | Property Tipology | Public | 1 |
| 6 | State of Occupancy | Abandoned | |
| 7 | State of preservation | Mostly rickety/unsafe | 0 |
| | | None | 0 |
| 8 | Lovel of Practicability | Is there a "surrounding | |
| 0 | Level of Practicability | Area" in safe conditions to | |
| | | be used as TU? | |



| | EMPOS EUROPEAN UNION | | |
|----|-------------------------------|--------------------------------|-----|
| | | Yes | 1 |
| | | Description: It is possible to | |
| | | think of using only two | |
| | | portions of the outdoor | |
| | | garden. | |
| | | Modern Era (XV – XVIII a.C.) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to | |
| | | have buried Archaeological | |
| | | Remains in the area | |
| | Buried Archaeological Remains | surrounding the | |
| | | Infrastructure/Building/Arch | |
| | | aeological site, based on | |
| 10 | | the scientific archaeological | |
| | | studies performed on the | |
| | | site? | |
| | | Absence of buried | |
| | | Archaeological remains or | 0 |
| | | absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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. 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 | 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 | |
| | surrounding Area | Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Arch aeological Site 1 km < D < 2 km | |



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



| | EUROPEAN UNION | | |
|--------|---|--|-----|
| | | in the Infrastructure/Building/Arch eological Site, total lack of | |
| | | connections to the public | |
| | | network Gasworks | |
| | | Total lack of systems in the | |
| | | Infrastructure/Building/Arch | |
| | | eological Site, total lack of | |
| | | connections to the public | 0 |
| | | network and absence of a | U |
| | | public network in the | |
| | | surrounding area | |
| | | Presence of a dirt road that | |
| | | lead to the | |
| | | Infrastructure/Building/Arch | 1 |
| | Accessibility with reference to existing | eological Site, absence of a | I |
| 17 | infrastructures in the Surrounding area for private | paved road and of a | |
| | mobility (car, bicycles, etc.) | parking | |
| | | Additional: Presence of a | |
| | | bycicle 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 | |
| | Which is the level of complexity of the administrative | Complicated | 0 |
| 2 0 | procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation? | 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 | | | |
|---------------------------------|--|--|-----|
| | | | Sco |
| | | | re |
| 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 |
| | | 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 | |
| 8 | Level of Practicability | the conservation and enhancement of the | |
| | | 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. | |
|----|-------------------------------|--|-----|
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 0 |
| 9 | Construction era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability | |
| | | to have buried | |
| | | Archaeological Remains | |
| | | in the area surrounding | |
| | | the | |
| | | Infrastructure/Building/Ar | |
| | | chaeological site, based | |
| 10 | Ruriad Archaeological Romains | on the scientific | |
| 10 | Buried Archaeological Remains | archaeological studies | |
| | | performed on the site? | |
| | | Absence of buried | |
| | | Archaeological remains | |
| | | or absence of | 0 |
| | | Archaeological | 0 |
| | | information about the | |
| | | site | |
| | | Description: Capanno | |
| | | was built in 1810 as a | |
| | | hunting refuge; in 1844 it | |
| | | was rebuilt in masonry | |
| 11 | Value of the site | after a fire. In 1849 it | |
| 11 | value of the site | 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 Soprindendenza. It is in good condition and is currently managed by an association that promotes it through initiatives and events. | |
|----------|---|--|--|
| 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: 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/Ar chaeological Site D < 1 km | |
| 13 | Connection with Natural Heritage (NH) | Does the Infrastructure/Building/Ar chaeological site belong | |



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



| | TEMPUS EUROPEAN UNION | | |
|----|---|---|---|
| | | Infrastructure/Building/Ar | |
| | | cheologic Site | |
| | | 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/Ar | |
| | | cheologic Site | |
| | | Gasworks | |
| | | Total lack of systems in | |
| | | the | |
| | | Infrastructure/Building/Ar | |
| | | cheological Site, total | |
| | | lack of connections to | 0 |
| | | the public network and | |
| | | absence of a public | |
| | | network in the | |
| | | surrounding area | |
| | | Presence of a dirt road | |
| | | that lead to the | |
| | | Infrastructure/Building/Ar | 3 |
| | Accessibility with reference to existing infrastructures | cheological Site and of a | 5 |
| 17 | in the Surrounding area for private mobility (car, | parking in the | |
| | bicycles, etc.) | surrounding area | |
| | | Additional: Presence of a | |
| | | bycicle 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 | |
|-------|--|------------------------------|---|
| | | Complicated | 0 |
| | | Description: Each | |
| | 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 ? | intervention must comply | |
| | | with the legislation for the | |
| 2 | | protection of | |
| 0 | | Architectural and | |
| | | Landscape Heritage. The | |
| acuvo | | 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 | | | |
|---------------------------------|--|--------------------------|-----|
| | | | Sco |
| | | | re |
| 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 | |
| | Location/Address of the building | Via Cimitero, Area | |
| 4 | | Industriale - RA | |
| 5 | Property Tipology | Public | 1 |
| 6 | State of Occupancy | Abandoned | |
| 7 | State of preservation | Mostly rickety/unsafe | 0 |
| | | None | 0 |
| | | Is there a "surrounding | |
| 8 | Level of Practicability | 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. 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. Contemporary Era (XIX | 0,5 |
| | Construction Era | a.C. – Today) | |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| 10 | Buried Archaeological Remains | Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological 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 | |
| | | 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 | |
| 11 | Value of the site | 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. | |
| 11. | Value of the site intended as interactions and | Description (fill this field | |
| b. | connections with the port heritage | only if it is different from | |
| U | connections with the port heritage | point 11): | |
| | | Description: The | |
| | | dewatering pump is near | |
| 12 | Main Cultural/Touristic point of Interest in the | the "Monumento ai | |
| | surrounding Area | caduti in mare" and the | |
| | | monumental cemetery of | |
| | | Ravenna; it is accessible | |

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| | | 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 | |
|----|--|--|---|
| | | Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Ar chaeological Site D < 1 km | |
| 13 | Connection with Natural Heritage (NH) | DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH element: | 0 |
| 14 | Organisation of Internal Spaces related to the last/current "final Intended use"Note: if the information is not available, do not fill this field | "Impianto di sollevamento" / Industrial Description: the building is not accessible, as it is unsafe. It consists of a | |



| | | 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. | |
| | | Bearing Masonry | |
| | | Description: The bearing | |
| | | structure is in masonry. | |
| 15 | Structure and Material Characteristics | The roofing is in brick. | |
| | | The building is not in a | |
| | | good state of | |
| | | conservation. | |
| | | Electrical system | |
| | | Presence of a public | |
| | | network in the | |
| | | Surrounding Area, total | |
| | | lack of systems in the | 1 |
| | Technical Systems, Services and sub-services available | Infrastructure/Building/Ar | |
| | into the Infrastructure/Building/Archeological Site and | cheological Site, total | |
| 16 | in the Surrounding Area | lack of connections to | |
| | | the public network | |
| | Note: if the information is not available, do not fill this field | Sanitary Installation | |
| | | Presence of a public | |
| | | network in the | |
| | | Surrounding Area, total | 1 |
| | | lack of systems in the | |
| | | Infrastructure/Building/Ar | |



| I | | | 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 | 1 |
| | | Infrastructure/Building/Ar | 1 |
| | | cheological Site, total | |
| | | lack of connections to | |
| | | the public network | |
| | | Presence of a paved | |
| | | road that lead to the | |
| | | Infrastructure/Building/Ar | |
| | Accessibility with reference to existing infrastructures | cheological Site and of a | 3 |
| 17 | in the Surrounding area for private mobility (car, | parking in the | |
| | bicycles, etc.) | surrounding area | |
| | | Additional: Presence of a | |
| | | bycicle lane? | |
| | | Yes | 1 |
| | Accessibility with reference to existing infrastructures | | |
| 18 | for public Means of Transport - MoT (collective | Close to public MoT (< | 1,5 |
| | transport: bus, train, etc.) | 500 m) | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological site? | Not Protected | |
| | | Complicated | 0 |
| | | Description: The | |
| | Which is the level of complexity of the administrative | intervention on the | |
| 2 | procedures to be adopted to manage it (see question | structure aimed at a | |
| 0 | 19) in terms of renovation/retrofit or Temporary Uses | possible temporary reuse | |
| | activation ? | 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 C | CH ELEMENT | |
|---|---|--------------------------------|-----|
| | | | Sc |
| | | | ore |
| 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 | 3 Is it an Area with Archeologic interest? No | | |
| | Location/Address of the building | Viale delle Nazioni, 12, 48123 | |
| 4 | | Ravenna RA | |
| 5 | Property Tipology | Public | 1 |
| 6 | State of Occupancy | Occupied | |
| | | Need of minor interventions | |
| 7 | State of preservation | on non-structural elements | 2 |
| | | (interior finishes) | |
| 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 | |
| | | Contemporary Era (XIX a.C. – | 0.5 |
| | | Today) | 0,5 |
| _ | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to | |
| | | have buried Archaeological | |
| | | Remains in the area | |
| | | surrounding the | |
| | | Infrastructure/Building/Archae | |
| | | ological site, based on the | |
| 10 | Buried Archaeological Remains | scientific archaeological | |
| | | studies performed on the site? | |
| | | Absence of buried | |
| | | Archaeological remains or | |
| | | absence of Archaeological | 0 |
| | | information about the site | |
| | | | |
| 11 | | Description: The lighthouse of | |
| | | Marina di Ravenna was turned | |
| | Value of the site | 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 | Description (fill this field only if | |
| | | | |
| .b | connections with the port heritage | it is different from point 11): | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of Interest in the | nature trails linked to the | |
| ' | surrounding Area | valleys and dunes | |
| | | Please, specify the distance | |
| | | (D) of the main | |
| | | Cultural/Touristic point of | |
| | | Interest from the | |
| | | Infrastructure/Building/Archae | |
| | | ological Site | |
| | | 1 km < D < 2 km | |
| | | Does the | |
| | | Infrastructure/Building/Archae | |
| | | ological site belong to an area | |
| 13 | Connection with Natural Heritage (NH) | considered part of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| 14 | | | |
| L | | | |



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



| | | the public network, presence of systems in the Infrastructure/Building/Archeo logic Site | |
|--|--|--|---|
| Accessibility with reference to existing 17 infrastructures in the Surrounding area for private | | Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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? | | |
| | Which is the level of complexity of the | Complicated | 0 |
| 2 0 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | 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 | | | | |
|---------------------------------|--|--|-----|--|
| | | | Sc | |
| 0 | Associated Code | IT_RA_06 | ore | |
| 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 | |
| | | | 0 | |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | | |
| | Level of Practicability | No | 0 | |
| 8 | | 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 | | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| | Construction Era | | 0 | |
| | | | 0 | |
| | | | 0 | |
| | | | 0 | |



| 10 | Buried Archaeological Remains | Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archae ological 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 | Description (fill this field only if | |
| .b | connections with the port heritage | 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/Archae | |
| | | ological Site | |
| | | 2 km < D < 3 km | |
| | | Does the | |
| | | Infrastructure/Building/Archae | |
| 12 | Connection with Network Levitage (NU) | ological site belong to an area | |
| 13 | Connection with Natural Heritage (NH) | considered part of the NH? | |
| | | Yes | 1 |
| | | Code of the NH element: | |
| | | | |
| | | Description: the | |
| | Organisation of Internal Spaces related to the | documentation relating to the | |
| | last/current "final Intended use" | layout of the spaces of the | |
| 14 | | extraction plants is not | |
| | Note: if the information is not available, do not fill this | available for public | |
| | field | consultation, as they are | |
| | | considered sensitive | |
| | | objectives. | |
| | | Steel Structure | |
| 15 | Structure and Material Characteristics | The structure is in iron and | |
| | | prefabricated modules | |
| | Technical Systems, Services and sub-services | Electrical system | |
| | available into the | Total lack of systems in the | |
| 16 | Infrastructure/Building/Archeological Site and in | Infrastructure/Building/Archeo | |
| | | logical Site, total lack of | 0 |
| | the Surrounding Area | connections to the public | |
| | | network and absence of a | |



| Note: if the information is not available, do not fill this public network in the field surrounding area Sanitary Installation Image: Sanitary Installation Total lack of systems in the Infrastructure/Building/Archeo logical Site, total lack of connections to the public onetwork and absence of a public network in the guildic network in the surrounding area guildic network in the surrounding area Gasworks Presence of a public network in the guildic network, presence a guildic network, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area mobility (car, bicycles, etc.) Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area Accessibility with reference to existing No infrastructures for public Means of Transport No Mot (collective transport: bus, train, etc.) No Mot (s the level of complexity of the Not Protected administrative procedures to be adopt | | EMPOS EUROPEAN UNION | | |
|--|----|---|----------------------------------|---|
| 17 Accessibility with reference to existing infrastructures for public network and a parked to the lufticastructure/Building/Archeo logical Site not a public network in the surrounding area end to the lufticastructure/Building/Archeo logical Site 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 lufticastructure/Building/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) Presence of a paved road that lead to the lufticastructure/Building/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) 3 18 Accessibility with reference to existing infrastructures for public Mot (> 3km) 0 19 What is the protection status of the luftrastructure/Building/Archeological site? Vote Protected 0 2 Which is the level of complexity of the administrative procedures to be adopted to 0 Description: it is an extractive 0 | | | public network in the | |
| Total lack of systems in the Infrastructure/Building/Archeo logical Site, total lack of connections to the public network and absence of a public network in the surrounding area0Gasworks | | field | surrounding area | |
| Image: space of a public network in the surrounding area of a public network presence of a public network, presence of a nublic network, presence of a nublic network, presence of a systems in the furfastructure/Building/Archeo logic 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/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) 3 18 Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Unattainable with public MoT (c) 3km) 0 18 Accessibility with reference to existing infrastructure/Building/Archeological site? Unattainable with public MoT (c) 3km) 0 19 What is the protection status of the Infrastructure/Building/Archeological site? Not Protected 0 2 Which is the level of complexity of the administrative procedures to be adopted to a | | | Sanitary Installation | |
| Image: space s | | | Total lack of systems in the | |
| Image: serie s | | | Infrastructure/Building/Archeo | |
| Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Presence of a public network in the surrounding area 3 18 Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Vote the surrounding area 3 19 What is the protection status of the infrastructure/Building/Archeological site? Vote the infrastructure for ubblic MoT (> 3km) 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? Not Protected 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 3 Description: it is an extractive 0 | | | logical Site, total lack of | |
| Public network in the surrounding area public network in the surrounding area | | | connections to the public | 0 |
| Image: serie of a public network 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/Archeo logic Site 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logic Site 9 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logic Site 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure for public Means of Transport 10 Image: serie of a pawed road that lead to the infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for | | | network and absence of a | |
| Image: Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Image: Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.) Presence of a paved road that lead to the Infrastructures of a paved road that lead to the Infrastructures of a paved road that lead to the Infrastructures and of a parking in the surrounding area 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/Archeo Iogical Site and of a parking in the surrounding area 3 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 0 2 Which is the level of complexity of the administrative procedures to be adopted to Complicated 0 | | | public network in the | |
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| in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site377Accessibility 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/Archeo logical Site and of a parking in the surrounding area38Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)No018Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | Gasworks | |
| Presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site317Accessibility 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/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.) MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | Presence of a public network | |
| Image: 1 percent set in the public network, presence of systems in the Infrastructure/Building/Archeo logic Site317Accessibility 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/Archeo logical Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | in the Surrounding Area, | |
| of systems in the Infrastructure/Building/Archeo logic Siteof systems in the Infrastructure/Building/Archeo logic Sitea17Accessibility 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/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | presence of connections to | |
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| Image: 10 series of a pave road that lead to theImage: 10 series of a pave road that lead to the317Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area317Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Image: 10 series of a byce of | | | of systems in the | |
| 17Accessibility 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/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | Infrastructure/Building/Archeo | |
| IndexImage: Image: | | | logic Site | |
| 17Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area317Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | Presence of a paved road that | |
| Accessibilitywith referenceto existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)logical Site and of a parking in the surrounding area17Infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Additional: Presence of a bycicle lane?Additional: Presence of a bycicle lane?18Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | lead to the | |
| 17Infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Iogical Site and of a parking in the surrounding area17infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Additional: Presence of a bycicle lane?18Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated019Which is the level of complexity of the administrative procedures to be adopted toDescription: it is an extractive0 | | | Infrastructure/Building/Archeo | 3 |
| mobility (car, bicycles, etc.)The surrounding areaAdditional: Presence of a bycicle lane?Additional: Presence of a bycicle lane?No0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0What is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | 47 | | logical Site and of a parking in | |
| Additional: Presence of a bycicle lane?No0No0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0What is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | 17 | | the surrounding area | |
| No0NoNo0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0NoWhat is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | mobility (car, bicycles, etc.) | Additional: Presence of a | |
| AccessibilitywithreferencetoexistingUnattainable with public MoT (> 3km)018Accessibilitywithreferencetoexisting019What istheprotectionstatusofthe Not Protected019What istheprotectionstatusofthe Not Protected02Which isthelevelofcomplexityof02ooDescription:it is an extractive0 | | | bycicle lane? | |
| 18Infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | | No | 0 |
| 18infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected2 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0 | | Accessibility with reference to existing | Upattainable with public MaT | |
| MoT (collective transport: bus, train, etc.) Not Protected 19 What is the protection status of the Infrastructure/Building/Archeological site? Not Protected 2 Which is the level of complexity of the administrative procedures to be adopted to Complicated 0 | 18 | infrastructures for public Means of Transport - | | 0 |
| 19Infrastructure/Building/Archeological site?Not Protected2Which is the level of complexity of the administrative procedures to be adopted toComplicated00Description: it is an extractiveImage: Complexity of the section of the sectio | | MoT (collective transport: bus, train, etc.) | (<i>></i> 3KM) | |
| Infrastructure/Building/Archeological site? Complicated 0 Which is the level of complexity of the administrative procedures to be adopted to administrative procedures to be adopted to Description: it is an extractive 0 | 10 | What is the protection status of the | Not Drotostad | |
| administrative procedures to be adopted to Description: it is an extractive | 19 | Infrastructure/Building/Archeological site? | Not Protected | |
| administrative procedures to be adopted to Description: it is an extractive | 2 | Which is the level of complexity of the | Complicated | 0 |
| manage it (see question 19) in terms of infrastructure of public | | administrative procedures to be adopted to | Description: it is an extractive | |
| | U | manage it (see question 19) in terms of | infrastructure of public | |



| renovation/retrofit | or | Temporary | Uses | interest, | and | therefore | |
|---------------------|----|-----------|------|------------|-----|-----------|--|
| activation ? | | | | considered | а | 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/Addre ss 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) Description: The main interest concerns the surrounding area: the interior space will probably not be used. ANNEX 3 | 2 |



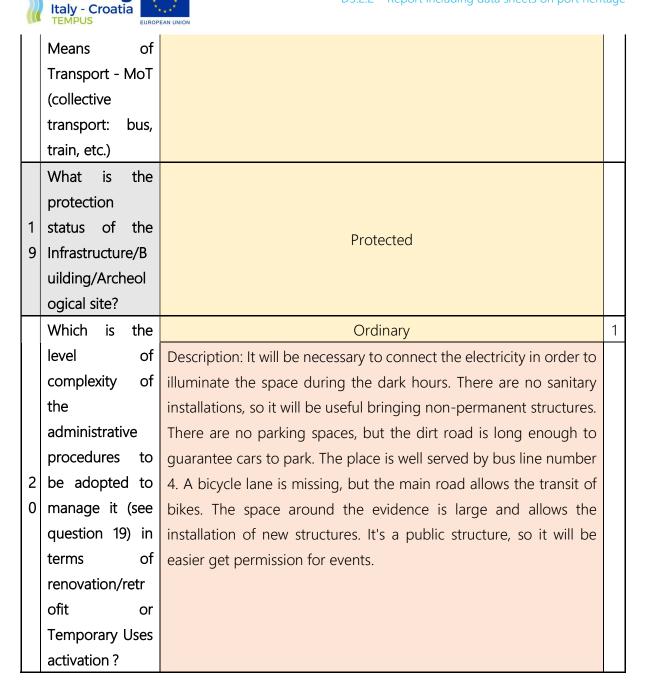
| I | EUROP EUROP | EAN UNION | , , |
|---|--------------------------|---|-------------|
| | | Partial | 0 , 5 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| 8 | Level of | Yes | 1 |
| | Practicability | Description: There is the possibility to organize public events 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. | |
| | | Medieval Era (VIII - XIV a.C.) | 0 , 5 |
| 9 | Construction Era | Modern Era (XV – XVIII a.C.) | 0 , 5 |
| | | | 0 |
| | | | 0 |
| | | | 0 |
| 1 | Buried Archaeological | 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 | |
| | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| 1 | 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 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 | Main Cultural/Touristi c point of | Description: Near the site of Torraccia there is the important Byzantine curch (6th century) dedicated to Sant'Apollinare in Classe. ANNEX 4 | |
| 2 | 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 | |
| 1 | Connection with Natural | Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? | |
| 3 | Heritage (NH) | Code of the NH element: | 0 |
| | Organisation of | Handcraft/Industrial | |
| | Internal Spaces | Description: The internal spaces was not accessible during the | |
| | related to the | survey, but probabily the plant scheme is simple: an empty | |
| | last/current | quadrangular space. During the last century the tower was | |
| 1 | "final Intended | employed as a shed for agricultural tools. | |
| 4 | use" | | |
| | Note: if the | | |
| | information is not | | |
| | available, do not | | |
| | fill this field | | |
| | | Bearing Masonry | |
| 1 | Structure and | Description: The structure is made of bricks tied with mortar. There | |
| 5 | Material | are some corner elements in white stone inserted in the string | |
| | Characteristics | course of the first floor. The building is divided into two overlapped blocks. The main facade is marked by two entrances, one on the | |
| | Characteristics | 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. | |
|---|---------------------------------|--|-----------|
| | Technical | Electrical system | |
| | Systems, | Presence of a public network in the Surrounding Area, total lack of | |
| | Services and | systems in the Infrastructure/Building/Archeological Site, total lack | 1 |
| | sub-services | of connections to the public network | |
| | available into | Sanitary Installation | |
| | the | Presence of a public network in the Surrounding Area, total lack of | |
| | Infrastructure/B | systems in the Infrastructure/Building/Archeological Site, total lack | 1 |
| 1 | uilding/Archeol | of connections to the public network | |
| 6 | ogical Site and | Gasworks | |
| | in the | | |
| | Surrounding | | |
| | Area | Total lack of systems in the Infrastructure/Building/Archeological | |
| | | Site, total lack of connections to the public network and absence | 0 |
| | Note: if the information is not | of a public network in the surrounding area | |
| | available, do not | | |
| | fill this field | | |
| | Accessibility | Presence of a dirt road that lead to the | |
| | with reference | Infrastructure/Building/Archeological Site, absence of a paved road | 1 |
| | to existing | and of a parking | |
| | infrastructures | Additional: Presence of a bycicle lane? | \square |
| 1 | in the | | |
| 7 | Surrounding | No | |
| | area for private | (There is not bicycle lane, but the main road can be traveled by | 0 |
| | mobility (car, | bicycle and there isn't city traffic.) | |
| | bicycles, etc.) | | |
| | Accessibility | | |
| | with reference | | |
| 1 | to existing | Easy to attain with public MoT (> 500 m and < 1 km) | 1 |
| 8 | infrastructures | | |
| | for public | | |



Interreg



RAVENNA – CH ELEMENT NUMBER 8 – TOTAL SCORE 25

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------------------|
| | | | S c o r |
| 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/Addre ss 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 |
| | | Total Is there a "surrounding Area" in safe conditions to be used as TU? | 1 |
| 8 | Level of Practicability | Yes 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 | 1 |



| | | parking lot so there are large spaces that can be enjoyed in total safety. | |
|-------------|--|---|-------------|
| | | Late Antique Era (IV - VII a.C.) | 0 , 5 |
| 9 | Construction Era | Medieval Era (VIII - XIV a.C.) | 0 , 5 |
| | | Roman Era (III b.C III 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 | 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/Touristi c 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 | Please, specify the distance (D) of the main Cultural/Touristic point | |
|---|-------------------------------|--|---|
| | Area | of Interest from the Infrastructure/Building/Archaeological Site | |
| | | D < 1 km | |
| | | Does the Infrastructure/Building/Archaeological site belong to an | |
| 1 | Connection with | area considered part of the NH? | |
| 3 | Natural Heritage (NH) | No | 0 |
| | Hentage (NH) | Code of the NH element: | |
| | Organisation of | None (only external envelope, no internal layout/distribution) | |
| | Internal Spaces | Description: The area is currently used as a parking lot, there are no | |
| | related to the | ancient buildings. The ancient coast line is covered by modern and | |
| | last/current | contemporary structures, including streets, parking lots, facilities | |
| 1 | "final Intended | and buildings. Therefore it's impossible to describe the internal | |
| 4 | use" | space of the building or the construction material. Nonetheless, the | |
| | | area evokes the intangible heritage even if it has been altered | |
| | Note: if the | during the ages. | |
| | information is not | | |
| | available, do not | | |
| _ | fill this field Structure and | Other | |
| 1 | Material | Description: Intagible heritage | |
| 5 | Characteristics | Description. Intagible heritage | |
| - | Technical | Electrical system | |
| | Systems, | Presence of a public network in the Surrounding Area, presence of | |
| | Services and | connections to the public network, presence of systems in the | 3 |
| | sub-services | Infrastructure/Building/Archeologic Site | |
| | available into | Sanitary Installation | |
| | the | Presence of a public network in the Surrounding Area, presence of | |
| 1 | Infrastructure/B | connections to the public network, total lack systems in the | 2 |
| 6 | uilding/Archeol | Infrastructure/Building/Archeological Site | |
| | ogical Site and | Gasworks | |
| | in the | | |
| | Surrounding | Presence of a public network in the Surrounding Area, presence of | |
| 1 | Area | connections to the public network, total lack systems in the | 2 |
| 1 | Alca | | |
| | Alca | Infrastructure/Building/Archeological Site | |



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



| be add | opted to | and from train station; there are also some facilities for parking |
|-----------|-----------|--|
| manage | e it (see | bikes. The space is wide enough to allow the installation of new |
| questio | n 19) in | structures. It's a public space, so it will be easier get permission for |
| terms | of | events. The area is served by a restaurant and a kiosk. |
| renovat | ion/retr | |
| ofit | or | |
| Tempor | ary Uses | |
| activatio | on? | |

RAVENNA – CH ELEMENT NUMBER 9 – TOTAL SCORE 24

| | MAPPING CRITERIA FOR CH ELEMENT | | | | |
|---|---------------------------------|----------------------|---|--|--|
| | | | S | | |
| | | | с | | |
| | | | о | | |
| | | | r | | |
| | | | е | | |
| 0 | Associated | IT_RA_09 | | | |
| 0 | Code | 11_KA_09 | | | |
| 1 | Name/Title of | Bagni del Clero | | | |
| I | the CH element | Bagin der Clero | | | |
| 2 | Date of the | 20/02/2020 | | | |
| 2 | mapping | 20/02/2020 | | | |
| | Is it an Area with | | | | |
| 3 | Archeologic | Yes | | | |
| | interest? | | | | |
| | Location/Addre | Piazza Arcivescovado | | | |
| 4 | ss of the | 48121 Ravenna RA | | | |
| | building | 401211/avenina (VA | | | |
| 5 | Property | Public | 1 | | |
| 5 | Tipology | Public | | | |
| 6 | State of | Occupied | | | |
| 6 | Occupancy | Occupied | | | |



| | State of | | |
|---|-------------------|--|---|
| 7 | preservation | Well preserved (no need of interventions) | 3 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | Level of | Description: The archaeological building is buried. The surface area | |
| | Practicability | 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 | |
| | | | 0 |
| | | Late Antique Era (IV - VII a.C.) | , |
| | | | 5 |
| | | | 0 |
| | | Roman Era (III b.C III a.C.) | , |
| 9 | Construction Era | | 5 |
| | | | 0 |
| | | Medieval Era (VIII - XIV a.C.) | , |
| | | | 5 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried Archaeological Remains in | |
| 1 | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 0 | Archaeological | site, based on the scientific archaeological studies performed on | |
| | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| | | 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 | |
| 1 | Value of the site | inside the city. These canals and rivers allowed the population to | |
| 1 | | 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. | |



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



| | available into | Sanitary Installation* | |
|--------|--------------------|--|--------|
| | the | Presence of a public network in the Surrounding Area, presence of | |
| | Infrastructure/B | connections to the public network, total lack systems in the | 2 |
| | uilding/Archeol | Infrastructure/Building/Archeological Site | |
| | ogical Site and | Gasworks | |
| | in the | | |
| | Surrounding | | |
| | Area | Presence of a public network in the Surrounding Area, presence of | |
| | Note: if the | connections to the public network, total lack systems in the | 2 |
| | information is not | Infrastructure/Building/Archeological Site | |
| | available, do not | | |
| | fill this field | | |
| | Accessibility | Presence of a paved road that lead to the | |
| | with reference | Infrastructure/Building/Archeological Site and of a parking in the | 3 |
| | to existing | surrounding area | |
| 4 | infrastructures | Additional: Presence of a bycicle lane? | |
| 1 | in the | | |
| 7 | Surrounding | No | |
| | area for private | (There is no bicycle lane, but the area is very close to the city | 0 |
| | mobility (car, | center where traffic is low) | |
| | bicycles, etc.) | | |
| | Accessibility | | |
| | with reference | | |
| | to existing | | |
| | infrastructures | | 1 |
| 1 | for public | Close to public MoT (< 500 m) | |
| 8 | Means of | The closest public MoT is 130 meters far. ANNEX 4 | , 5 |
| | Transport - MoT | | |
| | (collective | | |
| | transport: bus, | | |
| | train, etc.) | | |
| 1 | What is the | | |
| י 9 | protection | Protected | |
| 7 | status of the | | |



| | Infrastructure/B uilding/Archeol | | |
|---|-------------------------------------|---|---|
| | ogical site? | | |
| | Which is the | Facilitated | 2 |
| | level of | Description: The space is managed by the municipality, therefore it | |
| | complexity of | will be easier to obtain permits for temporary activities. The | |
| | the | presence of public toilets in the surrounding area, of the public | |
| | administrative | electricity network, of several parking lots, the proximity to the city | |
| | procedures to | center and the possibility of attracting a good number of people are | |
| 2 | be adopted to | all elements that allow an easy organizational level for the events. | |
| 0 | manage it (see | | |
| | question 19) in | | |
| | terms of | | |
| | renovation/retr | | |
| | ofit or | | |
| | Temporary Uses | | |
| | activation? | | |

*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 | | |
|---|---------------------------------|----------------|---|
| | S | | |
| | | | |
| | | | 0 |
| | | | r |
| | | | е |
| 0 | Associated | IT_RA_10 | |
| | Code | | |
| 1 | Name/Title of | Mura di Classe | |
| | the CH element | Wura ur Classe | |
| 2 | Date of the | 25/02/2020 | |
| | mapping | 23/02/2020 | |



| Is it an Area with Archeologic interest? | Yes | | |
|--|--|--|--|
| Location/Addre ss 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) | | |
| Property Tipology | Private | 0 | |
| State of Occupancy | Occupied | | |
| State of preservation | Need of minor interventions on non-structural elements (interior finishes) | 2 | |
| | Total | 1 | |
| | Is there a "surrounding Area" in safe conditions to be used as TU? | | |
| level of | 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 | | |
| | Late Antique Era (IV - VII a.C.) | 0 , 5 | |
| Construction Era | Medieval Era (VIII - XIV a.C.) | 0 , | |
| | | 5 | |
| | | 0 | |
| | | 0 | |
| | Which is the probability to have buried Archaeological Remains in | 0 | |
| Buried | | | |
| | | | |
| • | the site? | | |
| | | 3 | |
| | Archeologic interest? Location/Adresss of the building Property Tipology State of Occupancy State of preservation Ccupancy State of Practicability | Archeologic interest? Yes Location/Addre ss 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) Property Tipology Private State of Occupany Need of minor interventions on non-structural elements (interior finishes) Is there a "surrounding Area" in safe conditions to be used as TU? Version Version Is there a "surrounding Area" in safe conditions to be used as TU? Practicability 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 Construction Far Medieval Era (VIII - XIV a.C.) Image: Surrounding the infrastructure/Building/Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on | |



| 1 | Value of the site walls goods and people arrived, ships docked and sailors lived the | | |
|---|--|--|---|
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 1 | intended as | | |
| 1 | interactions and | | |
| • | connections | | |
| b | with the port | | |
| | heritage | | |
| 1 | Main Cultural/Touristi c 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 | Connection with | Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? | |
| 3 | Natural | | 0 |
| 5 | Heritage (NH) | Code of the NH element: | |
| | Organisation of | None (only external envelope, no internal layout/distribution) | |
| | Internal Spaces | Description: The site has no buildings and the current use is for | |
| | related to the | cultivation. | |
| | last/current | | |
| | "final Intended | | |
| 4 | use" | | |
| | Note: if the information is not | | |



| | available, do not fill this field | | |
|--------|---|--|-------------|
| | | Bearing Masonry | |
| 1 5 | Structure and Material Characteristics | 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 | |
| | Technical | Electrical system | |
| | Systems, | Presence of a public network in the Surrounding Area, total lack of | |
| | Services and | systems in the Infrastructure/Building/Archeological Site, total lack | 1 |
| | sub-services | of connections to the public network | |
| | available into | Sanitary Installation | |
| | the Infrastructure/B | Presence of a public network in the Surrounding Area, total lack of | 1 |
| | uilding/Archeol | systems in the Infrastructure/Building/Archeological Site, total lack | 1 |
| 1 | ogical Site and | of connections to the public network Gasworks | |
| 0 | in the | Gasworks | |
| | Surrounding | | |
| | Area Note: if the information is not available, do not fill this field | 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 |
| | Accessibility | Presence of a paved road that lead to the | 2 |
| | with reference | Infrastructure/Building/Archeological Site, absence of a parking | 2 |
| | to existing | Additional: Presence of a bycicle lane? | |
| 1 7 | infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) | Yes (The bicycle lane is present up to via Marabina) | 1 |
| 1 8 | Accessibility with reference to existing | Close to public MoT (< 500 m) | 1 , 5 |



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



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---|------------------|
| | | | S c o r |
| 0 | Associated Code | IT_RA_11 | |
| 1 | Name/Title of the CH element | Banchine portuali | |
| 2 | 2 Date of the 28/01/2020 | | |
| 3 | Is it an Area with Archeologic interest? | Yes | |
| 4 | Location/Addre ss 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 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | 1 |
| 8 | Level of Practicability | Yes 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 | 1 |



| | IEMPUS EUROP | EAN UNION | |
|--------|-------------------------------------|--|-------------|
| | Roman Era (III b.C III a.C.) | | 0 , 5 |
| 9 | Construction Era | Late Antique Era (IV - VII a.C.) | |
| | 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 | 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. | |
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 1 | intended as | | |
| 1 | interactions and | | |
| • | connections | | |
| b | with the port | | |
| | heritage | Description: About 700 meters far there is the archaeological area | |
| 1 | Main Cultural/Touristi | of the ancient port of Classe: a tourist place widely sponsored and known by both local population and tourists. | |
| 2 | c point of Interest in the | Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site | |



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



| | IEMPUS EUROP | EAN UNION | | |
|--------|--------------------|---|---|--|
| | in the | | | |
| | Surrounding | | | |
| | Area | Presence of a public network in the Surrounding Area, total lack of | | |
| | | systems in the Infrastructure/Building/Archeological Site, total lack | 1 | |
| | Note: if the | | | |
| | information is not | of connections to the public network | | |
| | available, do not | | | |
| | fill this field | | | |
| | Accessibility | Presence of a paved road that lead to the | 2 | |
| | with reference | Infrastructure/Building/Archeological Site, absence of a parking* | | |
| | to existing | Additional: Presence of a bycicle lane? | | |
| 1 | infrastructures | | | |
| · 7 | in the | Yes | | |
| | Surrounding | (The bicycle lane goes up to via Marabina, then it is 800 meters far | 1 | |
| | area for private | | | |
| | mobility (car, | from the site) | | |
| | bicycles, etc.) | | | |
| | Accessibility | | | |
| | with reference | | | |
| | to existing | | | |
| | infrastructures | | | |
| 1 | for public | Easy to attain with public MoT (> 500 m and < 1 km) | | |
| 8 | Means of | Lasy to attain with public wor (> 500 m and < 1 km) | 1 | |
| | Transport - MoT | | | |
| | (collective | | | |
| | transport: bus, | | | |
| | train, etc.) | | | |
| | What is the | | | |
| | protection | | | |
| 1 | status of the | Durkertert | | |
| 9 | Infrastructure/B | Protected | | |
| | uilding/Archeol | | | |
| | ogical site? | | | |
| | | Complicated | 0 | |
|] | | | | |

| | Which is the | Description: Organizing events in this location may require a higher |
|---|-----------------|--|
| | level of | level of complexity due to the private ownership of the field. In the |
| | complexity of | surrounding area there are public electricity, gas and sanitary |
| | the | networks, but the site is totally devoid of facilities, therefore it would |
| | administrative | be necessary to install all the necessary equipment. The site is |
| | procedures to | considered a bounded heritage, but there is no possibility of |
| 2 | be adopted to | damage to the ancient buried structures. The place is easily |
| 0 | manage it (see | reachable with both private and public vehicles and it's served by a |
| | question 19) in | nearby bicycle lane, however is necessary to reach the site on foot |
| | terms of | because of the parking and bus stop located at the site of the |
| | renovation/retr | ancient port. |
| | ofit or | |
| | Temporary Uses | |
| | activation? | |

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

Italy - Croatia

RAVENNA – CH ELEMENT NUMBER 12 – TOTAL SCORE 11

| | MAPPING CRITERIA FOR CH ELEMENT | | | |
|---|--|--------------------------|---|--|
| | | | | |
| | o | | | |
| 0 | Associated Code | IT_RA_12 | | |
| 1 | Name (Title of the Cill element | Monumento ai marinai | | |
| | Name/Title of the CH element | d'Italia | | |
| 2 | Date of the mapping | 25/06/2020 | | |
| 3 | Is it an Area with Archeologic interest? | No | | |
| | | Via Cimitero , Banchina | | |
| 4 | Location/Address of the building | canale Candiano - RA | | |
| 5 | Property Tipology | Public | 1 | |
| 6 | State of Occupancy | abandoned | | |
| _ | Chata of announced in a | Need of interventions on | 1 | |
| 7 | State of preservation | structural framework | | |
| 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 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/Arch aeological 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 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 | |



| | | | I I |
|-----|---|------------------------------------|-----|
| | | 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 | Description (fill this field only | |
| b | connections with the port heritage | if it is different from point 11): | |
| | | Description: the monument | |
| | | to the Sailor is near the | |
| | | monumental cemetery of | |
| | | Ravenna, which is 150m | |
| | Main Cultural/Touristic point of Interest in the surrounding Area | away; it is also about 2.2 km | |
| | | from the park and Theodoric | |
| | | mausoleum and 2.7 from the | |
| 12 | | Rocca Brancaleone. | |
| | | Please, specify the distance | |
| | | (D) of the main | |
| | | Cultural/Touristic point of | |
| | | Interest from the | |
| | | Infrastructure/Building/Arch | |
| | | aeological Site | |
| | | 2 Km < D < 3 km | |
| | | Does the | |
| | Connection with Natural Heritage (NH) | Infrastructure/Building/Arch | |
| | | aeological site belong to an | |
| 13 | | area considered part of the | |
| 15 | | NH? | |
| | | NO | 0 |
| | | Code of the NH element | 0 |
| | Organisation of Internal Spaces related to the last/current "final Intended use" | None (Monument) | |
| 14 | | | |
| | | Description: the monument | |
| | | made of travertine depicts a | |
| | | sailor with a waxed coat and | |



| | Note: if the information is not available, do not fill this | with a glance towards the | |
|----|---|----------------------------------|---|
| | field | 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. | |
| | | other: travertine | |
| | Structure and Material Characteristics | Description: The statue is | |
| 15 | | made of travertine and now | |
| J. | | both it and the base on | |
| | | which it rests are in a state of | |
| | | decay. | |
| | | Electrical system | |
| | | Presence of a public | |
| | | network in the Surrounding | |
| | | Area, total lack of systems in | |
| | | the | 1 |
| | | Infrastructure/Building/Arch | 1 |
| | Technical Systems, Services and sub-services | eological Site, total lack of | |
| | available into the | connections to the public | |
| | Infrastructure/Building/Archeological Site and in | network | |
| 16 | the Surrounding Area | Sanitary Installation | |
| | <u> </u> | Presence of a public | |
| | Note: if the information is not available, do not fill this | network in the Surrounding | |
| | field | Area, total lack of systems in | |
| | | the | |
| | | Infrastructure/Building/Arch | 1 |
| | | eological Site, total lack of | |
| | | connections to the public | |
| | | network | |
| | | Gasworks | |



| | | Total lack of systems in the | |
|----|---|--------------------------------|-----|
| | | Infrastructure/Building/Arch | |
| | | eological Site, total lack of | |
| | | connections to the public | 0 |
| | | network and absence of a | |
| | | public network in the | |
| | | surrounding area | |
| | | Presence of a paved road | |
| | | that lead to the | |
| | | Infrastructure/Building/Arch | 3 |
| | Accessibility with reference to existing | eological Site and of a | 5 |
| 17 | infrastructures in the Surrounding area for private | parking in the surrounding | |
| | mobility (car, bicycles, etc.) | area | |
| | | Additional: Presence of a | |
| | | bycicle lane? | |
| | | Yes | 1 |
| | Accessibility with reference to existing | close to public MoT (<500 | |
| 18 | infrastructures for public Means of Transport - MoT | m) | 1,5 |
| | (collective transport: bus, train, etc.) | 111) | |
| 19 | What is the protection status of the | Not protected | |
| | Infrastructure/Building/Archeological site? | | |
| | | Complicated | 0 |
| | | Description: The monument | |
| | | requires restoration. The | |
| | | neighboring area and | |
| | Which is the level of complexity of the | therefore the monument | |
| 2 | administrative procedures to be adopted to | itself, could be enhanced by | |
| 0 | manage it (see question 19) in terms of | inserting the place into | |
| | renovation/retrofit or Temporary Uses activation? | demonstrations, events, | |
| | | walks aimed at spreading the | |
| | | port heritage. In these terms, | |
| | | temporary use could | |
| 1 | | facilitate the installation of | 1 |



small structures to support them.

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

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|---|--|---|-----|
| | | | Sc |
| | | | ore |
| 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 |
| | | Partial Is there a "surrounding Area" in safe conditions to be used as TU? | 0,5 |
| | | Yes | 1 |
| 8 | Level of Practicability | 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. | |
| | | Contemporary Era (XIX a.C. – | |
| | | Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to | |
| | | have buried Archaeological | |
| | | Remains in the area | |
| | | surrounding the | |
| | | Infrastructure/Building/Archa | |
| 10 | Buried Archaeological Remains | eological site, based on the | |
| .0 | | scientific archaeological | |
| | | studies performed on the | |
| | | site? | |
| | | Absence of buried | |
| | | Archaeological remains or | 0 |
| | | Archaeological remains of | |



| | EUROPEAN UNION | | |
|----|-------------------|---------------------------------|--|
| | | absence of Archaeological | |
| | | information about the site | |
| | | 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 | |
| | Value of the site | with fewer complaints that | |
| | | took place in the large | |
| | | amphitheater hall which | |
| | | buyers accessed. Until the | |
| 11 | | 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 | |
| | | | |



| 11 | Value of the site intended as interactions and | Description (fill this field only | |
|----------|--|---|---|
| .b | connections with the port heritage | if it is different from point 11): | |
| .b 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/Archa eological Site | |
| 13 | Connection with Natural Heritage (NH) Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this</i> | D < 1 km Does the Infrastructure/Building/Archa eological site belong to an area considered part of the NH? No Code of the NH element commercial / handcraft Description: | 0 |
| 15 | field 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. | |
| | | Electrical system | |
| | | Presence of a public network | |
| | | in the Surrounding Area, | |
| | | presence of systems in the | |
| | | Infrastructure/Building/Arche | 3 |
| | | ological Site, presence of | |
| | | connections to the public | |
| | | network | |
| | Technical Systems, Services and sub-services | Sanitary Installation | |
| | available into the | Presence of a public network | |
| | Infrastructure/Building/Archeological Site and in | in the Surrounding Area, | |
| 16 | the Surrounding Area | presence of systems in the | |
| | | Infrastructure/Building/Arche | 3 |
| | Note: if the information is not available, do not fill this | ological Site, presence of | |
| | field | connections to the public | |
| | | network | |
| | | Gasworks | |
| | | Presence of a public | |
| | | network in the Surrounding | |
| | | Area, presence of systems in | 3 |
| | | the | J |
| 1 | | Infrastructure/Building/Arche | |
| | | innastractare, Banang, , ache | |



| | | connections to the public | |
|---------|---|--|-----|
| | | network | |
| 17 infr | Accessibility with reference to existing infrastructures in the Surrounding area for private | Presence of a paved road that lead to the Infrastructure/Building/Arche ological Site and of a parking in the surrounding area | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | | facilitated | 2 |
| 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/retrofit or Temporary Uses activation? | 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 | | | |
|---------------------------------|--|---|-----|
| | | | |
| | | | ore |
| 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 |
| | | 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 | |
| 8 | Level of Practicability | 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 | |
| | | the architect. Camillo Morigia. From the central | |
| | | body, which has been | |
| | | remodeled, there is access to | |
| | | remoueleu, mere is access lo | |



| | | 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. | |
|----|-------------------------------|---|-------------------------|
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 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/Archa eological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological | 0 |
| 11 | Value of the site | information about 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, | |
| | |
| | |
| 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 | Description (fill this field only | |
| .b | connections with the port heritage | if it is different from point 11): | |
| | | 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 | |
| 10 | Main Cultural/Touristic point of Interest in the | Mausoleum of Theodoric, | |
| 12 | surrounding Area | 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/Archa | |
| | | eological Site | |
| | | 1 km< D < 2 km | |
| | | Does the | |
| | | Infrastructure/Building/Archa | |
| | | eological site belong to an | |
| 13 | Connection with Natural Heritage (NH) | area considered part of the | |
| | | NH? | |
| | | No | 0 |
| | | Code of the NH element | |
| | Organisation of Internal Spaces related to the | industrial / handcraft | |
| | last/current "final Intended use" | Description: the building was | |
| 14 | | born and continues to be a | |
| | Note: if the information is not available, do not fill this | factory, that is a place | |
| | field | intended for productive | |



| | | activity. The plant was partially remodeled in the 1950s for the central body, while the two masonry wings remain unaltered. bearing masonry, reinforced concrete structure Description: the structure is in | |
|----|---|---|---|
| 15 | Structure and Material Characteristics | 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. | |
| | | Electrical system | |
| | | Presence of a public network | |
| | | in the Surrounding Area, | |
| | | presence of systems in the | |
| | | Infrastructure/Building/Arche | 3 |
| | Technical Systems, Services and sub-services | ological Site, presence of | |
| | available into the | connections to the public | |
| | Infrastructure/Building/Archeological Site and in | network | |
| 16 | the Surrounding Area | Sanitary Installation | |
| | | Presence of a public network | |
| | Note: if the information is not available, do not fill this | in the Surrounding Area, | |
| | field | presence of systems in the | |
| | | Infrastructure/Building/Arche | 3 |
| | | ological 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/Arche ological 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/Arche ological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane? | 3 |
| | | 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 | |
| | | ordinary | 1 |
| 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/retrofit or Temporary Uses activation ? | 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 | | | |
|---------------------------------|--|-----------------------------|-----|
| | | | Sco |
| | | | re |
| 0 | Associated Code | IT_RA_15 | |
| 1 | Name/Title of the CH element | Darsena dei Velieri o | |
| | Data of the mean sin s | 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 | |
| _ | | Need of minor | |
| 7 | State of preservation | interventions on non- | 1 |
| | | structural elements | |
| | | 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 | |
| 8 | Level of Practicability | 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 | |



| | | 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. | |
| | | Modern Era (XV a.C. – | 0,5 |
| | | XVIII a.C) | 0,5 |
| 9 | Construction Era | | 0 |
| 5 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability | |
| | | to have buried | |
| | | Archaeological Remains | |
| 10 | Buried Archaeological Remains | in the area surrounding | |
| | | the | |
| | | Infrastructure/Building/Ar | |
| | | chaeological site, based | |
| | | on the scientific | |



| | | | - |
|----|-------------------|-------------------------------|---|
| | | archaeological studies | |
| | | performed on the site? | |
| | | High probability (based | |
| | | on the available | 2 |
| | | Archaeological | 2 |
| | | information) | |
| | | 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 | |
| | Value of the site | the church of San Simone | |
| | | and Guida. It was in | |
| | | communication with the | |
| | | Bidente drain through | |
| | | two arches near the | |
| | | bridge in via "al | |
| 11 | | 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 | |



| 11. b | Value of the site intended as interactions and connections with the port heritage | taverns and inns and it was the beating heart of the commercial and productive activity of the port. Description (fill this field only if it is different from point 11): | |
|----------|---|---|---|
| 12 | Main Cultural/Touristic point of Interest in the surrounding Area | Description:PiazzaleAldo Moro, in addition tohostingthecourierterminal, is closeto therailway station to which itis connected with a pedo-cycle underpass, throughwhich the historic centerand the main monumentsof the city can be reachedwith short distancesPlease, specify thedistance (D) of the mainCultural/Touristic pointof Interest from theInfrastructure/Building/Archaeological Site | |
| 13 | Connection with Natural Heritage (NH) | DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH elementlogistic | 0 |



| | 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: 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. | |
|----|--|--|---|
| 15 | Structure and Material Characteristics | otherDescription:PiazzaleAldoMoroneedsfunctional reorganizationas well as enhancementin terms of connectionbetween the "City Dock"and the historic city, as astrategic environment foruseand the cycle-pedestrian connection aswell as for vehicles. | |
| 16 | Technical Systems, Services and sub-services availableinto the Infrastructure/Building/Archeological Site andintheSurroundingAreaNote: if the information is not available, do not fill this field | Electrical system Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Ar cheological Site, presence of connections to the public network | 3 |
| | | Sanitary Installation Presence of a public network in the | 3 |



| | | Surrounding Area, presence of systems in the Infrastructure/Building/Ar cheological 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/Ar cheological 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/Ar cheological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane? Yes | 3 |
| 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 | |
| 2 0 | Which is the level of complexity of the administrative procedures to be adopted to manage it (see question | facilitatedDescription:PiazzaleAldo Moro already hosts | 2 |



| 19 |) in terms of renovation/retrofit or Temporary Uses | local initiatives and | |
|----|---|----------------------------|--|
| ac | tivation ? | 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 | | | |
|---------------------------------|--|---------------------------------|-----|
| | | | Sc |
| | | | ore |
| 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 |
| | | none | 0 |
| | | Is there a "surrounding Area" | |
| | | in safe conditions to be used | |
| | | as TU? | |
| | | Yes | 1 |
| | | Currently the sector is in a | |
| 8 | Level of Practicability | state of deterioration, | |
| ľ | | 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. | |
|----|-------------------------------|---|-----|
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | Construction Fro | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| 10 | Buried Archaeological Remains | Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archa eological 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 exwarehouses of industrial of archeology 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 warehouses two 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 | Description (fill this field only | |
| .b | connections with the port heritage | if it is different from point 11): | |
| .D | 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/Archa eological Site | |
| | | 1 km< D < 2 km | |
| 13 | Connection with Natural Heritage (NH) | Does the Infrastructure/Building/Archa eological site belong to an area considered part of the NH? | |
| | | No | 0 |
| | | Code of the NH element | |
| | Organisation of Internal Spaces related to the | industrial / handcraft | |
| | last/current "final Intended use" | Description: the building was | |
| 14 | <i>Note:</i> if the information is not available, do not fill this field | 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. | |
| | | bearing masonry, reinforced | |
| | | concrete structure | |
| | | Description: the structure is in | |
| 15 | Structure and Material Characteristics | masonry and is in a poor state | |
| | | of conservation. Many parts | |
| | | have collapsed and in some | |
| | | cases even unsafe. | |
| | | Electrical system | |
| | | Presence of a public | |
| | | network in the Surrounding | |
| | | Area, total lack of systems in | |
| | | the | 1 |
| | | Infrastructure/Building/Arche | 1 |
| | | ological Site, total lack of | |
| | Technical Systems, Services and sub-services | connections to the public | |
| | available into the | network | |
| | Infrastructure/Building/Archeological Site and in | Sanitary Installation | |
| 16 | the Surrounding Area | Presence of a public | |
| | | network in the Surrounding | |
| | Note: if the information is not available, do not fill this | Area, total lack of systems in | |
| | field | the | |
| | | Infrastructure/Building/Arche | 1 |
| | | ological Site, total lack of | |
| | | connections to the public | |
| | | network | |
| | | Gasworks | |
| | | Presence of a public | |
| | | network in the Surrounding | 1 |
| <u> </u> | | network in the Surrounding | |



| | | Area, total lack of systems in the Infrastructure/Building/Arche ological 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/Arche ological Site and of a parking in the surrounding area | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | | ordinary | 1 |
| | Which is the level of complexity of the | Description: The building is | |
| 2 | administrative procedures to be adopted to | currently abandoned. The | |
| 0 | manage it (see question 19) in terms of | path to allow temporary uses | |
| | renovation/retrofit or Temporary Uses activation? | follows the current legislation with an ordinary path. | |

RAVENNA – CH ELEMENT NUMBER 17 – TOTAL SCORE 19

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|--|--|-------------------|-----|
| | | | Sco |
| | | | re |
| 0 | Associated Code | IT_RA_17 | |
| 1 Name/Title of the CH element Idrovora S.Vitale | | 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 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | | Yes | 1 |
| 8 | Level of Practicability | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | | 0 |
| 10 | Buried Archaeological Remains | Which is the probability to have buried Archaeological Remains in | |



| | | the area surrounding the Infrastructure/Building/Arc haeological 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: 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. | |
| 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): | |



| 1.00 | EUROPEAN UNION | | |
|------|---|--|---|
| 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) | DoestheInfrastructure/Building/Archaeological site belong toan area considered part ofthe NH?NoCode of the NH element: | 0 |
| 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> | "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 | |
|----|---|---|---|
| 15 | Structure and Material Characteristics | system. 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 | Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the | 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/Arc heologic Site | 3 |
| | Surrounding Area Note: if the information is not available, do not fill this field | Sanitary InstallationPresenceofapublicnetwork in the SurroundingArea,presenceofconnectionstothepublicnetwork,presenceofsystemsintheInfrastructure/Building/Archeologic SiteGasworks | 3 |



| | | Presence of a public | |
|----|---|--|-----|
| | | network in the | |
| | | Surrounding Area, | |
| | | presence of connections | 3 |
| | | to the public network, | С |
| | | presence of systems in the | |
| | | Infrastructure/Building/Arc | |
| | | heologic Site | |
| | | Presence of a paved road | |
| | | that lead to the | |
| | | Infrastructure/Building/Arc | C |
| | Accessibility with reference to existing infrastructures | heological Site and of a | 3 |
| 17 | in the Surrounding area for private mobility (car, | parking in the surrounding | |
| | bicycles, etc.) | area | |
| | | Additional: Presence of a | |
| | | bycicle lane? | |
| | | Yes | 1 |
| | Accessibility with reference to existing infrastructures | Close to public MoT (< | |
| 18 | for public Means of Transport - MoT (collective | 500 m) | 1,5 |
| | | JUU III) | |
| | transport: bus, train, etc.) | | |
| 10 | transport: bus, train, etc.) Is it an infrastructure/building/Archeological Site | Not protected | |
| 19 | | Not protected | |
| 19 | Is it an infrastructure/building/Archeological Site | Not protected Complicated | 0 |
| 19 | Is it an infrastructure/building/Archeological Site | | 0 |
| 19 | Is it an infrastructure/building/Archeological Site | Complicated | 0 |
| 19 | Is it an infrastructure/building/Archeological Site | Complicated Description: The | 0 |
| 19 | Is it an infrastructure/building/Archeological Site | ComplicatedDescription:Theinterventionon | 0 |
| 19 | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? | ComplicatedDescription:Theinterventiononthestructureaimedata | 0 |
| | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative | ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreuse | 0 |
| 2 | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative procedures to be adopted to manage it (see | ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreusemustfirstofallprovidefor | 0 |
| 2 | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? 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 | ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporarymust first of all provide foranagreementwiththe | 0 |
| 2 | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? 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 | ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreusemust first of all provide foranagreementwithmanagingbodywith | 0 |
| 2 | Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? 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 | Complicated 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 | 0 |



thanks to the early twentieth century water pumps.

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

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|---|---------------------------------|--|---|
| | | | S |
| | | | с |
| | | | 0 |
| | | | r |
| _ | Associated | | е |
| 0 | Code | IT_RA_18 | |
| 1 | Name/Title of | Donto Augusto | |
| | the CH element | Ponte Augusto | |
| 2 | Date of the | 20/05/2020 | |
| | mapping | | |
| | ls it an Area with | | |
| 3 | Archeologic | Yes | |
| | interest? | | |
| | Location/Addre | | |
| 4 | ss of the | Via Salara 6, 48121 Ravenna (RA) | |
| | building | | |
| 5 | Property | Public | 1 |
| | Tipology | | |
| 6 | State of | Abandoned | |
| | Occupancy | | |
| 7 | State of | Well preserved (no need of interventions) | 3 |
| | preservation | | |
| | Level of | | 0 |
| 8 | Practicability | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | , | 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 | |
| | | | 0 |
| | | Late Antique Era (IV - VII a.C.) | , |
| | | | 5 |
| 9 | Construction Era | Medieval Era (VIII - XIV a.C.) | 0 |
| 9 | Construction Lia | | ' 5 |
| | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried Archaeological Remains in | |
| | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 1 | Archaeological | site, based on the scientific archaeological studies performed on | |
| 0 | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| | | 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 | |
| 1 | | allowed, as well as bridges, the movement of people and goods | |
| 1 | Value of the site | 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 | |
| | | flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant | |
| | | 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 | Value of the site | and the bridge wants to recall waters flowing and connecting distant | |
| 1 1 | Value of the site intended as | and the bridge wants to recall waters flowing and connecting distant inland areas. | |
| | | and the bridge wants to recall waters flowing and connecting distant inland areas. | |



| | with the port heritage | | |
|--------|---|---|---|
| 1 2 | Main Cultural/Touristi c 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 | |
| 1 3 | Connection with Natural Heritage (NH) | D < 1 km Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Code of the NH element: | 0 |
| 1 | Organisation of Internal Spaces related to the last/current "final Intended use" Note: if the information is not available, do not fill this field | 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 Sanitary Installation* | 2 |



| I | | | |
|---|---|--|--------|
| | the | Presence of a public network in the Surrounding Area, presence of | |
| | Infrastructure/B | connections to the public network, total lack systems in the | 2 |
| | uilding/Archeol | Infrastructure/Building/Archeological Site | |
| | ogical Site and | Gasworks | |
| | 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 | 2 |
| | Note: if the | Infrastructure/Building/Archeological Site | |
| | <i>information is not available, do not</i> | | |
| | fill this field | | |
| | Accessibility | Presence of a paved road that lead to the | |
| | with reference | Infrastructure/Building/Archeological Site and of a parking in the | 3 |
| | to existing | surrounding area | Ū |
| | infrastructures | Additional: Presence of a bycicle lane? | |
| 1 | in the | | |
| 7 | Surrounding | | |
| | area for private | Yes** | 1 |
| | , mobility (car, | | |
| | bicycles, etc.) | | |
| | Accessibility | | |
| | with reference | | |
| | to existing | | |
| | infrastructures | | |
| 1 | for public | | 1 |
| 8 | Means of | Close to public MoT (< 500 m) | , - |
| | Transport - MoT | | 5 |
| | (collective | | |
| | transport: bus, | | |
| | train, etc.) | | |
| | What is the | | |
| 1 | protection | | |
| 9 | status of the | Protected | |
| | Infrastructure/B | | |
| | | | |



| | uilding/Archeol | | |
|---|-----------------|--------------|---|
| | ogical site? | | |
| | Which is the | Facilitated | 2 |
| | level of | Description: | |
| | complexity of | | |
| | the | | |
| | administrative | | |
| | procedures to | | |
| 2 | be adopted to | | |
| 0 | manage it (see | | |
| | question 19) in | | |
| | terms of | | |
| | renovation/retr | | |
| | ofit or | | |
| | Temporary Uses | | |
| | activation? | | |

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

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

RAVENNA – CH ELEMENT NUMBER 19 – TOTAL SCORE 21

| | MAPPING CRITERIA FOR CH ELEMENT | | | | |
|---|---------------------------------|----------------------|---|--|--|
| | | | S | | |
| | | | с | | |
| | | | 0 | | |
| | | | r | | |
| | | | е | | |
| 0 | Associated | IT_RA_19 | | | |
| | Code | | | | |
| 1 | Name/Title of | Pozzi di via Morigia | | | |
| | the CH element | | | | |
| 2 | Date of the | 06/06/2020 | | | |
| | mapping | | | | |



| 3 | Is it an Area with Archeologic interest? | Yes | |
|---|--|--|-------------|
| 4 | Location/Addre ss of the building | Via Morigia, 48121 Ravenna (RA) | |
| 5 | Property Tipology | Public | 1 |
| 6 | State of Occupancy | Occupied | |
| 7 | State of preservation | Ruin | 0 |
| | Level of Practicability | Partial | 0 , 5 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| 8 | | 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 |
| | | Which is the probability to have buried Archaeological Remains in | |
| | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 1 | Archaeological | site, based on the scientific archaeological studies performed on | |
| 0 | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| | | Description: The role of the site in the port framework is very | |
| | | significant because many materials, found during excavations | |
| 1 | | (which did not bring to light structures, but only mobile artifacts), | |
| 1 | Value of the site | were imported. Many ceramics, for example of Greek origin, were | |
| 1 | | 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. | |
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 1 | intended as | | |
| 1 | interactions and | | |
| | connections | | |
| b | with the port | | |
| | heritage | | |
| | | Description: The site is in the city center and is located less than 200 | |
| | Main | m from the complex of the Basilica of San Vitale, one of the most | |
| | Cultural/Touristi | important tourist attractions in Ravenna. Similarly, the CH element | |
| 1 | c point of | is located a short distance from the tourist information offices. | |
| 2 | Interest in the | ANNEX 2 | |
| | surrounding | Please, specify the distance (D) of the main Cultural/Touristic point | |
| | Area | of Interest from the Infrastructure/Building/Archaeological Site | |
| | | D < 1 km | |
| | Connection with | Does the Infrastructure/Building/Archaeological site belong to an | |
| 1 | Connection with | area considered part of the NH? | |
| 3 | Natural Heritage (NH) | | 0 |
| | Heritage (NH) | Code of the NH element: | |
| | | | |



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



| | infrastructures | Additional: Presence of a bycicle lane? | |
|---|------------------|---|--------|
| | in the | | |
| | Surrounding | | |
| | area for private | Yes** | 1 |
| | mobility (car, | | |
| | bicycles, etc.) | | |
| | Accessibility | | |
| | with reference | | |
| | to existing | | |
| | infrastructures | | 1 |
| 1 | for public | Class to public MoT (< E00 m) | |
| 8 | Means of | Close to public MoT (< 500 m) | , 5 |
| | Transport - MoT | | 5 |
| | (collective | | |
| | transport: bus, | | |
| | train, etc.) | | |
| | What is the | | |
| | protection | Not protected | |
| 1 | status of the | | |
| 9 | Infrastructure/B | | |
| | uilding/Archeol | | |
| | ogical site? | | |
| | Which is the | Facilitated | 2 |
| | level of | Description: | |
| | complexity of | | |
| | the | | |
| | administrative | | |
| 2 | procedures to | | |
| 0 | be adopted to | | |
| | manage it (see | | |
| | question 19) in | | |
| | terms of | | |
| | renovation/retr | | |
| | ofit or | | |



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

** The site is in a pedestrian area and byicle 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 | 2 Date of the 07/06/2020 | | |
| 3 | Is it an Area with Archeologic interest? | Yes | |
| 4 | Location/Addre ss 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 back | |
| | | 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 | |
| | | Medieval Era (VIII - XIV a.C.) | 0 |
| | | | ' 5 |
| | | Modern Era (XV – XVIII a.C.) | 0 |
| 9 | Construction Era | | , 5 |
| | | | 0 |
| | | Contemporary Era (XIX a.C. – Today) | , 5 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried Archaeological Remains in | |
| | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 1 0 | Archaeological | site, based on the scientific archaeological studies performed on the site? | |
| | Remains | High probability (based on the available Archaeological information) | 2 |
| | | Description: This site represents the ancient mouth of the Bidente | |
| | | river in the south of Ravenna, where was built a port. In fact, the | |
| 1 | Value of the site | difficult management of the marshy territories and the hydrographic network in which the port of Classe was located, meant that | |
| | value of the site | 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. | |
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 1 | l intended as | | |
| 1 | interactions and | | |
| • | connections | | |
| b | with the port | | |
| | heritage | | |
| | Main | Description: The site is isolated and there are no touristic points of | |
| | Cultural/Touristi | interest at a distance of less than 3 km. | |
| 1 | c point of | Please, specify the distance (D) of the main Cultural/Touristic point | |
| 2 | Interest in the | of Interest from the Infrastructure/Building/Archaeological Site | |
| | surrounding | | |
| | Area | | |
| | Connection with Natural | Does the Infrastructure/Building/Archaeological site belong to an | |
| 1 | | area considered part of the NH? | |
| 3 | | | 0 |
| | Heritage (NH) | Code of the NH element: | |
| | Organisation of | Logistic | |
| | Internal Spaces | Description: The structure is used as a bell tower. From the access | |
| | related to the | the stairs lead to the openings to the top floor of the tower. There | |
| | last/current | have been no changes in usage over time, but many remakes that | |
| 1 | "final Intended | have always maintained the appearance of the structure similar to | |
| 4 | use" | 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. | |
| | Note: if the | | |
| | information is not | | |
| | available, do not | | |
| | fill this field | | |
| 1 | Structure and | Bearing Masonry | |
| 5 | Material | Description: The structure is well preserved and absolutely safe. | |
| | Characteristics | | |
| | | Electrical system | |



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

| Interreg Italy - Croatia TEMPUS | | D3.2.2 – Report including data sheets on port herit | tage |
|---------------------------------------|------------------|---|------|
| | transport: bus, | | |
| | train, etc.) | | |
| | What is the | | |
| | protection | | |
| 1 | status of the | Not Protected | |
| 9 | Infrastructure/B | Not Hotected | |
| | uilding/Archeol | | |
| | ogical site? | | |
| | Which is the | Facilitated | 2 |
| | level of | Description: | |
| | complexity of | | |
| | the | | |
| | administrative | | |
| | procedures to | | |
| 2 | be adopted to | | |
| 0 | manage it (see | | |
| | question 19) in | | |
| | terms of | | |
| | renovation/retr | | |
| | ofit or | | |
| | Temporary Uses | | |
| | activation ? | | |

* 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 | 0 Associated IT_RA_21 Code | | |
| 1 | Name/Title of the CH element | Fossa Augusta | |
| 2 | Date of the mapping | 12/06/2020 | |
| 3 Is it an Area with 3 Archeologic interest? | | Yes | |
| 4 Location/Addre 5 of building Via Corriera Antica, 48123 Ravenna | | Via Corriera Antica, 48123 Ravenna | |
| 5 | Property Tipology | Public | 1 |
| 6 | State of Occupancy | Partly Occupied | |
| 7 | State of | | 3 |
| 8 | | Total Is there a "surrounding Area" in safe conditions to be used as TU? Yes | 1 |
| | Level of Practicability | 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 possibile to organize | | |
|-----|---|--|-------------|
| | | events in a large area in total safety. ANNEX 1 | |
| | | Roman Era (III b.C III a.C.) | |
| | Construction | Late Antique Era (IV - VII a.C.) | 0 , 5 |
| 9 | Construction Era | 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 | In the ports, it was also a channel navigable by small boats. The city and at the same time it was a connection with distant areas, evidenced by the survival of some streets that bordered it. During the centuries the Fossa Augusta has always been maintained, with the important land reclamations of the XVIII century. | | |
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 11. | intended as | | |
| b | interactions and | | |
| | connections | | |



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

| 55 | Interreg Italy - Croatia | **** |
|----|-----------------------------|----------------|
| | TEMPUS | EUROPEAN UNION |

| | ogical Site and in the | | |
|-----|---------------------------------|--|---|
| | Surrounding Area | | |
| | Alea | | |
| | Note: if the | | |
| | information is not | | |
| | available, do not | | |
| | fill this field | | |
| | Accessibility | Presence of a paved road that lead to the | 2 |
| | with reference | Infrastructure/Building/Archeological Site, absence of a parking | |
| | to existing | Additional: Presence of a bycicle lane? | |
| 17 | infrastructures | | |
| 17 | in the | | |
| | Surrounding area for private | No | 0 |
| | mobility (car, | | |
| | bicycles, etc.) | | |
| | Accessibility | | |
| | with reference | | |
| | to existing | | |
| | infrastructures | | |
| 18 | for public | Upattoinable with public MoT (> 2km) | 0 |
| 10 | Means of | Unattainable with public MoT (> 3km) | 0 |
| | Transport - MoT | | |
| | (collective | | |
| | transport: bus, | | |
| | train, etc.) | | |
| | What is the | | |
| | protection | | |
| 19 | status of the | Not protected | |
| | Infrastructure/B | | |
| | uilding/Archeol | | |
| 0.0 | ogical site? | | |
| 20 | | Complicated | 0 |



| Which is the | Description: |
|-----------------|--------------|
| 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 ? | |



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/Addre ss 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 |
| | | Total Is there a "surrounding Area" in safe conditions to be used as TU? | 1 |
| 8 | Level of Practicability | Yes 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 | 1 |



| | | behind via Gastone de Foix there is the park of the Rocca Brancaleone that offers a sugegstive view. ANNEX 1 | |
|----|---------------------|--|-------------|
| | | Roman Era (III b.C III a.C.) | 0 , 5 |
| | | Late Antique Era (IV - VII a.C.) | 0 , 5 |
| 9 | Construction Era | Medieval Era (VIII - XIV a.C.) | 0 , 5 |
| | | Modern Era (XV – XVIII a.C.) | 0 , 5 |
| | | | 0 |
| | | Which is the probability to have buried Archaeological Remains | |
| | Buried | in the area surrounding the | |
| 10 | Archaeological | Infrastructure/Building/Archaeological site, based on the scientific | |
| | Remains | archaeological studies performed on the site? | 2 |
| | | Certain presence of buried Archaeological remains | 3 |
| | | 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 | |
| 11 | Value of the site | 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. | |



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



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



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

*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/Addre ss 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 |
| | | Partial | 0 , 5 |
| 8 | Level of | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | Practicability | Yes 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 | 1 |



| | | 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. | 0 |
| | | Roman Era (III b.C III a.C.) | 0 |
| | | Koman era (in b.c in a.c.) | ' 5 |
| | | | 0 |
| 9 | Construction Era | Late Antique Era (IV - VII a.C.) | |
| 9 | Construction era | | ' 5 |
| | | | 0 |
| | | | 0 |
| | | | 0 |
| _ | | Which is the probability to have buried Archaeological Remains in | 0 |
| | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 1 | Archaeological | site, based on the scientific archaeological studies performed on | |
| 0 | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| | | Description: In this place was built the ancient port wanted by | - |
| | | Augustus for the city of Ravenna, currently the structures are buried, | |
| 1 | | but the site allows to evoke one of the numerous port realities of | |
| 1 | Value of the site | 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 | |
| | Value of the site | Description (fill this field only if it is different from point 11): | |
| 1 | intended as | | |
| 1 | interactions and | | |
| • | connections | | |
| b | with the port | | |
| | heritage | | |
| | Main | Description: The main tourist place is Piazza Arcivescovado, where | |
| | Cultural/Touristi | there are the Archiepiscopal Museum and the Neonian Baptistery. | |
| 1 | c point of | This place is 1 km far and the Square has been mapped as a point | |
| 2 | Interest in the | of interest for the Tempus project | |
| | surrounding | Please, specify the distance (D) of the main Cultural/Touristic point | |
| | Area | of Interest from the Infrastructure/Building/Archaeological Site | |



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



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



| manage it (see | |
|-----------------|--|
| question 19) in | |
| terms of | |
| renovation/retr | |
| ofit or | |
| Temporary Uses | |
| activation? | |

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

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|---|---------------------------------|--|---|
| | | | S |
| | | | с |
| | | | 0 |
| | | | r |
| | | | е |
| 0 | Associated | IT_RA_24 | |
| | Code | 11_1\7_27 | |
| 1 | Name/Title of | Magazzini Porto di Classe | |
| | the CH element | Wagazzini i Orto di Classe | |
| 2 | Date of the | 09/07/2020 | |
| 2 | mapping | 03/07/2020 | |
| | ls it an Area with | | |
| 3 | Archeologic | Yes | |
| | interest? | | |
| | Location/Addre | | |
| 4 | ss of the | Via Marabina, 7 Zona Ponte Nuovo-Classe, 48124 Ravenna | |
| | building | | |
| 5 | Property | Public | 1 |
| 5 | Tipology | FUDIC | |
| 6 | State of | Occupied | |
| 6 | Occupancy | Occupied | |



| | State of | | |
|----|-------------------|--|--------------------|
| 7 | preservation | Well preserved (no need of interventions) | 3 |
| | • | Total | 1 |
| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | | Yes | 1 |
| | Level of | Description: The ancient warehouses of the Porto di Classe are | |
| 8 | Practicability | located inside the Archaeological Park of the Ancient Port. There are | |
| | Tracticability | 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 | |
| | | | 0 |
| | | Late Antique Era (IV - VII a.C.) | , |
| | | | 5 |
| | | | 0 |
| 9 | Construction Era | Medieval Era (VIII - XIV a.C.) | , |
| | | | 5 |
| | | | 5 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried Archaeological Remains in | |
| 1 | Buried | the area surrounding the Infrastructure/Building/Archaeological | |
| 0 | Archaeological | site, based on the scientific archaeological studies performed on | |
| | Remains | the site? | |
| | | Certain presence of buried Archaeological remains | 3 |
| | | Description: The site of the Classe port, and in particular the | |
| 1 | Value of the site | warehouses, evoke the possibility of the ancient landings to store goods and materials. These warehouses had a long life and when | |
| 1 | value of the site | the port was covered up they were transformed into private houses. | |
| | | ANNEX 2 | |
| 1 | Value of the site | Description (fill this field only if it is different from point 11): | $\left - \right $ |
| 1 | intended as | | |
| | interactions and | | |
| b. | connections | | |
| ~ | | | |



| | with the port heritage | | |
|--------|---|--|---|
| 1 2 | Main Cultural/Touristi c 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? Code of the NH element: | 0 |
| 1 | Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not | 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 | fill this field 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 Sanitary Installation | 3 |



| I | | | | |
|--------|--------------------------------------|--|---|--|
| | the | Presence of a public network in the Surrounding Area, presence of | | |
| | Infrastructure/B | connections to the public network, presence of systems in the | 3 | |
| | uilding/Archeol | Infrastructure/Building/Archeologic Site | | |
| | ogical Site and | Gasworks | | |
| | 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 | 3 | |
| | Note: if the | Infrastructure/Building/Archeologic Site | | |
| | information is not | | | |
| | available, do not fill this field | | | |
| | Accessibility | Presence of a paved road that lead to the | | |
| | with reference | Infrastructure/Building/Archeological Site and of a parking in the | 3 | |
| 1 7 | to existing | surrounding area | 5 | |
| | infrastructures | Additional: Presence of a bycicle lane? | | |
| | in the | | | |
| | Surrounding | | | |
| | area for private | Yes | 1 | |
| | mobility (car, | | | |
| | bicycles, etc.) | | | |
| | Accessibility | | | |
| | with reference | | | |
| | to existing | | | |
| | infrastructures | | | |
| 1 | for public | | 1 | |
| 8 | Means of | Close to public MoT (< 500 m)* | ′ | |
| | Transport - MoT | | 5 | |
| | (collective | | | |
| | transport: bus, | | | |
| | train, etc.) | | | |
| | What is the | | | |
| 1 | protection | | | |
| 9 | status of the | Protected | | |
| | Infrastructure/B | | | |
| | | | | |



| | uilding/Archeol | | |
|---|-----------------|--------------|---|
| | ogical site? | | |
| | Which is the | Facilitated | 2 |
| | level of | Description: | |
| | complexity of | | |
| | the | | |
| | administrative | | |
| | procedures to | | |
| 2 | be adopted to | | |
| 0 | manage it (see | | |
| | question 19) in | | |
| | terms of | | |
| | renovation/retr | | |
| | ofit or | | |
| | Temporary Uses | | |
| | activation ? | | |

* 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 | | | |
|---------------------------------|--|--|-----|
| | | | Sco |
| | | | re |
| 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 |
| | | | 0 |
| 8 | Level of Practicability | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | | Yes | 1 |
| | | Description: Suitable for smaller open-air public events. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to | |
| 10 | Buried Archaeological Remains | have buried Archaeological | |
| | | Remains in the area | |



| | | surrounding the | |
|-----|--|-------------------------------|---|
| | | Infrastructure/Building/Arc | |
| | | haeological site, based on | |
| | | the scientific | |
| | | archaeological studies | |
| | | performed on the site? | |
| | | Low probability (based on | |
| | | the available | 1 |
| | | Archaeological | |
| | | information) | |
| | | Description: Small port near | |
| | | the city centre right next to | |
| | | football stadium Kantrida. It | |
| | | lacks great architectural or | |
| | | artistic value but it | |
| | | represents living | |
| | | mediterrannean maritime | |
| | | culture and intangible | |
| 11 | Value of the site | 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. | |
| | | Description (fill this field | |
| 11. | Value of the site intended as interactions and | only if it is different from | |
| b | connections with the port heritage | point 11): | |
| | | Description: All the main | |
| 12 | Main Cultural/Touristic point of Interest in the | sights of Rijeka are within | |
| 12 | surrounding Area | the radius of 3km. | |
| | | | |



| | TEMPUS EUROPEAN UNION | | |
|----|--|------------------------------|--------|
| | | Please, specify the distance | |
| | | (D) of the main | |
| | | Cultural/Touristic point of | |
| | | Interest from the | |
| | | Infrastructure/Building/Arc | |
| | | haeological Site | |
| | | 2 km < D < 3 km | |
| | | Does the | |
| | | Infrastructure/Building/Arc | |
| | | haeological site belong to | |
| 13 | Connection with Natural Heritage (NH) | an area considered part of | |
| | | the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | | | |
| | Organization of Internal Spaces related to the | Description: Traditional | |
| | Organisation of Internal Spaces related to the | small mediterranean port | |
| 14 | last/current "final Intended use" | with a mole and a lot of | |
| | <i>Note: if the information is not available, do not fill this field</i> | wooden magazines still | |
| | | used by the local | |
| | | community. | |
| | | Bearing Masonry | |
| 15 | Structure and Material Characteristics | Well preserved. Still in its | |
| | | original function. | |
| | | Electrical system | |
| | | Presence of a public | |
| | Technical Systems, Services and sub-services | network in the | |
| | available into the | Surrounding Area, | |
| 16 | Infrastructure/Building/Archeological Site and in the | presence of connections to | 3 |
| U | Surrounding Area | the public network, | ر ا |
| | | presence of systems in the | |
| | Note: if the information is not available, do not fill this field | Infrastructure/Building/Arc | |
| | | heologic 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/Arc heologic 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/Arc heologic 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/Arc heological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane? | 3 |
| 18 | Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.) | No Close to public MoT (< 500 m) | 0 |
| 19 | What is the protection status of the Infrastructure/Building/Archeological site? | | |
| 2 0 | Which is the level of complexity of the administrative procedures to be adopted to manage it (see | Ordinary Description: Permissions needed from Port | 1 |



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

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

| | MAPPING CRITERIA FOR CH ELEMENT | | |
|---|--|--|-----|
| | | | Sc |
| | | | or |
| | | | е |
| 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 |
| | | Partial | 0,5 |
| | | Is there a "surrounding Area" in | |
| | | safe conditions to be used as TU? | |
| | | Yes | 1 |
| | | Description: There is possibility of | |
| 8 | Level of Practicability | open-air events and smaller indoor events at the rennovated 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 |



| | TEMPUS EUROPEAN UNION | | _ I |
|----|-----------------------------------|--------------------------------------|-----|
| | | | 0 |
| | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in | |
| | | the area surrounding the | |
| | | Infrastructure/Building/Archaeolog | |
| 1 | Duried Angles also sized Demosing | ical site, based on the scientific | |
| 0 | Buried Archaeological Remains | archaeological studies performed | |
| | | on the site? | |
| | | Low probability (based on the | |
| | | available Archaeological | 1 |
| | | information) | |
| | | 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 | |
| 11 | Value of the site | 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 | |
| | | is story, and ough in substantially | |



| | | | . I |
|----|--|---|-----|
| | | 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 | Description (fill this field only if it is | |
| .b | connections with the port heritage | different from point 11): | |
| | | Description: All the main sights of | |
| | | Rijeka are within the radius of 2km. | |
| | | Please, specify the distance (D) of | |
| 1 | Main Cultural/Touristic point of Interest in the | the main Cultural/Touristic point of | |
| 2 | surrounding Area | Interest from the | |
| | surrounding Area | | |
| | | Infrastructure/Building/Archaeolog ical Site | |
| | | | |
| | | | |
| | | Does the | |
| | | Infrastructure/Building/Archaeolog | |
| 1 | Connection with Natural Heritage (NH) | ical site belong to an area | |
| 3 | 3 () | considered part of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces related to the | | |
| 1 | last/current "final Intended use" | Description: | |
| 4 | | | |
| | Note: if the information is not available, do not fill | | |
| | this field | | |
| | | Reinforced Concrete frame | |
| 1 | Structure and Material Characteristics | structure | |
| 5 | | Description: Parts are also wooden | |
| | | and parts are made of steel | |
| | Technical Systems, Services and sub-services | Electrical system | |
| 1 | available into the | Presence of a public network in | |
| 6 | Infrastructure/Building/Archeological Site | the Surrounding Area, presence of | 3 |
| | and in the Surrounding Area | connections to the public network, | |
| L | | | |



| | | processos of a stores in the | I |
|---|--|-------------------------------------|-----|
| | <i>Note:</i> if the information is not available, do not fill this field | 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, | 3 |
| | | presence of systems in the | S |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in | |
| | | the Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Presence of a paved road that lead | |
| | | to the | |
| | Accessibility with reference to existing infrastructures in the Surrounding area for | Infrastructure/Building/Archeologic | 3 |
| 1 | | al Site and of a parking in the | |
| 7 | | surrounding area | |
| | private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| 4 | Accessibility with reference to existing | | |
| 1 | infrastructures for public Means of Transport | Close to public MoT (< 500 m) | 1,5 |
| 8 | - MoT (collective transport: bus, train, etc.) | | |
| 1 | What is the protection status of the | | |
| 9 | Infrastructure/Building/Archeological site? | | |
| 2 | Which is the level of complexity of the | Complicated | 0 |
| 2 | administrative procedures to be adopted to | Description: Multiple owners, parts | |
| 0 | manage it (see question 19) in terms of | are privately owned, parts are | |
| | | | |



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

RIJEKA – CH ELEMENT NUMBER 3 – TOTAL SCORE 20

| | MAPPING CRITERIA FOR CH ELEMENT | | | | |
|----|--|--|------|--|--|
| | | | Scor | | |
| | | | е | | |
| 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 | C | | |
| 7 | | interventions) | 3 | | |
| | Level of Practicability | Total | 1 | | |
| | | Is there a "surrounding Area" in safe | | | |
| | | conditions to be used as TU? | | | |
| 8 | | Yes | 1 | | |
| | | Suitable for open-air events because | | | |
| | | the Chapel is situated in a large square | | | |
| | | in the city centre. | | | |
| | Construction Era | Modern Era (XV – XVIII a.C.) | 0,5 | | |
| | | | 0 | | |
| 9 | | | 0 | | |
| | | | 0 | | |
| | | | 0 | | |
| | Buried Archaeological Remains | Which is the probability to have | | | |
| 10 | | buried Archaeological Remains in the | | | |
| | | area surrounding the | | | |



| | | | 1 |
|-----|---------------------------------------|---|---|
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| | Value of the site | passed right through the Chapel | |
| | | which served as a communication | |
| | | point for citizens on both sides of the | |
| | | border. After the War Destruction and | |
| 11 | | 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 | |
| | | religous 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. | |
| | Value of the site intended as | | |
| 11. | interactions and connections with the | | |
| b | port heritage | | |
| | | Croatian National Theatre, Peek & | |
| 12 | Main Cultural/Touristic point of | Poke Museum, Natural History | |
| | Interest in the surrounding Area | Museum, Maritime and History | |
| | | wascum, wantime and mistory | |



| | | Museum of the Croatian Littoral (Governer'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 |
| 14 | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | Code of the NH element: 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</i> <i>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 Sanitary Installation | 3 |



| | | 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 Gasworks | 3 |
|----|--|---|-----|
| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area | 3 |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | Which is the level of complexity of the | | 0 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | Gradska uprava grada Rijeke | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | | | е |
| 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 |
| | Level of Practicability | Partial | 0,5 |
| | | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | Yes | 1 |
| | | Suitable for open-air public events | |
| | Construction Era | Modern Era (XV – XVIII a.C.) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| 10 | Buried Archaeological Remains | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Low probability (based on the | 1 |
| | | 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) | DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element: | 0 |
| 14 | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | Description: | |
| 15 | Structure and Material Characteristics | Stone | |



| | | 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 | |
| | Technical Systems, Services and sub- | Sanitary Installation | |
| | services available into the | Presence of a public network in the | |
| | Infrastructure/Building/Archeological | Surrounding Area, presence of | |
| 16 | Site and in the Surrounding Area | connections to the public network, | 2 |
| | | presence of systems in the | 3 |
| | Note: if the information is not available, do | Infrastructure/Building/Archeologic | |
| | not fill this field | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Presence of a paved road that lead to | |
| | | the | |
| | Accessibility with reference to existing | Infrastructure/Building/Archeological | 3 |
| 17 | infrastructures in the Surrounding area | Site and of a parking in the | |
| | for private mobility (car, bicycles, etc.) | surrounding area | |
| | ···· p······· ························ | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| 18 | Accessibility with reference to existing | | |
| | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| | Transport - MoT (collective transport: | m and < 1 km) | |
| | bus, train, etc.) | | |



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

RIJEKA – CH ELEMENT NUMBER 5 – TOTAL SCORE 20

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|---------------------------------------|------|
| | | | Scor |
| | | | е |
| 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 | 3 |
| <u> </u> | | interventions) | |
| | Level of Practicability | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | Yes | 1 |
| | | Possibility of organization of small | |
| | | scale events on the premises. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| 9 | Construction Era | | 0 |
| 9 | | | 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 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, | |



| | 1011 1014 2010 ⁻¹ 1014 2010 ⁻¹ | | - |
|----------|---|---|---|
| | | 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 becouse 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. | |
| 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 | Moguénost 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: | |
|----|--|---------------------------------------|---|
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| | | | |
| | <i>Note: if the information is not available, do not fill this field</i> | | |
| 15 | Structure and Material Characteristics | Steel structure | |
| | | Armirani beton, č elik | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | С |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | Technical Systems, Services and sub- | Sanitary Installation | |
| | services available into the | Presence of a public network in the | |
| | Infrastructure/Building/Archeological | Surrounding Area, presence of | |
| 16 | Site and in the Surrounding Area | connections to the public network, | 3 |
| | | presence of systems in the | 5 |
| | <i>Note: if the information is not available, do</i> | Infrastructure/Building/Archeologic | |
| | not fill this field | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | Accessibility with reference to existing | Presence of a paved road that lead to | |
| 17 | infrastructures in the Surrounding area | the | 3 |
| | for private mobility (car, bicycles, etc.) | Infrastructure/Building/Archeological | |



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

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

| | MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------------|--|---------------------------------------|------|--|
| | | | Scor | |
| | | | е | |
| 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 procession | Well preserved (no need of | n | |
| 7 State of preservation interventions | | interventions) | 3 | |
| 8 | Level of Practicability | Total | 1 | |



| | | | I |
|----|-------------------------------|--|-----|
| | | 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. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | Buried Archaeological Remains | buried Archaeological Remains in the | |
| | | area surrounding the | |
| | | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| 10 | | archaeological studies performed on | |
| | | the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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 | |
| | | | |



| 11. | Value of the site intended as | 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. | |
|-----|--|---|---|
| b | 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 |
| 14 | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | Code of the NH element: Description: | |
| 15 | Structure and Material Characteristics | Steel structure Kamen, beton | |
| | Technical Systems, Services and sub- | Electrical system | |
| 16 | services available into the Infrastructure/Building/Archeological | Presence of a public network in the Surrounding Area, presence of | 3 |



| | Site and in the Surrounding Area | connections to the public network, | |
|----|---|---------------------------------------|---|
| | | presence of systems in the | |
| | Note: if the information is not available, do | Infrastructure/Building/Archeologic | |
| | not fill this field | Site | |
| | | Sanitary Installation | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | С |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 2 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Presence of a paved road that lead to | |
| | | the | |
| | Association with reference to evicting | Infrastructure/Building/Archeological | 3 |
| 17 | Accessibility with reference to existing | Site and of a parking in the | |
| 17 | infrastructures in the Surrounding area | surrounding area | |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| 10 | Transport - MoT (collective transport: | m and < 1 km) | I |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| 20 | | Ordinary | 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 | | | |
|----|----------------------------------|---|------|--|
| | | | Scor | |
| | | | е | |
| 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 | No | | |
| | interest? | | | |
| 4 | Location/Address of the building | Ružićeva 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 | |
| | Level of Practicability | Total | 1 | |
| | | Is there a "surrounding Area" in safe | | |
| 8 | | conditions to be used as TU? | | |
| | | Yes | 1 | |
| | | | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| | | | 0 | |
| 9 | Construction Era | | 0 | |
| | | | 0 | |
| | | | 0 | |
| 10 | Buried Archaeological Remains | Which is the probability to have buried | | |
| | builed Archaeological Remains | 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 | 0 |
| | | information about 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 . | |
| 11 | Value of the site | 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. | Value of the site intended as | | |
| b | interactions and connections with | | |
| | the port heritage | | |
| 12 | Main Cultural/Touristic point of | Trsat Castle, Croatian National Theatre, | |
| | Interest in the surrounding Area | Peek & Poke Museum, Natural History | |



| | EUROPEAN UNION | | |
|----|---|---|---|
| | | Museum, Maritime and History Museum | |
| | | of the Croatian Littoral (Governer'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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage | site belong to an area considered part of | |
| 13 | (NH) | the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| | | | |
| | Note: if the information is not available, | | |
| | do not fill this field | | |
| 15 | Structure and Material | Steel structure | |
| | Characteristics | Stone, concrete, steel, wood | |
| | Technical Systems, Services and | Electrical system | |
| | sub-services available into the | Presence of a public network in the | |
| 16 | Infrastructure/Building/Archeologic | Surrounding Area, presence of | |
| | al Site and in the Surrounding Area | connections to the public network, | 3 |
| | | presence of systems in the | |
| | <i>Note: if the information is not available,</i> | Infrastructure/Building/Archeologic Site | |
| | do not fill this field | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area | 3 |
| | mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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/Archeologic al site? | Not protected | |
| | Which is the level of complexity of | Ordinary | 1 |
| | the administrative procedures to be | Ministarstvo Kulture republike Hrvatske | |
| 20 | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit | | |
| | or Temporary Uses activation? | | |



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

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



| | | | 1 |
|----------|---------------------------------------|--|---|
| | | archaeological studies performed on | |
| | | the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| | Value of the site | from the Žabica square to Brgud | |
| | | (today's 3. Maj Shipyard), with the | |
| 11 | | intention of transhipment 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 renforced | |
| | | concrete. | |
| 11 | Value of the site intended as | | |
| 11. L | interactions and connections with the | | |
| b | port heritage | | |
| 12 | | All major Rijeka landmarks are within 2 | |
| | | km radius. | |
| | Main Cultural/Touristic point of | Please, specify the distance (D) of the | |
| | Interest in the surrounding Area | main Cultural/Touristic point of | |
| | | Interest from the | |
| | | | |



| | | Infrastructure/Building/Archaeological | |
|-----|--|---|---|
| | | Site | |
| | | 1 km < D < 2 km | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 17 | Connection with Natural Heritage | site belong to an area considered part | |
| 13 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| 1-4 | | | |
| | Note: if the information is not available, | | |
| | do not fill this field | | |
| 15 | Structure and Material Characteristics | Steel structure | |
| | | Stone, reinforced concrete, steel, wood | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | 5 |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Note: if the information is not available, | connections to the public network, | 3 |
| | do not fill this field | presence of systems in the | Ū |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | 3 |
| | | Surrounding Area, presence of | J |



| | | 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 bycicle 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 | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be | Ministarstvo Kulture Republike | |
| | adopted to manage it (see question | Hrvatske, Port Authority, Municipality | |
| | 19) in terms of renovation/retrofit or | of Rijeka | |
| | Temporary Uses activation ? | | |



RIJEKA – CH ELEMENT NUMBER 9 – TOTAL SCORE 19

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---|--|---|------|
| | | | Scor |
| | | | е |
| 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 Bara č a, Rijeka | |
| 5 | Property Tipology | Public (State) | 0,5 |
| 6 | State of Occupancy | Occupied | |
| 7 | State of proconvation | Need of minor interventions on non- | 2 |
| / | State of preservation | structural elements (interior finishes) | 2 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| | | conditions to be used as TU? | |
| Q | Level of Practicability | Yes | 1 |
| | | No possibility of event organizing | |
| | | because the object is still used by | |
| | | Croatian Railroad Company (Hrvatske | |
| 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) 6 State of Occupancy Occupied 7 State of preservation Need of minor interventions on non- structural elements (interior finishes) 7 Level of Practicability Yes 8 Level of Practicability Yes | | | |
| 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) 6 State of Occupancy Occupied 7 State of preservation Need of minor interventions on non- structural elements (interior finishes) 7 State of preservation Total 8 Level of Practicability Yes 8 Level of Practicability Ves 9 Construction Era Contemporary Era (XIX a.C. – Today) 9 Construction Era Which is the probability to have buried Archaeological Remains 10 Buried Archaeological Remains Which is the probability to have buried Archaeological Remains | 0,5 | | |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | | buried Archaeological Remains in the | |
| | Buried Archaeological Remains | 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 | 0 |
| | | information about the site | Ū |
| | | 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 | |
| 11 | | be assumed that the storage was built | |
| 11 | Value of the site | 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. | Value of the site intended as | | |
| b | interactions and connections with the | | |
| | port heritage | | |
| 12 | | Nearest Cultural/Touristic point of | |
| | Main Cultural/Touristic point of | Interest is Museum of Modern and | |
| | Interest in the surrounding Area | 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 Does the | |
|----|--|---|---|
| 13 | Connection with Natural Heritage (NH) | Infrastructure/Building/Archaeological site belong to an area considered part of the NH? No Code of the NH element: | 0 |
| 14 | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | Description: Original layout preserved | |
| 15 | Structure and Material Characteristics | Steel structure Stone, concrete, steel, wood | |
| | | Electrical system | |
| 16 | Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological | 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 |
| 01 | Site and in the Surrounding Area | Sanitary Installation | |
| | <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 |



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



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|------|
| | | | Scor |
| | | | е |
| 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 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| | Level of Practicability | conditions to be used as TU? | |
| 8 | | Yes | 1 |
| | | Abundance of outdoor and indoor | |
| | | spaces suitable for bigger and smaller | |
| | | events. | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| 10 | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |



| Absence of buried Archaeologic remains or absence of Archaeolog information about the site | |
|--|--------|
| | ical 0 |
| information about the site | |
| | |
| Warehouse no. 17 was built on | the |
| former Mary Valerius Pier, kno | own |
| today as Visin Pier. It was planned | by |
| the Hungarian architect Ferenc F | faff |
| who was hired by the Hungarian S | tate |
| Railways. The construction took p | ace |
| between 1906 and 1909. | The |
| monumental building was desig | ned |
| with a rectangular door and tracks | for |
| railway cars which were pas | sing |
| through the centre of the ground fl | oor, |
| above which there are three m | ore |
| storeys. Besides historicist eleme | ents |
| visible in the construction of the | port |
| windows and the stone balustrade | hat |
| 11 Value of the site conceals the roof, the spirit | of |
| Modernism is captured thro | ugh |
| accentuated horizontal lines | and |
| connected balconies on the eas | ern |
| and western facade. It was the | first |
| warehouse in Rijeka with a struc | ure |
| consisting entirely of reinfor | ced |
| concrete, according to the Coignet | -De |
| Tedesco system. The sa | ime |
| methodology was later used in | the |
| construction of the Metrop | |
| warehouse. The work was carried | out |
| by the Budapest-based comp | - |
| Grunwald Testverek. The load-bea | ring |
| capacity of the building was enhan | ced |
| to 1,500 kg/m2. | |



| 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) | DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element: | 0 |
| 14 | Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not fill this field | 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,</i> <i>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 Sanitary Installation | 3 |



| | | 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 bycicle 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 Ministarstvo Kulture Republike Hrvatske, Port Authority, Municipality of Rijeka | 1 |



RIJEKA – CH ELEMENT NUMBER 11 – TOTAL SCORE 18

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | Scor | |
| | | | е |
| 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 process stice | Need of interventions on structural | 1 |
| 7 | State of preservation | framework | 1 |
| | | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| 8 | Level of Practicability | conditions to be used as TU? | |
| | | Yes | 1 |
| | | Not suitable for events at the moment | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| 10 | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |



| | EMPUS EUROPEAN UNION | | |
|----|----------------------|---|---|
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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 | |
| | | | |



| | EMPUS EUROPEAN UNION | | |
|---------|---------------------------------------|--|--|
| | | 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 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. | |
| 11. | Value of the site intended as | | |
| n. b | interactions and connections with the | | |
| 5 | 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) | DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?Code of the NH element: | 0 |
| 14 | Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do</i> <i>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</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 Sanitary Installation | 3 |
| | not fill this field | 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, | 2 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | 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 | 3 |
| 17 | | Site and of a parking in the | |
| 17 | | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Easy to attain with public MoT (> 500 | 1 |
| | Transport - MoT (collective transport: | m and < 1 km) | I |
| | bus, train, etc.) | | |
| 19 | What is the protection status of the | | |
| | Infrastructure/Building/Archeological | Protected | |
| | site? | | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be | | |
| | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |



RIJEKA – CH ELEMENT NUMBER 12 – TOTAL SCORE 17

| MAPPING CRITERIA FOR CH ELEMENT | | | | |
|---------------------------------|--|--|------|--|
| | | | Scor | |
| | | | е | |
| 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 | 1 | |
| | | framework | | |
| | Level of Practicability | Total | 1 | |
| | | Is there a "surrounding Area" in safe | | |
| 8 | | conditions to be used as TU? | | |
| | | Yes | 1 | |
| | | | | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| 9 | | | 0 | |
| | | | 0 | |
| | | | 0 | |
| | | | 0 | |
| | | Which is the probability to have | | |
| | Buried Archaeological Remains | buried Archaeological Remains in the | | |
| 10 | | area surrounding the | | |
| | | Infrastructure/Building/Archaeological | | |
| | | site, based on the scientific | | |
| | | archaeological studies performed on | | |
| | | the site? | | |



| | I | | |
|----|-------------------|---|---|
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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 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. | |
|----------|---|--|--|
| 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 40 | Connection with Natural Heritage | site belong to an area considered part | |
| 13 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| 17 | | | |
| | Note: if the information is not available, do | | |
| | not fill this field | | |
| 15 | Structure and Material Characteristics | Reinforced Concrete frame structure | |
| | | Reinforced concrete, steel | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | - |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Note: if the information is not available, do | connections to the public network, | 3 |
| | not fill this field | presence of systems in the | |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | 3 |
| | | Surrounding Area, presence of | |



| | | 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 bycicle 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 | Complicated | 0 |
| | administrative procedures to be | | |
| 20 | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |

RIJEKA – CH ELEMENT NUMBER 13 – TOTAL SCORE 15

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|------------------------------------|--|
| | | Scor | |
| | | | |
| 0 | Associated Code | HR_RI_13 | |
| 1 | Name/Title of the CH element | Steamer Uragan | |
| 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 |
| | | Total | 1 |
| 8 | Level of Practicability | Is there a "surrounding Area" in safe conditions to be used as TU? | |
| | | No | 0 |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 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 | |



| | | 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. | |
|----------|---|--|--|
| 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 12 | Connection with Natural Heritage | site belong to an area considered part | |
| 13 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| | | | |
| | Note: if the information is not available, do | | |
| | not fill this field | | |
| 15 | Structure and Material Characteristics | Other | |
| | | | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| 10 | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | Notes if the information is not available do | Surrounding Area, presence of | |
| | <i>Note: if the information is not available, do not fill this field</i> | connections to the public network, | 3 |
| | | presence of systems in the | |
| | | Infrastructure/Building/Archeologic Site | |
| | | Gasworks | |
| | | | |
| | | Total lack of systems in the | 0 |
| | | Infrastructure/Building/Archeological | |



| | | 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 bycicle 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 | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | | |



RIJEKA – CH ELEMENT NUMBER 14 – TOTAL SCORE 19

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | | |
| | | | е |
| 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 | |
| _ | State of announcetion | Need of interventions on structural | 1 |
| 7 | State of preservation | framework | 1 |
| | | Total | 1 |
| | Level of Practicability | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | Yes | 1 |
| | | | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| 10 | Buried Archaeological Remains | 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 |
|----|-------------------|--|---|
| | | 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. | |
| 11 | Value of the site | 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 Conservationand 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 conservatorsrestorers. 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.



| 11. b | Value of the site intended as interactions and connections with the port heritage | | |
|----------|---|---|---|
| | | Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated | |
| 12 | Main Cultural/Touristic point of Interest in the surrounding Area | 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 | |
| | | Does the Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage (NH) | site belong to an area considered part of the NH? | |
| | | No Code of the NH element: | 0 |
| | Organisation of Internal Spaces | | |
| 14 | 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 | |
| | Technical Systems, Services and sub- | Electrical system | |
| | services available into the | Presence of a public network in the | |
| | Infrastructure/Building/Archeological | Surrounding Area, presence of | |
| 16 | Site and in the Surrounding Area | connections to the public network, | 3 |
| | <i>Note: if the information is not available, do</i> | presence of systems in the | |
| | not fill this field | Infrastructure/Building/Archeologic Site | |

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| I | | | |
|----|---|---------------------------------------|-----|
| | | Sanitary Installation | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 2 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | 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 | 3 |
| | | Site and of a parking in the | |
| 17 | | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 10 | infrastructures for public Means of | Close to public MoT (< 500 m) | 4 5 |
| 18 | Transport - MoT (collective transport: | | 1,5 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Protected* | |
| | site? | | |
| | Which is the level of complexity of the | Ordinary | 1 |
| | administrative procedures to be | | |
| 20 | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |
| | remporary oses detivation : | | |



*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 | | | |
|----|--|--|-----|--|
| | | | | |
| | | | е | |
| 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 Bara č a, 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 | |
| | | Total | 1 | |
| | | Is there a "surrounding Area" in safe | | |
| 8 | Level of Practicability | conditions to be used as TU? | | |
| | | Yes | 1 | |
| | | | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| | | | 0 | |
| 9 | Construction Era | | 0 | |
| | | | 0 | |
| | | | 0 | |
| | | Which is the probability to have | | |
| 10 | | buried Archaeological Remains in the | | |
| | Buried Archaeological Remains | 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 | 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,



| | | | 1 |
|-----|---------------------------------------|---|---|
| | | 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. | |
| | Value of the site intended as | | |
| 11. | interactions and connections with the | | |
| b | port heritage | | |
| | port nentage | Nearest Cultural/Touristic point of | |
| | | Nearest Cultural/Touristic point of | |
| | | Interest is Museum of Modern and | |
| | | Contemporary Art which is situated | |
| | | aprx. 1km away. | |
| 12 | Main Cultural/Touristic point of | | |
| | Interest in the surrounding Area | main Cultural/Touristic point of | |
| | | Interest from the | |
| | | Infrastructure/Building/Archaeological | |
| | | Site | |
| | | 1 km < D < 2 km | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| 14 | | | |
| | | | |



| | OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field | Description: | |
|----|--|---|---|
| 15 | Structure and Material Characteristics | Other | |
| | | 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 |
| | Technical Systems, Services and sub- | Sanitary Installation | |
| 16 | services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i> <i>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 |
| | | 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 bycicle | |
|----|--|-----------------------------------|-----|
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 18 | infrastructures for public Means of | Class to public MoT (< 500 m) | 1 ⊑ |
| 10 | Transport - MoT (collective transport: | Close to public MoT (< 500 m) | 1,5 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Protected* | |
| | site? | | |
| | Which is the level of complexity of the | Ordinary | 1 |
| | administrative procedures to be | | |
| 20 | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |

*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 | | | |
|---|--|---|------|--|
| | | | Scor | |
| | | | е | |
| 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 procentation | Need of minor interventions on non- | 2 | |
| | State of preservation | structural elements (interior finishes) | ۷ | |
| 8 | Level of Practicability | Total | 1 | |



| | | Is there a "surrounding Area" in safe conditions to be used as TU? | |
|----|-------------------------------|--|-----|
| | | Yes | 1 |
| | | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| 10 | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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-ofthe-art and it operated very well. The complex also owned the first steam engine in the Balkans, another proof thatit 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.



| 11. b | Value of the site intended as interactions and connections with the port heritage | | |
|----------|---|---|---|
| | | Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated | |
| 12 | Main Cultural/Touristic point of Interest in the surrounding Area | 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 | |
| | Connection with Natural Heritage (NH) | Does the Infrastructure/Building/Archaeological | |
| 13 | | site belong to an area considered part of the NH? | |
| | | No Code of the NH element: | 0 |
| | Organisation of Internal Spaces | | |
| 14 | 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 | |
| | Technical Systems, Services and sub- | Electrical system | |
| | services available into the | Presence of a public network in the | |
| | Infrastructure/Building/Archeological | Surrounding Area, presence of | |
| 16 | Site and in the Surrounding Area | connections to the public network, | 3 |
| | <i>Note: if the information is not available, do</i> | presence of systems in the | |
| | not fill this field | Infrastructure/Building/Archeologic Site | |

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| I | | | |
|----|---|---------------------------------------|-----|
| | | Sanitary Installation | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 2 |
| | | presence of systems in the | 3 |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | 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 | 3 |
| | | Site and of a parking in the | |
| 17 | | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 10 | infrastructures for public Means of | Close to public MoT (< 500 m) | 4 5 |
| 18 | Transport - MoT (collective transport: | | 1,5 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Protected* | |
| | site? | | |
| | Which is the level of complexity of the | Ordinary | 1 |
| | administrative procedures to be | | |
| 20 | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation ? | | |
| | remporary oses detivation : | | |



Г

*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 | | | |
|---------------------------------|----------------------------------|---|-----|
| | | | |
| | | | е |
| 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 | No | |
| | interest? | | |
| 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- | 2 |
| / | | structural elements (interior finishes) | ۷ |
| | Level of Practicability | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | Yes | 1 |
| | | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | Construction Era | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have buried | |
| 10 | | Archaeological Remains in the area | |
| 10 | Buried Archaeological Remains | surrounding the | |
| | | Infrastructure/Building/Archaeological | |



| | l | | 1 |
|----|-------------------|--|---|
| | | site, based on the scientific archaeological | |
| | | studies performed on the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 Ružićeva 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 | |
| 11 | Value of the site | 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, | |

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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. | |
| 11 | Value of the site intended as | | |
| 11. | interactions and connections with | | |
| b | the port heritage | | |
| | | 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 | |
| 12 | Main Cultural/Touristic point of | main Cultural/Touristic point of Interest | |
| | Interest in the surrounding Area | from the | |
| | | Infrastructure/Building/Archaeological | |
| | | Site | |
| | | 1 km < D < 2 km | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological site | |
| 10 | Connection with Natural Heritage | belong to an area considered part of the | |
| 13 | (NH) | NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| 14 | | | |
| | <i>Note:</i> if the information is not available, do not fill this field | | |
| 15 | Structure and Material | Other | |
| 15 | Characteristics | | |
| 16 | | 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 |
|----|---|---|-----|
| | Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeologi cal Site and in the Surrounding Area <i>Note: if the information is not</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 |
| | available, do not fill this field | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane? | 3 |
| | mobility (car, bicycles, etc.) | 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/Archeologi cal 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 |



renovation/retrofit or Temporary

Uses activation?

RIJEKA – CH ELEMENT NUMBER 18 – TOTAL SCORE 21

| | MAPPING CRITERIA FOR CH ELEMENT | | | |
|----|--|--|-----|--|
| | | | | |
| | | | е | |
| 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 | 3 | |
| | | interventions) | З | |
| | Level of Practicability | Total | 1 | |
| | | Is there a "surrounding Area" in safe | | |
| 8 | | conditions to be used as TU? | | |
| | | Yes | 1 | |
| | | | | |
| | | Contemporary Era (XIX a.C. – Today) | 0,5 | |
| | | | 0 | |
| 9 | Construction Era | | 0 | |
| | | | 0 | |
| | | | 0 | |
| 10 | | Which is the probability to have | | |
| | | buried Archaeological Remains in the | | |
| | Buried Archaeological Remains | area surrounding the | | |
| | | Infrastructure/Building/Archaeological | | |
| | | site, based on the scientific | | |



| | EUROPEAN UNION | | |
|-----|---------------------------------------|---|---|
| | | archaeological studies performed on | |
| | | the site? | |
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about the site | |
| 11 | 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 | |
| | Value of the site intended as | of today's Ivo Lola Ribar Park. | |
| 11. | interactions and connections with the | | |
| b | port heritage | | |
| | | Nearest Cultural/Touristic point of | |
| | | Interest is Museum of Modern and | |
| 12 | | Contemporary Art which is situated | |
| | Main Cultural/Touristic point of | aprx. 1km away. | |
| | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 13 | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| | | | |
| | <i>Note:</i> if the information is not available, do | | |
| | not fill this field | | |
| 15 | Structure and Material Characteristics | Other | |
| | | | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | | connections to the public network, | 3 |
| | | presence of systems in the | J |
| | Technical Systems, Services and sub- | Infrastructure/Building/Archeologic | |
| | services available into the | Site | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, presence of | |
| | Note: if the information is not available, do | connections to the public network, | 3 |
| | not fill this field | presence of systems in the | З |
| | | Infrastructure/Building/Archeologic | |
| | | Site | |
| | | Gasworks | |
| | | Presence of a public network in the | C |
| | | 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 | Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area | 3 |
| | for private mobility (car, bicycles, etc.) | Additional: Presence of a bycicle 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 | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | | |
| | | | е |
| 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 process stice | Well preserved (no need of | n |
| 7 | State of preservation | interventions) | 3 |
| | Level of Practicability | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | No | 0 |
| | | | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| 10 | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |



| | | | I |
|-----|---------------------------------------|--|---|
| | | Absence of buried Archaeological | |
| | | remains or absence of Archaeological | 0 |
| | | information about 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 | |
| 11 | Value of the site | 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. | Value of the site intended as | | |
| b. | interactions and connections with the | | |
| b | port heritage | | |
| 12 | Main Cultural/Touristic point of | Nearest Cultural/Touristic point of | |
| 12 | Interest in the surrounding Area | 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 | |
| | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| 10 | Connection with Natural Heritage | site belong to an area considered part | |
| 13 | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| 14 | | | |
| | Note: if the information is not available, do | | |
| | not fill this field | | |
| 15 | Structure and Material Characteristics | Other | |
| | | | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, total lack of | |
| | Technical Systems, Services and sub- | systems in the | 1 |
| | services available into the | Infrastructure/Building/Archeological | I |
| 10 | Infrastructure/Building/Archeological | Site, total lack of connections to the | |
| 16 | Site and in the Surrounding Area | public network | |
| | <i>Note:</i> if the information is not available, do | Sanitary Installation | |
| | not fill this field | Presence of a public network in the | |
| | | Surrounding Area, total lack of | 1 |
| | | systems in the | ĺ |
| | | Infrastructure/Building/Archeological | |



| | | 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 | 1 |
| | | Site, total lack of connections to the | |
| | | public network | |
| | | Presence of a paved road that lead to | |
| | Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) | the | |
| | | Infrastructure/Building/Archeological | 3 |
| | | Site and of a parking in the | |
| 17 | | surrounding area | |
| | | Additional: Presence of a bycicle | |
| | | lane? | |
| | | No | 0 |
| | Accessibility with reference to existing | | |
| 10 | infrastructures for public Means of | Class to public MoT (< 500 m) | 1 Г |
| 18 | Transport - MoT (collective transport: | Close to public MoT (< 500 m) | 1,5 |
| | bus, train, etc.) | | |
| | What is the protection status of the | | |
| 19 | Infrastructure/Building/Archeological | Not protected | |
| | site? | | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be | | |
| | adopted to manage it (see question | | |
| | 19) in terms of renovation/retrofit or | | |
| | Temporary Uses activation? | | |



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

| MAPPING CRITERIA FOR CH ELEMENT | | | |
|---------------------------------|--|--|-----|
| | | | |
| | | | е |
| 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 | 3 |
| | | interventions) | 5 |
| | Level of Practicability | Total | 1 |
| | | Is there a "surrounding Area" in safe | |
| 8 | | conditions to be used as TU? | |
| | | Yes | 1 |
| | | | |
| | Construction Era | Contemporary Era (XIX a.C. – Today) | 0,5 |
| | | | 0 |
| 9 | | | 0 |
| | | | 0 |
| | | | 0 |
| | | Which is the probability to have | |
| | | buried Archaeological Remains in the | |
| | | area surrounding the | |
| 10 | Buried Archaeological Remains | Infrastructure/Building/Archaeological | |
| | | site, based on the scientific | |
| | | archaeological studies performed on | |
| | | the site? | |



| | | Absence of buried Archaeological | |
|----------|---|--|---|
| | | remains or absence of Archaeological | 0 |
| | | information about the site | |
| 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 | | Does the | |
| | | Infrastructure/Building/Archaeological | |
| | Connection with Natural Heritage | site belong to an area considered part | |
| | (NH) | of the NH? | |
| | | No | 0 |
| | | Code of the NH element: | |
| | Organisation of Internal Spaces | | |
| | related to the last/current "final | Description: | |
| 14 | Intended use" | | |
| 14 | | | |
| | Note: if the information is not available, do | | |
| | not fill this field | | |
| 15 | Structure and Material Characteristics | Other | |
| .0 | | | |
| | | Electrical system | |
| | | Presence of a public network in the | |
| | | Surrounding Area, total lack of | |
| | | systems in the | 1 |
| | | Infrastructure/Building/Archeological | |
| | Technical Systems, Services and sub- | Site, total lack of connections to the | |
| | services available into the | public network | |
| | Infrastructure/Building/Archeological | Sanitary Installation | |
| 16 | Site and in the Surrounding Area | Presence of a public network in the | |
| | | Surrounding Area, total lack of | |
| | Note: if the information is not available, do | systems in the | 1 |
| | not fill this field | Infrastructure/Building/Archeological | |
| | | Site, total lack of connections to the | |
| | | public network | |
| | | Gasworks | |
| | | Presence of a public network in the | 1 |
| | | Surrounding 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 bycicle 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 | |
| | Which is the level of complexity of the | Ordinary | 1 |
| 20 | administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ? | | |