

ANNEX E1

CURRENT URBAN VISION

The design idea of the Waterfront developed by Arch. Renzo Piano and the RPBW studio focuses on the creation of a navigable canal intended for the circulation and mooring of pleasure craft, to be built parallel to the coast, extending the entire seafront between Porta Siberia, the former fish market, the port area "Duca degli Abruzzi" and the "Palasport" sports hall; the canal is to be flanked by a continuous pedestrian and cycle path aimed at bridging the historical separation of the city from its seafront, which in this case is blocked by the current layout of the naval repair yards and the largely disused fair complex.

The objective of the recovery of access to the sea in this port area has a strategic value, as an essential element in the transformation of this important part of the city landscape.

At the exhibition complex, the Waterfront design envisages the complete conversion of the area, including the demolition of existing and construction of new buildings (of part of the original volume), organized around the canal, within an area of 53,000 m². intended for residential, hotel, office and commercial use.

The text of the act of donation of the Waterfront project, accepted by the Municipal Council with resolution no. 253 of 28/10/2017, expressly specifies as constraints for the subsequent implementation phase the construction of the channel and the size limits for the reconstruction indicated above, while making no reference to the distribution of volumes, intended use or other explicit limitations .

The design of the Waterfront, on the other hand, involves the conservation and refurbishment of the "Palasport" sports hall, with the aim of accentuating its relationship with the sea.

The current PUC identifies the Waterfront areas owned by the Municipality and Spim within District of Transformation n. 20 "Fiera Kennedy" and specifically in sector 2, where the objective is the conversion of the area to urban functions and construction made possible by the contraction of the exhibition complex.

The main function foreseen by the PUC for sector 2 are residential, offices, hotel accommodation facilities, private and public services, while the complementary functions are composed of urban connective, neighborhood businesses, one or more thematic commercial districts, public and private car parks .

The parking facilities are to be calculated based on planned use, similar to the standards for public services that the PUC specifies for generally compatible functions.

The uses foreseen by the PUC, therefore, coincide with the indications of the Waterfront design outlined by the RPBW study.

Regarding the dimensioning of the conversion, the specific regulation of sector 2 establishes the possibility of demolition and reconstruction of the same surface area (SA), taking as a reference the sum of the accessible surfaces of the pavilions and unused buildings (former NIRA and pavilions A west, C, M, offices, ticket office) the total at the moment is about 49,300 m².

The PUC states that it is possible to construct the same amount of S.A. as that demolished therefore fully coinciding with the dimensional limits indicated by Arch. Renzo Piano.

Under the flexibility rules of District n. 20 and from art. 18 point 3.6 of the General Rules of the PUC it is possible to extend the perimeter of sector 2 through the P.U.O. - currently obligatory - in order to incorporate Hall D, which is now unused and no longer subject to an obligatory use for trade fair.

The surface area resulting from the demolition of Hall D can not, however, be reused to increase the building area envisaged by the Waterfront project.

The rules of the PUC according to which it is possible to rebuild the same amount of SA which is demolished, therefore fully complies with the limits indicated by Arch. Renzo Piano.

According to the standards referred to by the P.U.O. it may also exclude portions of the sector placed to the west of the canal entrance, in order to adhere to the property boundaries and for this reason an agreement with the Port Authority is also being defined.

The design of the Waterfront therefore coincides with the planning requirements, both as regards the size limit of the reconstruction, the permitted use, and for the defining choice to organize the new settlement around a navigable channel that represents the key compositional element and is the guiding thread of the entire project.

Full compatibility of the project idea developed by architect Renzo Piano with the current PUC has already been determined with the deliberation of the Municipal Council n. 16 of 29/01/2016 *"Indications on the implementation of the blueprint" in which it is stated that "the design approach outlined by architect Renzo Piano is consistent with the planning choices of the new PUC and is compatible with the qualitative and quantitative of the same, for which it represents an architectural solution implementing the same urban instrument"*;

The Waterfront project foresees maintaining the original sports, events & exhibition function, therefore at least part of the available space of the Palasport building must be dedicated to this function and this constitutes one of the constraints set by the call for tenders; the announcement however specifies that these uses can be integrated with other functions allowed by the PUC for the use of the currently accessible surface of the property, estimated at around 35,000 m².

AUTHORIZATION PROCEDURE

The Municipality undertakes to carry out all the approval procedures required by the regulations in force as soon as possible and in any case within the legal terms, for this reason it will appoint a project manager / tutor, to assist and support investors, also towards third parties responsible for specific aspects of the procedure.

The regulations relating to District n.20 foresee that the conversion operation is carried out with the approval of a PUO, which is obligatory as an authorizing element of a complex transformation process focused on the realization of a navigable channel the presence of which constitutes a binding decision that the municipal administration has made by accepting the donation of the project idea from architect. Renzo Piano and inserting it as a fundamental aspect of the tender announcement.

The insertion of the navigable channel in the P.U.O. obligatorily involves the completion of a V.I.A., this may be of national or regional jurisdiction pursuant to Legislative Decree no. 152/2006 and s.m.i., depending on the design and procedural approach that the operator decides to follow; in the case that the operator opts for a P.U.O. of a land area of less than 10 hectares, this will be subject to V.A.S. but the canal project must be submitted to the scrutiny of the Ministry of the Environment; on the contrary, if the territorial surface of the P.U.O. is more than 10 hectares, it will be subject to regional V.I.A. and this evaluation procedure will also be extended to the channel, whilst nonetheless fulfilling the obligation.

The P.U.O. must indicate the re-distribution of the built volumes, in line with the constraints of PUC, the tender and in line with the indications of the Waterfront project and the Superintendency, and must indicate the planned use, without prejudicing a substantial interchangeability of the same; based on entrepreneurial developments of the initiative, which today can not be foreseen in detail.

The surface area that can be used - building or converting - obviously falls under an obligation to construct according to specific urban planning standards and associated parking, this based on the end use foreseen by the operator, which must be defined (in principle) within the P.U.O. in accordance with the indications of the General Regulations of the PUC (Article 7 "Urbanization" and Article 8 "Minimum contents of the Conventions and Compulsory Acts").

The specifications relating to the urbanization works and to the modalities and easements of use and management will be the object of the Urban Planning Agreement accompanying the P.U.O.

In the case of early demolition of some buildings, to give impetus to the start of the transformation project, the owner may conserve the building capacity, (S.A.) deriving from the demolition - previously declared - in the District of Transformation.

The area on which the complex of the Genoa fair sits consists of an artificial embankment of "anthropic reports", built in a short period between the end of the 50s and the beginning of the 60s, for this reason in the months of February-March 2018 geological-environmental checks were carried out in order to obtain important information on the quality of the land, through undertaking a number of surveys, some making use of a piezometer.

The surveys show artificial debris deposits (carry over) with predominantly granular geotechnical behavior (without cohesion) having poor basic geotechnical parameters and being extremely variable both vertically and horizontally.

However, the sedimentary marine deposits interposed between the bedrock and the carry over possess quite good geotechnical characteristics and certainly are more homogeneous compared to the carryover, the rocky substratum has geotechnical and geomechanical characteristics, firm and tenacious.

In addition to geognostic surveys, in order to ascertain the quality of land / carry-over and groundwater, preliminary environmental investigations have been carried out on different soil / carryover samples and groundwater, according to the contents of part IV - Title V of Legislative Decree no. 152/06 and s.m.i., which allowed the comparison of a set of analyzes with the CSC (contamination threshold concentration) of tab. 1 (for land / recoveries considering column A / B) and 2 (for groundwater) of Annex 5 to Title V of Legislative Decree 152/06.

The analysis on land / carryover was carried out on samples taken at representative levels of the different stratigraphic layers or distributed in the different depths of extracted core, excluding the saturated zone.

The results obtained showed the absence of column 1B superior, while sporadic tops of column 1A were found, therefore, once the project has been completely defined with the precise location of the areas to be used as residential, hotel, office and commercial, the possibility of having to start the environmental procedure pursuant to art. 242 or of art. 242 bis of the Environmental Code for residential / green areas is not excluded.

Since the area is entirely made up of carryovers, without prejudice to the appropriate regulatory investigations, it was decided at this stage to carry out, in addition to the analytical activities indicated above, also the transfer test (pursuant to the Ministerial Decree of 5 February 1998) envisaged by Legislative Decree no. n. 120/2017 in order to ascertain the respect of groundwater CSCs.

From the analysis some excess values emerged and so, following the indications of the D.L. 25 January 2012 n.2 on the reporting matrixes, taken from the D.P.R. 120/2017, the materials are considered "sources of contamination" and as such, "must be removed or must be made to comply with the limits of the transfer test through operations that remove contaminants or must be subjected to permanent safety measures using the best techniques available and at sustainable cost that allow the use of the area according to the urban function without health risks".

Given the above, without prejudice to the verification that the reporting materials actually fall within the definition set out in Decree Law 2/2012, it is possible to define the following cases:

- for the areas to be excavated no problem is highlighted, without prejudice to the correct management of removed materials;
- for areas that do not have to be excavated at the destination compatible with column 1B, it will be necessary to undertake measures of permanent securing in accordance with the aforementioned Decree 2/2012 (eg waterproof sheath under the apron or other "waterproofing" methods);
- the safety measures for areas that do not have to be excavated, to be compatible with column 1A, will be identified in the procedure pursuant to art. 242 previously referred to.

To date, the analytical results for the groundwater monitoring campaign of March 2018 are not yet available.

SUMMARY OF CONSTRAINTS

During the development of the Eastern Waterfront, investors will be required to comply with the following (summarized) constraints , during the planning, during and after the construction works and in the management phase:

- creation of the navigable canal parallel to the coast, as outlined in the design the Arch. Renzo Piano, intended for circulation and mooring for pleasure boats;
- quality guarantee of the canal's water, through the installation and proper operation of plant aimed at recirculating water;
- public access h.24 and perimeter circulation around Hall B, also for heavy vehicles, with the explicit exclusion of barriers at the current ticket offices;
- public access to the docks of the canal, to the promenade, cycle paths and to the public spaces h.24, to be regulated in detail according to the agreeemnt of urban planning ;
- full compatibility of the works and activities during the preparation for and running of the Boat Show, if necessary with interruption of the aforementioned works;
- sporting, events, fair and similar use of the sports hall, integrated with the other functions permitted by the PUC;
- height limit of new buildings, with reference to the works produced by Arch. Renzo Piano;
- setting of the ground floor about 5.00 of the building located between the canal and the new avenue replacing the elevated road to ensure at least a partial view.
- impostazione del piano terreno di quota 5.00 circa dell'edificio posto fra il canale ed il viale sostitutivo della sopraelevata per garantire una trasparenza alla vista almeno parziale.

Some of the constraints are further specified in other parts of this annex or in the tender documents, while others are to be clarified and made explicit when the urban planning agreement attached to the P.U.O.

MINIMUM CHARACTERISTICS OF THE NAVIGABLE CHANNEL

The Waterfront project focuses on the creation of the navigable canal which is the common thread and the characteristic feature the conversion.

The project idea of architect Renzo Piano foresees that in correspondence to the fair complex the channel has a continuous development parallel to the coast, from Forte Stella to the palasport, and then folds with a branch directed towards the south, placed between the same sports hall and Hall D, so as to reconnect it with the water mirror of the old marina of the fair; the west grafting of this branch of the canal will originate from the section of inlet being planned by the Municipality that has planned to build it in the next three years, while the connection with the marina will have to be implemented by the operator who will have to design and build a bridge of adequate size, both to allow the transit of boats, and to ensure vehicular access to pavilion B.

The average width of the channel envisaged by the Waterfront project is 40 meters and this dimension must be confirmed in the project design, with the possibility of adjustment of 10%, increase or reduction; the minimum depth of the channel is to be 3.50m.

The navigable canal must not be built as a public work, nor as a work of urbanization, as it will remain entirely private property, with the exception of the western entrance section, provided by the Municipality; however, it will be subject to an easement for public use as regards pedestrian and cycle path along the docks, this use to be regulated through the urban planning agreement implementing the P.U.O.

PAVILION B: CONSTRAINTS AND OBLIGATIONS

Unlike the decommissioned part of the complex, the large building of Hall B is confirmed in its current function, mainly exhibition area, as foreseen by the current PUC.

Consequently, in order to guarantee its full functionality it is necessary to fix constraints, impacting on the design of the transformation project of the surrounding areas, restrictions concerning accessibility and connections with the power supply networks.

With regard to accessibility, it is necessary that the conversion project of the surrounding areas foresees the constant availability of a road network parallel to the existing marina and the construction of a perimeter path along the east, north and west sides; these paths must be sufficiently wide to allow two-way transit, with parallel parking spaces, for an indicative cross-section of 12.50 meters, sufficient to allow the transit and maneuvering of heavy vehicles.

To ensure compliance with this restriction, the purchaser must proceed to the planning in close coordination with the manager of Hall D, below, under the supervision of the Municipality, and will expect to have to return to the City the necessary portions of the area, after making the demolitions.

As for the power plant connections in Hall B, the purchaser of the area to be converted will have to design a new structure, in agreement with the operator of Hall B and with the various managers, taking responsibility for the realization of the plant constantly guaranteeing power of the pavilion for fair use.

RELATED PUBLIC WORKS

The Municipality has state funding dedicated to the Waterfront operation of € 28,500,000.00, with which it has decided to carry out three public works to trigger the transaction and improve the quality of the area.

The first two interventions are linked, as the goal is to build the inlet section of the navigable canal, continuing to the north the water mirror of the existing small arsenal; this is the first intervention, the second is the demolition of the former NIRA building, the planning for both activities is underway by the Municipality.

The third project consists in the construction of the tree-lined avenue that replaces the initial stretch of the existing raised road (sopraelevata), associated with the project is the goal to enhance the former Forte Stella; the new avenue is designed as a continuation of

the coastal path of Corso Italia and Corso Marconi and aims to eliminate the impact of the elevated road, considered incompatible with the new use.

The plan for the new infrastructure, a dual carriageway, with a width equivalent to 3 lanes in each direction, is represented in the graphic drawings and is binding but it is an indicative level, given that the exact dimensions will derive from the design that the Municipality is preparing.

In any case, the planimetric development of the new road partially overlaps existing buildings, in order to ensure the feasibility of this fundamental intervention the purchaser must return to the City the necessary portions of the area, after carrying out the demolition work.

Arch. G. B. Poggi

May 31, 2018

EXTRACT OF DELIBERATION OF REGIONAL COUNCIL 17.12.2012 N. 31

New commercial and urban planning in the field of retail trade at a fixed location after liberalization - Regional Law 2 January 2007, n. 1 (Consolidated Law on Trade).

THEMATIC COMMERCIAL DISTRICTS

Thematic commercial district means a set of NEW activities (excluding therefore, the hypothesis of merging, combining or transferring existing businesses) of the type Medium or Large Sales Structure or Media or Large Sales Structure divided into various units, which are characterized by a product range consistent with the commodity themes of the area in which they are located and are such that they can act on a market of large and supraregional scale; in these businesses, in addition to commercial activity, other services of particular interest to the community may be carried out, possibly in agreement with public or private subjects. Neighborhood exercises may also be envisaged with a merchandise offer that is not strictly consistent with the commodity issues of the area. This district: - can only be built in municipalities with a population exceeding 50,000 residents and in provincial capitals; - the total net sales area can not exceed 15,000 m²; - can only be carried out in urban areas established by the Municipalities in their town planning instruments or in the Municipal Commercial Plan referred to in Article 5; - must be implemented in contiguous and non-isolated territorial areas; - must always and in any case respect the urban-commercial constraints established by municipal planning instruments, by the present planning as well as by the Municipal Commercial Plan referred to in Article 5. The Municipality can provide within the individual sales structures in the thematic Commercial District other activities of an extra-commercial nature and services, without providing for the distinction with the area identified as the net sales area. The additional activities that may be carried out other than the commercial activity are other services of particular interest to the community, possibly in agreement with public or private subjects, and are decided by the Municipality responsible for the territory on the basis of the needs of its territory. The sales area of a Thematic Commercial District is that resulting from the sum of the sales areas of the sales structures present in it. No external transfers of individual shops belonging to the thematic Commercial District are permitted and, likewise, transfers, mergers or concentrations of existing businesses within the thematic Commercial District are not permitted. In particular, attention is drawn to the urban planning standards referred to in the Paragraph which applies to the total sales area.