

Quesiti colloquio - 2020N50

Quesiti n.1

- Compiti e funzioni esercitate dal RUP ai sensi del d.lgs 50/2016 e s.m.i..
- Le opere soggette a SCIA (Segnalazione Certificata di inizio attività in materia edilizia).
- Le valutazioni strategiche preliminari all'inserimento di un immobile nel piano di dismissione di una P.A.
 - Definizione del comando "blocco" e suo utilizzo in Autocad.

Quesiti n.2

- I principali strumenti urbanistici comunali.
 - Definizione di manutenzione straordinaria e individuazione delle opere realizzate con Cila.
- Le valutazioni strategiche preliminari all'inserimento di un immobile nel piano degli acquisti di una P.A..
- In Autocad, quale comando viene utilizzato per disegnare una linea parallela ad una linea esistente e a una distanza esatta da essa?

Quesiti n.3

- La procedura per il rilascio di una Autorizzazione Paesaggistica.
- Definizione di manutenzione ordinaria e individuazione delle opere che possono essere eseguite senza alcun titolo abilitativo o comunicazione.
- Il piano economico e finanziario - il cosiddetto business plan - che può accompagnare una valutazione strategica immobiliare.
- In Autocad, quali vantaggi permette di ottenere l'utilizzo di diversi "Layer"?

Quesiti n.4

- Quali sono le opere soggette a Permesso di Costruire?
- Quali sono le opere soggette ad autorizzazione ai sensi dell'art. 21 del d.lgs 42/2004 e s.m.i..
- Le possibili modalità di rigenerazione del patrimonio immobiliare in disuso di una P.A..
- In Autocad, quale comando permette di creare oggetti e linee identici e quando si utilizza il comando Misura?

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Quesiti n.5

- Il collaudo e la verifica di conformità ai sensi dell'art. 102 del d.lgs 50/2016 e s.m.i..
 - Piani urbanistici attuativi.
 - L'acquisto di un immobile vincolato.
- Si elenchino i comandi di modifica più comuni presenti in Autocad.

Quesiti n.6

- Il sistema di qualificazione degli esecutori di lavori pubblici art. 84 del d.lgs50/2016.
 - Piano di Assetto del Territorio (PAT).
 - Le locazioni passive della P.A.: definizione e regime giuridico.
 - Quali sono le modalità per modificare la vista di un disegno in Autocad?

global land facility cover, the number of greenery's coverage, vegetation, continuous hotels, public transport line and point data, Google Street level and local public transport bodies.

Rubrica, testi e immagini a cura di Andrea Boschetti e Federico Parolotto. Ha collaborato all'elaborazione dei dati GIS Dante Presicce.

Column, text and images by Andrea Boschetti and Federico Parolotto. Dante Presicce gave assistance on the GIS data (www.invisibledata.net)

Boğaziçi

Area: 8,96 km²

Population / Population
246.152 abitanti / inhabitants

Üsküdar

Area: 35,34 km²

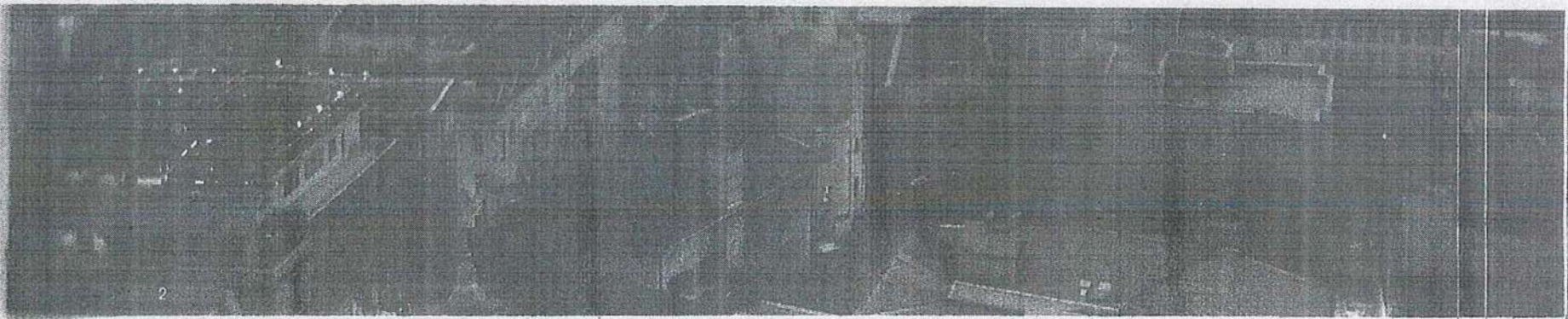
Population / Population
535.916 abitanti / inhabitants

X ① Istanbul, the extraordinary metropolis on the isthmus separating the continents of Europe and Asia, is a magical city. A symbol of cultural cross-fertilisation, it is as complex as the mountainous terrain on which it sits. As can be seen from the first map showing population distribution, major infrastructure and contour lines, Istanbul at first sight appears a vast homogeneous city. Its incredible growth - in 20 years the population has gone from 6.629.431 in 1990 to 13.854.740 in 2012 - has led to unbridled expansion in the absence of any hierarchical urban plan. **As a result the city appears a dense sprawling conglomerate. It resembles a tightly woven coloured carpet blanketing the hilly terrain, turning it into a mineralised landscape.**

② Travelling by car on the ring road gives you a feel for the sort of urbanisation Istanbul has undergone. A tangential "highway" system provides rapid vehicle transport. The many bridges on this grid lie across valleys covered in city sprawl. They provide a series of deep penetrating views more characteristic of natural rather than metropolitan landscapes. This tangential trunk-road system by and large departs from two pivotal points: the two bridges over the Bosphorus. Enormous and exceptionally high, they allow the passage of even the largest ships and link the European and Asian sides. Perhaps it is the inroad of the Bosphorus, traversed by only two bridges, that is the most extraordinary feature of a city the size of Istanbul. Soon, however, a subway line under the isthmus will be coming into service, allowing connectivity other than by motor vehicle. The map also shows that this highway grid is not backed up by an equivalent system of lesser roads. The alternative road system is a fine weave of very minor roads, making Istanbul a highly porous city. By the same token, public transport is sorely lacking for a city of this size. This is quite evident from the services distribution map. It is one of the critical aspects facing the metropolis.

Today Istanbul is second only to Moscow for traffic congestion and gridlocked roads. The historical lack of a robust public transport system goes a long way to explaining this.

③ Finally, the vegetation distribution map shows clearly how, for its size, Istanbul has very few parks or natural areas. The Forest of Belgrad north of the outer ring road is an extraordinary natural resource that seems to have withstood the incredible pressure of urbanisation in the wake of runaway population growth in recent decades. Despite its shortcomings, thanks to the Bosphorus, the Golden Horn, its incredible hilly terrain and age-old cultural heritage built up over the millennia, Istanbul is one of the most beautiful cities in the world. And as recent events have shown, it is not imprisoned in its past but ready to shake itself and look to the future.



Trying to grasp the way many megalopolises have grown in the last decade means considering a whole series of parameters, some less obvious than others, but all directly linked to the way these large urban centres have developed or are still developing.

Large Western cities, whose identity was forged many years ago, and which today function within a democratic framework of mature capitalism, appear to have preserved their essential character and layout over time. Many have seen improvements in public works and services, and population growth is due to general urbanisation trends as people move to the city.

4 The changes taking place in large Western cities are more of a social and economic kind: the increased average age of the population, and the crisis of a growth-based economic model that for the first time has been severely undermined, generating a new kind of poverty. If it is to be solved, the crisis requires innovative models in the immediate future. Elsewhere in the world, in Asia and the BRICS countries, huge new cities, some well known others still obscure, are emerging from the radical political changes and rapid distribution of new wealth from natural resources. These cities are in the throes of tumultuous, often unbridled, growth with all the contradictions this entails.

Part of this complex scenario, Istanbul is a very special place. First of all, it has an enviable geographical position, much of it overlooking the sea. Istanbul, the crossroads between East and West - the Sea of Marmara and the Bosphorus being the line of demarcation between Asia and Europe - basks in a tangible ancient and more recent past, making it a prime tourist destination destined to grow even further. Compared with Western cities, Istanbul has a very young population, which in turn attracts the new generations from elsewhere in the world. It has also recently seen continual improvement in the quality and efficiency of its public services.

5 The districts of Istanbul overlooking the sea are vibrant neighbourhoods with parks and public green areas to which people flock at the weekend, on summer nights and during Ramadan, when whole families and their children turn out to cook kebabs. These parks and green areas stand in districts that bustle with activities linked to Istanbul's primary

characteristic as a port. The parks also flank exclusive residential areas, especially on the side overlooking the Bosphorus, where old and new up-market apartment buildings are part of a lively street scene with many restaurants and coffee shops that in recent years have enjoyed increasing commercial success.

On the Asian side, broad new waterfronts have contributed to revitalise the area.

Istanbul is a hive of activity during the day and, in many quarters, also most of the night. My personal experience is one of very cordial affable people sincerely well disposed to outsiders, an attitude increasingly rarely found in our world today. Istanbul is a place where I feel welcome and at ease.

On the problem side, there are two main issues: how to conceive and manage the periphery and the kind of tourist development to encourage and plan for.

6 As with most megalopolises undergoing rapid economic and demographic growth in recent years, the urban development model is still that of scrambling to meet the quantitative demands of runaway expansion. In real life terms this translates into the hasty construction of whole new neighbourhoods of social housing with rows of anonymous 20-30 storey apartment blocks packed together to ensure the highest density-site occupation rates, practically devoid of public services and public spaces, desolate and dehumanising.

The European Spatial Planning and Landscape Plan talks of "sensitive qualities" as a necessary condition for human and environmental well-being. I think local authorities would do well to think of this when they plan neighbourhoods on their city fringes; it is their job to set the goalposts and so ensure urban development delivers conditions conducive to human dignity, in a word, adding the concept of quality to an exclusively quantity-based development model. Sadly, Istanbul's recent urban development has subscribed to the "quantity model". Dormitory quarters without greenery or community areas are dotted around the greater city. In contrast, just a few decades earlier, planning had been on a more "human" scale with apartment blocks of 5-6 storeys set in lots with gardens, tree-lined roads, shops and community areas.