

Opportunities for Restoring Local Livelihood in Tourist City

The Case of Public Spaces in Historic City of Venice

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A handwritten signature in cursive script, reading "Yu-Hsin Hsiao".

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Just like the tides of the lagoon, my journey has had its highs and lows.

In the times of low, I was brought up by so much love.

In the times of high, I realized what I gained is much more than knowledge,

It is a safe port found, docked and belonged.

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Abstract

The thesis explores the opportunities to restore local livelihoods through the analysis of public space. The research focuses on the case study of historic city of Venice, where tourism issues have increasingly impact local communities' livelihoods. The theoretical background of urban tourism, and the context of Venice were studied and supported by field research, which includes observation of functions and forms of public spaces, and in-depth interviews of the residents and local organizations. The result of the findings identified residents' accessibility and mobility to the public spaces, their perceptions regarding tourism management, and their place associations in the city. Furthermore, observation on functions and forms of public spaces were mapped and Government and local organizations' strategies are also visited.

Keywords: *Tourist City, Local Livelihoods, Urban Tourism, Public Space, Venice, Gelato*

Table of Contents

Acknowledgements	vii
Abstract	ix
List of Figures	xv
Chapter 1 Research Overview	1
1.1 Introduction	1
1.2 Research Context	2
1.2.1 Case study – Venice, the historic city	3
1.2.2 Public Spaces and Local Livelihoods	4
1.3 Research Aim and objectives	4
1.4 Methodology and Tools	5
1.5 Research Tools	7
1.5.1 Desktop Research and Literature Reviews	7
1.5.2 Field research	7
Chapter 2 Theoretical Background	11
2.1 Definitions	11
2.1.1 Livelihoods	11
2.1.2 Urban tourism, Mass tourism, and Tourist City	12
2.2 Literature Review	14
2.2.1 Urban Tourism	14
2.2.2 Tourism conflicts Conceptual models	16
2.2.3 Public space and the Right to the City	21
Chapter 3 Venice and its local livelihoods	25
3.1 Historical overview on Venice and its local livelihoods	25

3.1.1 <i>The foundation of Venice</i>	25
3.1.2 <i>Medieval Venice</i>	27
3.1.3 <i>Early Modern Venice</i>	31
3.1.4 <i>French and Austrian Occupied Venice</i>	33
3.1.5 <i>Modern Venice</i>	35
3.1.6 <i>Current discussion of the challenges</i>	43
3.1.7 <i>Reflection</i>	44
Chapter 4 Empirical Findings	49
4.1 Interview: Perception of Residents	49
4.1.1 <i>Background Information of Interviewees</i>	49
4.1.2 <i>Accessibility and Mobility</i>	51
4.1.3 <i>Perception on Toursim</i>	60
4.1.4 <i>Place Memories and Attachment</i>	69
4.2 Observation of Public Spaces in Venice	74
4.2.1 <i>Overall Trends of Mobility and Accessibility</i>	74
4.2.2 <i>Contesting Public Spaces- case of Mercato di Rialto</i>	88
4.3 Current Discussion of Solutions	89
4.3.1 <i>Strategies Proposed by the Local Government</i>	90
4.3.2 <i>Organizations in Venice</i>	91
4.3.3 <i>Summary of findings on organizations in Venice</i>	98
4.4 Other Informal Encounters	99
4.4.1 <i>Account on brief encounter with a local grocery store</i>	99
Chapter 5 Conclusion and Discussion	103
5.1 Conclusion	103
5.1.1 <i>The summary of the findings</i>	104
5.2 Discussion	108
5.2.2 <i>Limitations and Challenges</i>	110
5.2.3 <i>Further Research</i>	111
References	112
Annex	114

List of Figures

Fig 1 Methodology and tools, Source: Author	6
Fig 2.1 Mathieson and Wall Conceptual Model for Tourism Conflict, Source: Author Information: Mathieson and Wall (1982)	18
Fig 2.2 Brougham and Butler Conceptual Model for Tourism Conflict, Source: Author Information: Brougham and Butler (1981)	20
Fig. 3.1 Interior of San Marco Basilica, Source: Venetoinside, www.venetoinside.com	27
Fig. 3.2 Fondaco dei Tedeschi, 1616, Source: Raffaele Custos, www.yatzer.com/fondaco-dei-tedeschi-venice-benetton-oma	29
Fig. 3.3 Depiction of typical set up of Neighbourhood in Medieval Venice, Source: Author Information: Horodowitch, 2009	31
Fig. 3.4 Regional Map of Venice, Source: Author	36
Fig 3.5 Map of population trends, Source: Venepedia, www.venipedia.org	37
Fig 3.6 Map of Senior population, Source: Venepedia, www.venipedia.org	38
Fig 3.7 Birth and Death rate of Historic city of Venice, Source: Author, Information: Comune di Venezia, 2017	39
Fig 3.8 Immigration and Out-migration rate of Historic city of Venice, Source: Author, Information: Comune di Venezia, 2017	40
Fig. 3.9 Daily excursionists vs One night stay, Source: Author, Information: Comune di Venezia (2015)	41
Fig. 3.10 Number of residents vs Tourists daily, Source: Author, Information: Comune di Venezia (2015)	41
Fig. 3.11 Profile of tourists characteristics, Source: Author Information: Field Data (Interview, observation)	42
Fig. 3.12 Timeline of the development of Venice, Source: Author Information: Horodowich, 2009	46
Fig 4.1 Profile of interviewees, Source: Author	49
Fig 4.2 Coin the department store, Source: Author	54
Fig 4.3 Original arrangement of the cistern in Fondaco dei Tedeschi, Source: F&M Ingegneria, fm-ingegneria.com	60
Fig 4.4 The interviewee explained that the cistern, Source: Author	60
Fig 4.5 Popular Tourist Attractions, Source: Touropia touropia.com/tourist-	

attractions-in-venice	74
Fig 4.6 Tourist Flow, Weekday 10am – 12pm, Source: Author	76
Fig 4.7 Tourist Flow, Weekday 4-6pm, Source: Author	77
Fig 4.8 Strada Nova route 4pm, Source: Author	78
Fig 4.9 Scalzi Bridge 4pm, Source: Author	78
Fig 4.10 Rialto Bridge 2pm, Source: Author	78
Fig 4.11 Academic Bridge 1pm, Source: Author	78
Fig 4.12 Quiet lane adjacent to Strada Nova route, Source: Author	79
Fig 4.13 Giudecca northern front, 3pm, Source: Author	79
Fig 4.14 on Rialto Bridge, 12pm, Source: Author	79
Fig 4.15 Crowds next to Rialto Bridge, 12pm, Source: Author	79
Fig 4.16 Piazza San Marco, 2pm, Source: Author	80
Fig 4.18 quiet neighbourhood in Santa Croce, 1pm, Source: Author	80
Fig 4.20 crowds near Santa Lucia Train station, 6pm, Source: Author	80
Fig 4.22 crowds (Tourists, students, workers, parents and children, elderly) gathering at Campo S. Magherita, 5pm, Source: Author	80
Fig 4.17 waterfront near Piazza San Marco and Bridge of Sigh, 2pm, Source: Author	80
Fig 4.19 waterbus crowds Ferrovia station (Scalzi Bridge), 11am, Source: Author	80
Fig 4.21 crowds (Tourists, parents and children, elderly) gathering at Campo S. Giacomo, 5pm, Source: Author	80
Fig 4.23 Leather cases are among popular tourist items to buy, many shops specifically selling leather cases were found, Source: Author	81
Fig 4.24 Souviner shops, Source: Author	81
Fig 4.25 Souviner shops-masks, Source: Author	81
Fig 4.26 Foreign Restaurant, Source: Author	81
Fig 4.27 Foreign restaurant, Strada Nova route, Source: Author	82
Fig 4.29 Vegetable stall, Strada Nova route, Source: Author	82
Fig 4.31 Souvenir stall, waterfront near Piazza San Marco, Source: Author	82
Fig 4.33 Louis Vuitton, near Piazza San Marco, Source: Author	82
Fig 4.28 Seafood stall, Strada Nova route, Source: Author	82
Fig 4.30 Souvenir stall, Strada Nova route, Source: Author	82
Fig 4.32 Another new brand coming to town, near Piazza San Marco, Source: Author	82
Fig 4.34 Global Franchise, Rialto Bridge, Source: Author	82

Fig 4.35 Super Market, Campo Santa Magherita, Source: Author	83
Fig 4.37 Grocery boat, near Campo Strada Barnaba, Source: Author	83
Fig 4.36 Small home electronic store, Strada Nova route, Source: Author	83
Fig 4.38 Districts for Venice Source: www.travelforrookies.com	84
Fig 4.39 Boundary by spatial features, Source: Author	85
Fig 4.40 Canneregio and Castello, Venice, Source: Author	86
Fig 4.41 San Polo district, Venice, Source: Author	86
Fig 4.42 padlocks practice on Venetian bridges, Venice, Source: Author	87
Fig 4.43 Grocery stores warn people to touch the products, Source: Author	87
Fig 4.44 Bridge blocked by crowds, Source: Author	87
Fig 4.45 City's infrastructure has limited capacity to accommodate needs of both tourists and residents, Source: Author	87
Fig 4.46 Mercato di Rialto, 9am, Source: Author	88
Fig 4.47 Mercato di Rialto, 10 am, Source: Author	88
Fig 4.48 Mercato di Rialto, 11am, Source: Author	89
Fig 4.49 Mercato di Rialto, 12 pm, Source: Author	89
Fig 4.50 Public Assembly in San Leonardo, Source: Author	91

Chapter 1 Research Overview

1.1 Introduction

Globalization is impacting cities more than ever before. Currently, and as technologies are continuously being developed and improved, globalization allows for unimaginable access to knowledge and information throughout the world. One example of this process can be seen in the field of transportation, where the outsourcing of products' parts is encouraged and can take place simultaneously in different locations. Urban tourism is one of the areas that has been influenced the most by globalization: higher mobility rate of people, largely due to cheaper, and more diverse, and accessible transportation. Inspiration produced by the ideal images of cities through media platforms, means that there are more and more travelers going to and from different cities (Pasquinelli and Bellini, 2016).

Urban tourism determines the spatial dimension of where activities are happening, but it hardly describes the content of activities that are happening within this dimension (Ashworth, 2011). However, in the case of leisure tourism, it can be largely related to a city's unique set of characteristics, whether it be from the fascination of city's heritage, culture, and or history. Through its festivals, events, gastronomy, architecture, and other medians, tourists around the world get to enjoy and mesmerize on the concept of the city they are consuming from.

This "fascination phenomenon" process can happen naturally, where cities are built on diverse economic activities, active, and productive culture values, it is genuinely creating attractions for the locals and the tourists as side products.

This process can also happen due to the awareness of its economic opportunities, where tourist attractions are created and become the main selling points of the city. In “Shaping, experiencing and escaping the tourist city” (Hall et al., 2015), the terms “Urbanization tourism”, and “tourism Urbanization” describe the relationship between tourism and urban areas. “Urbanization tourism” describes a city having multi-dimensional focuses, where tourism is one of the focuses to explain the evolution of the spaces. “Tourism urbanization” describes tourism as the key driver for the development of the city where it prevails, and socially, and physically shaping the city; this is so called a ‘tourist city’.

This thesis focuses on the case study of the historic city of Venice, with the attempt of shedding light of how urbanization is affected by tourism, and how these impacts have been shaping the city. The main research focus is given to micro-scale interactions in public spaces. The two main research questions of this thesis are: how are their everyday interactions, encounters, and livelihoods being affected by the tourism phenomena in the city? And what could be the opportunities for restoring their livelihoods given from their daily experience?

1.2 Research Context

‘Urbanicity’ is the central feature of tourism that takes place in the city, which is multipurposed within multifunctional spaces (Ashworth, 2011). This means that what tourists would be attracted to in urban tourism, is ‘urbanicity’ a multifunctional space that the residents should also benefit from and want to use; the city is supposedly meant to serve both in ideal situation. When a city gradually focusses on developing its tourism industry for the rapid profit it generates, the city will lose its original function as a multipurposed city, the spaces become infested with theme parks, expensive restaurants, souvenir shops and hotels instead of butcheries, groceries, and local swimming pool. With these investments, increasing numbers of tourists are attracted to visit, yet, the original livable places, that accumulated to a complex city dimension physically and socially, is lost. It eventually become a competition of resources, and land between the residents and the tourists. This development pattern is imbalanced, which also raise the question of resilience of tourism dependent city, where its livelihoods is dependent on seasons, the industries, the number of tourists, and other foreign or uncontrollable factors.

Many of the cities have experienced such challenges, this is especially amplified as tourist experience is commodified, packaged, and sold to the mass audiences worldwide; where mass tourism becomes the dominant feature, the partial districts or the entire city inclines to function for the tourists' needs. It is easily evidenced through many published literatures, for example, Novy and Colomb (2016) published a journal, gathered different experiences of local resistance of different cities. This is the case of the historic city of Venice.

1.2.1 Case study – Venice, the historic city

The thesis focuses on the historic city of Venice, which is currently experiencing a phenomenon faced by many other historic European cities, that of a 'tourist monoculture' (Minoia, 2017). The thesis has chosen to study Venice as it possesses many distinct characteristics and prominent challenges. One of these main challenges can be evidenced in the current growing opposition from the local communities of Venice and towards tourism.

One crucial factor that affects the local community of Venice is the case of cruise tourism. Cruise tourism is one of the biggest niche of tourism in Venice, as the city is positioned in the middle of the lagoon, cruises are one of the popular, and main import of the tourists into the city. It brings a critical mass of tourists to visit the historic city for day time and leave at night. A critical mass of tourists allows the tourism industry to flourish, and the city is shaping itself to accommodate the needs of the tourists. However, the cruises seasonal and/or temporary frequency result in a mismatch, creating disparity between the resources allocated for the locals vs. the ones allocated for the tourists. Moreover, organizations and media worldwide have restlessly reported the social, environmental, and economical issues of the historic city, and no clear evident that the solutions are being settled.

Venice experiences tourism urbanization process quite different as its limited boundary means the contest of resources and land between tourism and local is even more prominent. This can be evidenced in the high rent prices that locals must pay to live in the city. However, and as some residents would argue, access to cheaper housing options can be found within a twenty minutes train trip from the city center. Nonetheless, the questions posed in this research is not the one of housing affordability only, but the ones of equity on accessibility, and the right to the city.

By choosing Venice as the case study, the research tries to reflect one of the worst-case scenario of tourist cities around the world, to trace how tourism urbanization could engulf a city, shedding light on the importance and potentials between urban planning and tourism phenomena for other cities to reflect.

1.2.2 Public Spaces and Local Livelihoods

The thesis is an attempt to seek opportunities of change through the lens of daily lives and interactions of the residents, and it is particularly focused on the spatial fixities of the urban life of the residents. Spatial fixities of urban lives are the firsthand experience of the local communities, where part of their livelihoods is directly influenced; as urban spaces are gradually occupied by tourists or and designed for tourists, the offer for locals e.g. diverse job market and urban places, becomes limited. Through the observation of public spaces, the thesis explore and analyzes the form i.e. the tangible element, and its function, i.e. intangible assets, to understand daily struggles, and opportunities that lie within.

1.3 Research Aim and objectives

The aim of the research is to seek opportunities for restoring local livelihoods (or parts of), through understanding local communities' daily interactions and encounters in public spaces, where which upon reflections could provide insights for institutional and or other solutions. Thus, to elaborate further into the research, four sub questions are brought to the table.

- What and how are the dynamics influencing urban development and local well-being over time in Venice?
- What is the condition and how are the public spaces being used currently in Venice?
- What are the perceptions of tourism and how are local communities using the public spaces?
- How can public spaces provide opportunities for restoring local livelihoods?

Moreover, this thesis includes five research objectives that are as followed:

1. Understand different concepts and theoretical backgrounds concerning the research topic.

2. Give an overview, including historic and current situations concerning city development, tourism, and local well-being in Venice.
3. Explore old and existing social networks of the local inhabitants and institutions in Venice;
4. Understand the dynamics and relationship of impacts (beneficial and non-beneficial) on local community in various aspects (e.g. social, cultural, economic, environmental, and political) through public spaces.
5. Identify potential negotiation ground, and constructive responses towards the conflict of mass tourism in historic city of Venice.

1.4 Methodology and Tools

The methodology and tools used to conduct the research correspond to achieve different objectives as shown in Figure 1. Moreover, this thesis has been developed into three main phases listed as follows:

The **first phase** is mostly based on desktop research, and literature review on media coverage, academic publication of journals, books, and organization reports. This correspond to objective one and two, which is to understand concepts, theories, and context of the historic city of Venice.

The **second phase** is mostly based on field research (which includes interviews and observations) with literature review to fill in the gaps. This corresponds to objective three and four, which is to understand the correlation of local livelihoods with their public spaces. This includes understanding ecology of tourism and residents through observation, and interviews.

The **final phase** is based on the data collected through first and second phase. This corresponds to objective six, which is to analyze and identify opportunities and negotiation grounds, using a set of evaluation methods obtained through literature reviews.

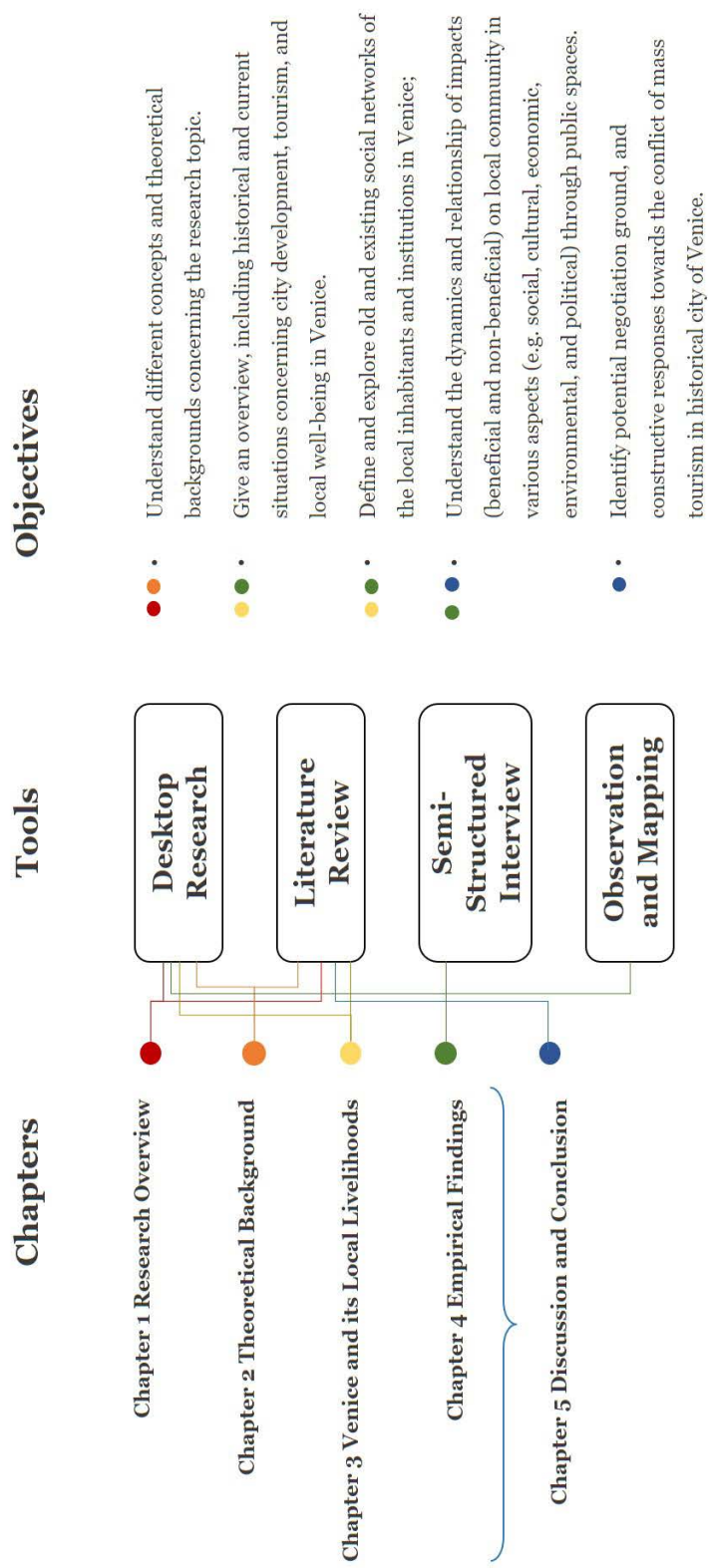


Fig 1 Methodology and tools
Source : Author

1.5 Research Tools

This section provides brief details of how each tool was used to conduct the data collection.

1.5.1 Desktop Research and Literature Reviews

Desktop research was conducted using browsers as well as social media. Internet browsers allow for most relevant and up to date information to be obtained, it is useful for understanding context of the current situations and institutional updates regarding the issues; social medias were explored and examined to understand the types and dynamics of community organized groups and their intentions and struggles. It was used also for an initial contact for approaching residents of Venice. Local universities were also contacted through social medias to build initial network. Literatures and books were found via desktop research.

Literature review was essential for obtaining theories, concept models, and academic contribution to the topics. Online academic publisher such as JSTOR, Springer, Elsevier, Emerald insight, and many more credited websites were used to obtain academic journals.

1.5.2 Field research

The main purpose of this thesis is to understand how the tourism impacts the different layers, particularly culturally and socially, of the public spaces. For these reasons, the thesis utilized research tools such as in-depth interviews. Moreover, observation and mapping were also carried out as methods to analyze the spatial fixities of public spaces, as well as how interactions and encounters are reflected as the intangible attributes attached to these spaces.

Semi-structured interview

Semi-structured interviews are conducted on the local communities. Because of their importance in understanding daily practices, use of spaces, perceptions, and emotions. However, due to time limitation and lack of existing network of people, the selection for interviewees are considered by their background and tie with the city. They should be a connoisseur to the city or a Venetian who has been living in the city for a long time.

The interviews are snow-balled by the interviewees' recommendations, and during the interviewing process, it is recorded, and assisted with a map, to remind and link their perceptions with the public spaces.

The interviews improvise based on the interviewee's experiences. Although the interviews are limited to each residents' and connoisseurs' experiences, some of the questions are asked regarding to their friends or relatives' experiences. The interviews include residents, connoisseurs, students, both who are, and who are not related to the tourism industry. In addition, organizations of pro-sustainable tourism and organizations who are against tourism and current government were also studied as part of the research.

Observation and mapping

The observation process is bifold. On the one hand, the research focuses on the city scale where the observation and mapping method focuses on mobility, functions and forms of the public spaces. The observation method seeks to particularly investigate on tourism ecology and how the local communities are distributed across the city. This was done to understand the tourism climate and the subtle separation between tourists' space and residents' space. The observation is assisted with GPS tracking and photos were taken. To make sure that the observation is comprehensive, the city of Venice was split into four areas (see annex), which was visited on different weekdays but same time during the day, and night.

On the other hand, the observation process focuses in the smaller scale. For this matter, one particularly public space, a market, is identified because it showed to be crucial for both tourists and resident spaces. This, thus, is a contesting place. Observation became a crucial tool for this contested place, and again, it allowed the researcher to understand why is this place still being used by residents, how tourists influence the place, and what are the conflicts between tourists and locals. The observation is assisted with video recording, and personal stories of the residents.

Chapter 2 Theoretical Background

This chapter aims to provide the background, and concepts that are related and support the research. The data collected from this chapter is based on desktop research of Literature official reports, and articles from newspapers.

2.1 Definitions

The title of the thesis ‘Opportunities for restoring local livelihoods in tourist city’ suggest two possible ambiguous terms, ‘livelihoods’ and ‘tourist city’. The following section explain these terms, in which the definitions will be followed throughout the research.

2.1.1 Livelihoods

According to Oxford Dictionary (2017), the meaning of livelihoods can be understood as ‘A means of securing the necessities of life’. However, it does not identify the elements and dynamics that contribute to the capacity of people to sustain their livings. Taking this into account, The Food and Agriculture Organization of United Nations (FAO), which focuses on the topics and issues of local livelihoods (often in poor or rural areas), further explain the definition in detail.

The organization see livelihoods not just as the activities that people carry out to secure a living. It means different factors that contribute to people’s ability to secure a living. According to the FAO (2009), these include:

- The person's ability to have access to human, natural, social, financial, and physical resources;
- Opportunities and activities that allow the person to use resources to satisfy their basic needs;
- Incontrollable factors such as seasons, economic trends that affect its vulnerability;
- Policies, institutions and processes that may be positive or negative impacts on achieving sustainable livelihoods
- The local livelihoods assets are identified by FAO (2009) as following:
- Human capital: labour power, health and nutritional status, skills and knowledge/education, capacity to work, and adapt;
- Natural capital: access to land, water, wildlife, flora, and forest;
- Social capital: frameworks for social trust, norms and networks that people can depend on to solve common problems through kin networks;
- Financial capital: savings, access to regular income, net access to credit, insurance;
- Physical capital: infrastructure (transports- roads and vehicles, etc.)
- Political capital: it is being recognized that political capital is also important to include in the analysis as it allows understanding in determining the ability of individuals to influence policy and the processes of government.

2.1.2 Urban tourism, Mass tourism, and Tourist City

In order to explain the term 'Tourist City', the following two terms need to be defined first: 'Urban tourism', and 'Mass tourism'.

Urban tourism

The term has various interpretation, however 'Urbanicity' is the central feature of different definitions (Ashworth, 2011). Urbanicity suggests the result of a multifunctional city, which has been accultured by its social, environmental, and economic factors, where the focus of the tourism is aiming at not just one but many or all the urbanicity features and diverse characteristic of a city that can offer. That is, elements of urban tourism include many, if not all the services and features a city can provide, which are exactly the same services and features citizens enjoy.

Mass Tourism

According to Judd and Fainstein (1999), mass tourism defines, organizes,

and commodifies tourist experiences into package offers, and the result is a movement of large group of people within the tourist destination. However, it is more than that, it also includes consuming a wide range of tangible goods, such as souvenirs, foods, transportation, physical facilities such as hotels, and museums. Mass tourism industry is enabled by and sustains many occupations such as waiters, tour guides, and travel agents.

Tourist City

'Tourist city' is first discussed as the title given to the book edited by Judd and Fainstein (1999). The authors discuss the mass tourism, or the 'commodified experiences' that is happening in the city. It means that within the urban setting, a wide range of tangible goods and work opportunities are dedicated to building an industry specific for the tourist experiences. However, as Edwards et al. (2008) argued, the exclusively tourist city does not exist, and if it were to exist, it would lack the diversity that is essential to a city, hence urban tourism would not be urban as it lacks the diverse characteristic of a city. However, a tourist city is not just on a static definition of what a city should have to be a city, it is also about an originally multifunction city undergoing a process of losing its diversity due to the change in development of economic activities. For Hall, in the process of "Tourism urbanization" is where tourism becomes the key driver for the development of the city where it prevails, and socially and physically shapes the city (2015). The term 'Tourist City' raises the question of whether tourism is a supportive industry within a complex and functional structure, or the process that tourism is becoming the purpose of other existing activities. It also raises the question of whether people have choices or accessibility to their daily needs, and variety of job opportunities.

Public Spaces

In the book "Publics and the city" by Iveson (2007), the general view of public space includes sites such as parks, and squares, or links such as sidewalks, which all provide a platform for public interactions, and communications between the public and authorities (2007). The essential meaning of 'public' should be seen as the accessibility of all inhabitants to the space is not forbidden (Swanwick, et al., 2003).

The thesis examined the public spaces of Venice, which includes Campos

(squares), markets, and streets. These places were chosen for they have a characteristic physical accessibility and they are well connected throughout the city. Nonetheless, these places are analyzed in the following chapters whether the quality and other factors that could influence the true accessibility of public spaces

2.2 Literature Review

2.2.1 Urban Tourism

Academic research of urban tourism focus on four main interrelated themes: tourism niches, spatial quality of urban tourism, political economy, and city branding. The following will be a brief overview on each theme discussed in recent research:

Travelers' niches

Traveler's niches have been diversified and its industry is much more fragmented in response to a growth of tourist's special interests. (Lisle 2007). However, as Marson (2011) pointed out the rapid growth due to global trends will eventually lead to the massification of industry chains that intentionally build a staged authenticity at its destination (MacCannell, 1973). Pasquinelli (2016) explained the different characters between people who travel and people who are tourist. Travelers co-creates the travel experience and look for daily life of the locals, whereas tourists buys a tourist package and expects authenticity, aesthetic and historic perfection/ experiences.

Spatiality of Urban tourism

The spatiality of urban tourism can be evidenced on various levels. The case of the tourism district, for example, which usually exists in the proximity of the historic part of the city. Spatiality can also be evidenced in the level of the city. The case of 'tourist city' where tourism becomes the main economic social driver affecting the shape and the functioning of the city.

Recent research focus on technology's influences on tourist choices of destination. The empirical studies done by Valls et al. (2014) shows that although technology, such as smart phone applications, and GPS, have given liberation on travelling tracks and options for local destinations, most of the tourists remained in the tourist precincts. Although technology helps with guiding, and intends to

decongest the so-called tourist hot spots, what is more important to most of the tourists is that the ‘must see’, which represents the city they were fascinated with before arriving at their destinations.

The political economy of urban tourism

During the 1980s decade, the emergence of the post-industrial city allowed for consumers to have wider access to goods. Leisure activities, which also include tourism practices, were also part of the consumption process. The growing importance of leisure, quality of life, cultural amenities, and entertainment for residents (Pasquinelli, 2016) leads to a growing market for commodified pleasure, tourism-as-spectacle that defines individual travelers and tourists as consumers (Gotham 2002).

A Production based perspective stresses on “the production process of a city” (Spirou 2008). That of urban tourism is in fact vital part of the production process. This means urban tourism is reflected upon questions such as how and how much does tourism supports city, its networks and industries, with regards to their participation in global economy. The report, titled *Tourism and the Creative Economy*, published by OECD (2014) argued that an innovative approach with tourism experiences produces meaningful values, which may enhance place image and attractiveness while maintaining the growth of creative industries. This point of view argues that, tourism has not only brought in shopping and business tourism segments (as in consumption based) but it can also introduce investments in local knowledge and skills, building links between local and the tourism industry to strengthen the local cultural production. The report concludes that there is current lack of attention in policies for integration between tourism and the rest of network. Pasquinelli (2016) reflects on the concept of “immense accumulation of spectacles” developed by Harvey (Harvey, 1990) where urban tourism has become purposeful to a city’s production capacity.

City branding

Many cities have from projecting monolithic images of tourist precincts to diverse images of city. It would be incorrect to say that the current branding dissolves the tourism precinct images, but in many cases, it simply becomes part of the multilayered “brand architecture” (Dooley and Bowie, 2005). Many literature suggests that an increasing awareness of the relations between tourism and other

socio-economic domains, and urge an understanding of integrative city branding that goes beyond “coordination, alignment and strategic consistency” (Medway et al. 2015).

Overall Trends of research for Urban Tourism

Pasquinelli and Bellini (2016) suggested that there is a recent growing awareness of cities to adopt sustainable mechanisms for global tourism. The essential point of the sustainable mechanisms insists on having balanced and various economic developments where tourism is one of the elements that contribute to the richer diversity of the city, instead of the determining factor of urban development. Recent academic research has shifted from tourism industries focus to seeking connections in wider contexts to the rest of the city, from examining limited space, such as tourism precinct, to focusing on the macro influences on the regional scale.

Recent studies also focus on the study of local resistance towards tourism impacted cities, studies on cities such as Paris, Berlin, Prague, and Venice have been studied and the researchers have started to revise the role of the citizens (Novy and Colomb, 2016). Similarly, the form of resistance have been studied and it is noticed that many cities have gone from anti-tourism protests to constructive urban preservation projects aiming for residents’ protection (Minoia, 2017). Case studies in different cities have been examined for the sustainable coexisting local livelihoods and tourism industries.

2.2.2 Tourism conflicts Conceptual models

The following section explains the models of conflict between tourism and local, the elements that leads to positive and or negative impacts on the receiving society.

As Mathieson and Wall (1982) explained tourism impacts are determined by different elements. tourism impacts are determined by the following elements:

Dynamic Elements: Social, economic, and institutional factors influence traveler’s decisions to travel to a set of selected destinations. As living quality has changed with the transformation, and progression of economic activities, i.e. post-industrial society, the standards for living and leisure increased. Therefore, the

demands for leisure has driven the economic developments of tourism industry. However, the demands of the global tourists are different, which is dependent on their standards, it influenced their decisions and ways of traveling.

Destination Elements: On the tourist side, depending on the factors such as their behaviors, stay duration, types of activities, level of usage, and satisfaction level, results in different type of tourists' profiles. In addition, the destination and its residents have its own characteristics. The interaction between the tourists, the destination, and the residents produce interactive impacts on each other.

Consequential Elements: Based on the results of the dynamic elements and destination elements, direct, and indirect interaction between the tourists, it produces the equilibrium that has positive and negative impacts on economy, environment, and society.

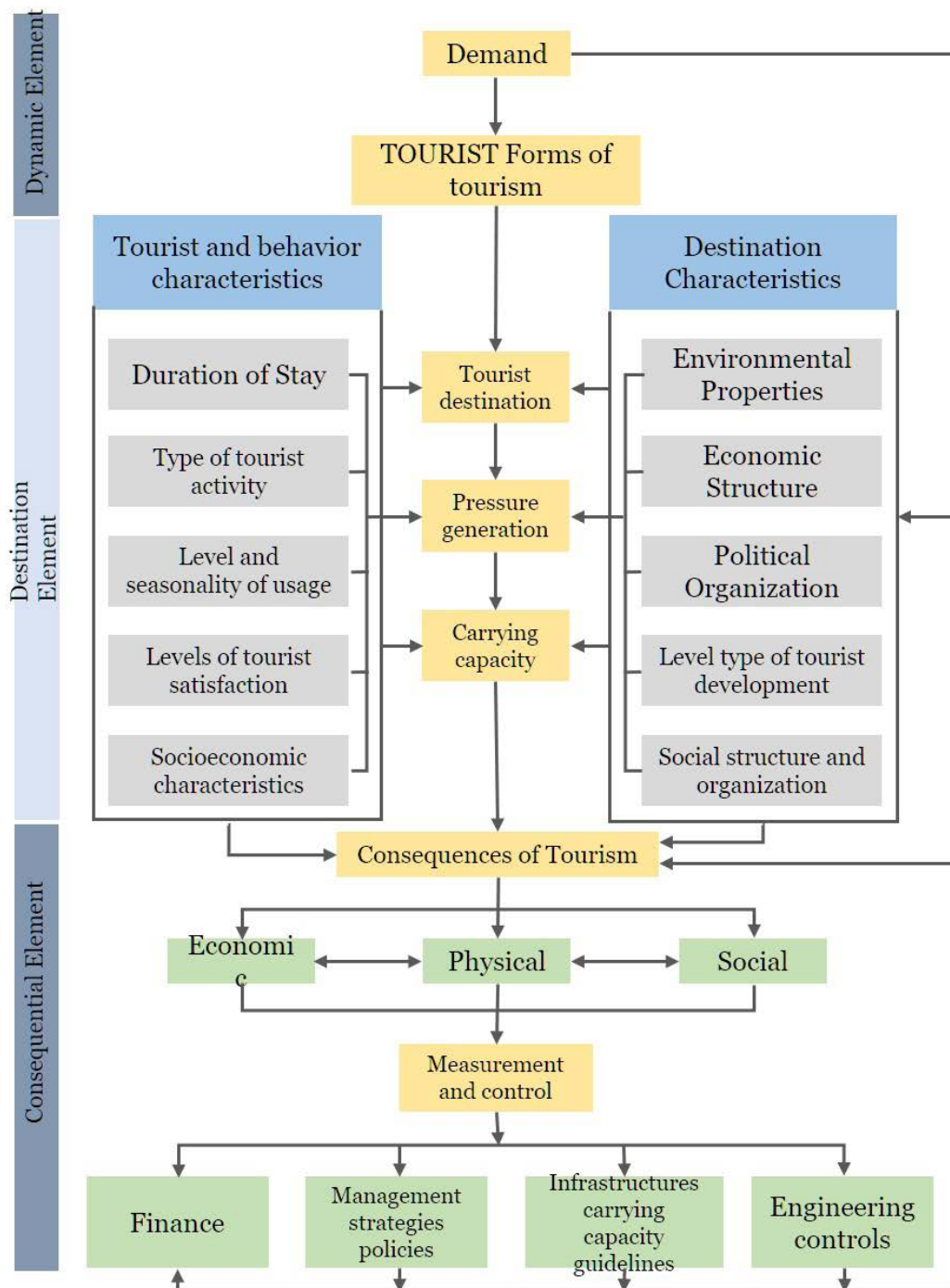


Fig 2.1 Mathieson and Wall Conceptual Model for Tourism Conflict
Source: Author Information: Mathieson and Wall (1982)

Brougham and Butler (1981) examined the impacts of tourism through the case of Scotland and tourism impacts on residents. The analysis concluded with a conceptual model that explains the conflict of tourism is influenced by three elements, which includes:

Preconditions: These include geographical, cultural and landscape factors, government regulations, and development opportunities;

Residents' socioeconomic profile: These include residents' age distribution, occupations, skill sets, culture, etc.;

Tourists' socioeconomic profile: consuming types, activity types, etc.

The interactions between these three elements will result in different level of conflicts, and depends on the level of impacts the residents will perceive differently that resulted in different opinions and knowledge.

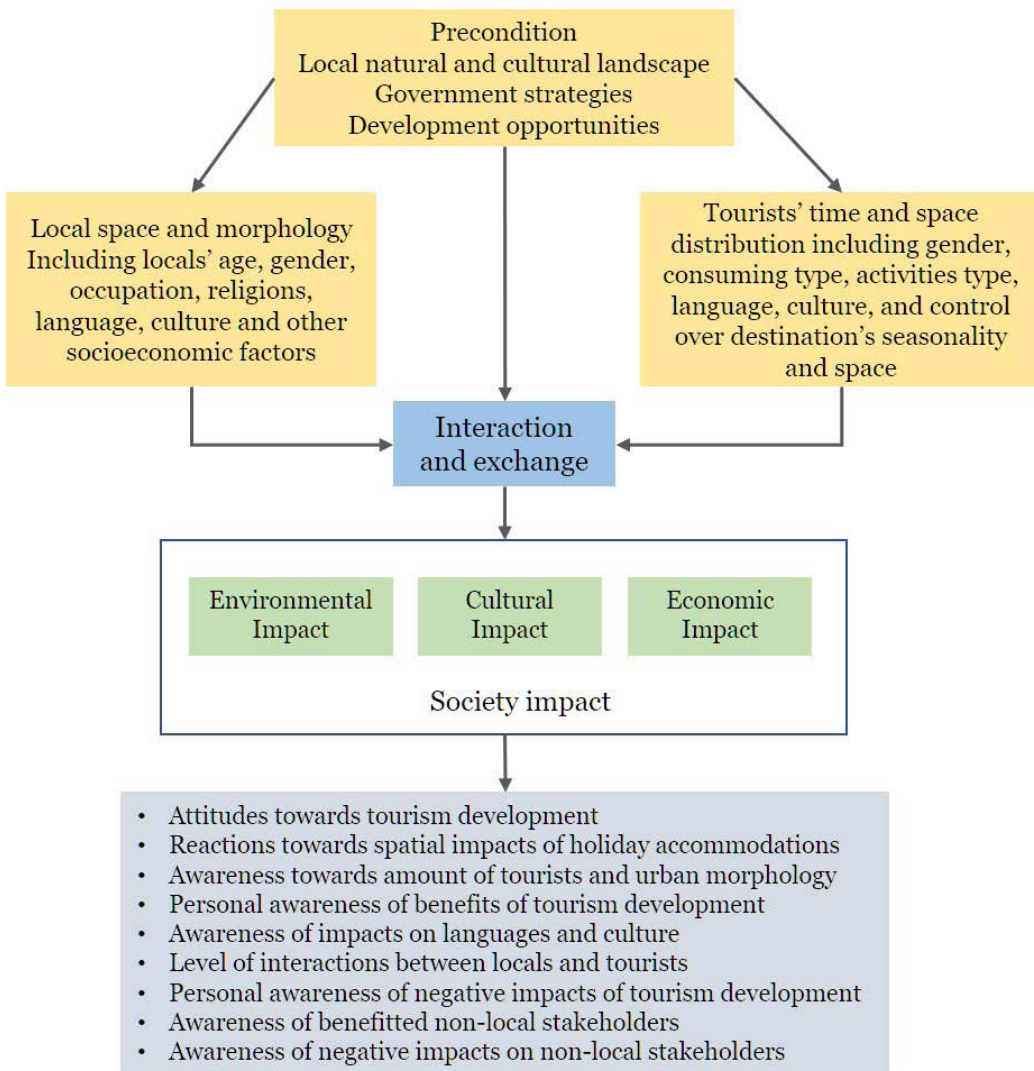


Fig 2.2 Brougham and Butler Conceptual Model for Tourism Conflict
Source: Author Information: Brougham and Butler (1981)

Both models explained the influences that lead to impacts in various aspects of the destination. However they focus on different scale of reactions to the impacts. On the one hand, Mathieson and Walls focused on the governmental level where control and measurements are taken place either be fiscal regulations, management strategies, and infrastructure capacity guidelines. On the other hand, Brougham and Butler did not focus so much on institutional measurement but on the awareness of good and bad results from the impacts that can be applied on different scales, i.e. individuals, groups of interests, organizations and governments. In conclusion, both models will be used accordingly to comprehensively capture the tourism issue, drawing attention to responses from

different scales.

2.2.3 Public space and the Right to the City

Public spaces, according to the definition, should be publicly available to everyone, however, economic and political forces are usually the influences that shape the public spaces in cities. Although public spaces are supposed to be opened to everyone, this will always create the conflict of interests between different parties. This was explained by Van Deusen Jr. (2002), “Firstly, public space is always a space of conflict; it is a site of struggle over who controls and who has access to it, who determines its constitution, and how it is reproduced. Secondly, though it seems paradoxical, public space is always an exclusionary space, one in which certain accesses are allowed or tolerated. Thirdly, we can measure the degree to which public space fosters political representation and to what degree people can be seen contesting social relations, protesting injustice and appropriating space for their own uses. Therefore, and lastly, then, these qualities of public space gauge social justice regimes of any society; they measure the spectrum of rights in any set of social relations, as well as how the regulation and control of actions that deal with the unequal distribution of resources, rights and accesses to public spaces, contribute to the oppression of people. These aspects of public space emerge from practices of people in public spaces as well as from the designers who create them” (Van Deusen Jr., 2002).

The conflict of interests and competition comes from economic and political reality, and it is especially heightened by the tourism industries when public spaces and urban feature becomes the asset for commodified tourist experiences. Iveson (2007) describes that there is a blurring distinction between the public and the private, and it could be explained by the idea that urban spaces need to be profitable. Under these forces shaping the public spaces, the free access does not mean it is not discriminative. An example could be that souvenir shops are profitable in Venice due to tourism, and so the economic factor forces unprofitable businesses to close. Ellickson (1996) argues that the behavior can be excluding, and suggest formal zoning. However, this also create imbalanced power to the spaces. Moreover, informal zoning can be a practice of social code of conduct that can always exists in public spaces, the challenge would be to sustain such practices.

Another exemplar author Henri Lefebvre (1991) sees the city as the production of the work, and actions of the inhabitants. The social and cultural values that lie within the communities create the unique diversity and urbanism of the city. Therefore, to take away the citizens' rights to the city, the ability to create new urban life, means to take away the right of the existence of the city. The identity of public spaces as local or tourist becomes interesting when studying the conflicts.

Chapter 3 Venice and its local livelihoods

To understand the local livelihoods of the Venetian people and how mass tourism has affected the city nowadays, it is important to recognize the unique context of Venice. The purpose of this chapter is to provide a brief historical overview of the city of Venice, its development, and its transformation in relation to the livelihoods of the Venetian people, and how it has then lead to a boom in the tourism industry. An overview of the city profiles and discussions on current challenges faced by Venice will be provided, concluding the chapter.

3.1 Historical overview on Venice and its local livelihoods

This section is mainly based on Elizabeth Horodowich's (2009) *Venice, A New History of the City and its People*, excerpting relevant information of Venetian's livelihoods and spaces morphology. Professor Horodowich of New Mexico University researches early modern European history with a focus on 16th century Italy and Venice.

3.1.1 The foundation of Venice

People and livelihoods

Before Venice became a settlement in around 5th century, travelers from the mainland would take excursions to the lagoon islands for various purposes, depending on the seasons, including duck hunting, reveling, or picnicking. During the invasions of the barbaric tribes of the Visigoths, the Huns, and the Lombards,

there had been gradual waves of refugees from the mainland to the lagoon islands for temporal refuge, which gradually became permanent settlement.

The settlers' local livelihoods were mainly based on hunting, fishing, salt production, and salt trading. As the lagoons were not irrigated, fresh food were scarce, mainly coming from simple gardens and vineyards, meaning the settlements were largely dependent on long distance trade for construction materials as well as food supplies. Salt, taken from the geographically advantageous shallow waters from the lagoons, was an especially valuable resource, and used to trade for grains, oil, and wine. It is the first substantial commodity for exchange, and can be said to be the foundation of Venetians' wealth.

Space and livelihoods

The first records of the settlements were scarce. According to a record by the Roman official Cassiodorus in 515 A.D., the landscape of early settlements were full of reeds, brackish waters, aquatic birds, constant tides, and silt. He pictured the settlement's houses as fragile and *'like [those of] aquatic birds, now on sea, now on land'* (Horodowich, 2009). He also described the wooden houses and huts as elementary, and spontaneous.

During the early foundation of Venice, the Venetian Lagoon fell under the authority of Byzantium rulers. Consequently, its spatial arrangement and architecture has been strongly influenced by the Eastern Roman Empire. The street and houses layout, instead of adopting the grid layout of the Western Roman Empire, has more organic and fluid arrangements. Another example of the influence of the Eastern Roman Empire can be seen on the main cathedral church of Venice – San Marco Basilica, with the architectural feature of a low domed roof, with brick and rubble walls, in contrast to western cathedrals that reach the sky.



Fig. 3.1 Interior of San Marco Basilica
Source: Venetoinside, www.venetoinside.com

3.1.2 Medieval Venice

People and livelihoods

Trades - Given the geographical nature, the lagoon city lacked land resources and was heavily dependent on trade. Since the lagoon city produced few resources, it was heavily dependent on trade, at which it excelled due to its geographical location, which made it an important intermediary port between Western Europe and the Muslim world, from which goods from Asia. Trading as an industry expanded from the inland river onto the Mediterranean Sea during the 11th century. Alexandria, Constantinople, and Aleppo were the main ports in the expansion. Venetians traded fish and salt in exchange for exotic products from the Muslim world and further abroad, such as silk, spices, timbers, and slaves. The spices were so rare that the monopoly made Venetian traders extremely wealthy; during the 15th century, an investment of 11 million ducats could earn 4 million net profit. At the time, a convoy journey can earn oarsmen up to 250,000 gold ducats, where a salary of 20 ducats per year can make a family live quite well. Additionally, a comprehensive mechanism for trading allows equal opportunities to become rich through trading.

Venice stabilized and grew with a governmental system that was non-feudal and not bound by territory nor class that allowed for a balanced distribution of wealth

among the Venetian people. Occupations such as traders, oarsmen, and convoys were popular, and relatively respectful among the society. Starting from river trading, the Venetians gradually expanded to Mediterranean, and eventually the victory of the Fourth Crusade solidified Venetians' maritime sovereignty.

Ship-building industry- The arsenal for ships was built in 12th century, and was the foundation for the boost of maritime empire. Many Venetian's livelihoods were dependent on ship building, carpentry (with the population of 1,600 carpenters in the 16th century), and selling outdated ships to foreign stakeholders (to ensure the monopoly of ship building knowledge).

Organizations and guilds- During the middle ages, Venetians had set up a complex social system to serve all classes of the residents. There were guilds set up that represented different professions rights. As 13th century Venice had more trading related jobs, there were more commercial guilds than labour guilds. Nevertheless, there were over 100 guilds that existed, including tailors, goldsmiths, and carpenters. Other organizations such as confraternities or *scuole* (schools) that were formed for charities purposes to serve workers in times of needs. Within these charities, the rich and poor are all equal, and the organizations aimed for expressions of spirituality other than Christianity. The historian Horodowich (2009) pointed out that the existence of such organizations was very important during the middle ages and early modern period as it gave individuals a sense of identity and civic rights of political participation.

Space and livelihoods

During early 9th century, the lagoon city was still barren and grassy, with most of the settlers remained fishermen and hunters. Gradually, a node was formed at the modern day- Rialto Bridge, close to the main piazza San Marco, for trading spices (such as cinnamon, pepper, cloves, nutmeg, and ginger.) The city progressively developed based on the rich income from these trades.

During 13th century, the city become a prominent place for trading. The *fondacos*, or the lodge and warehouses designed for foreign merchants, were one of earlier physical evidence of constant substantial number of foreign visitors to the city.

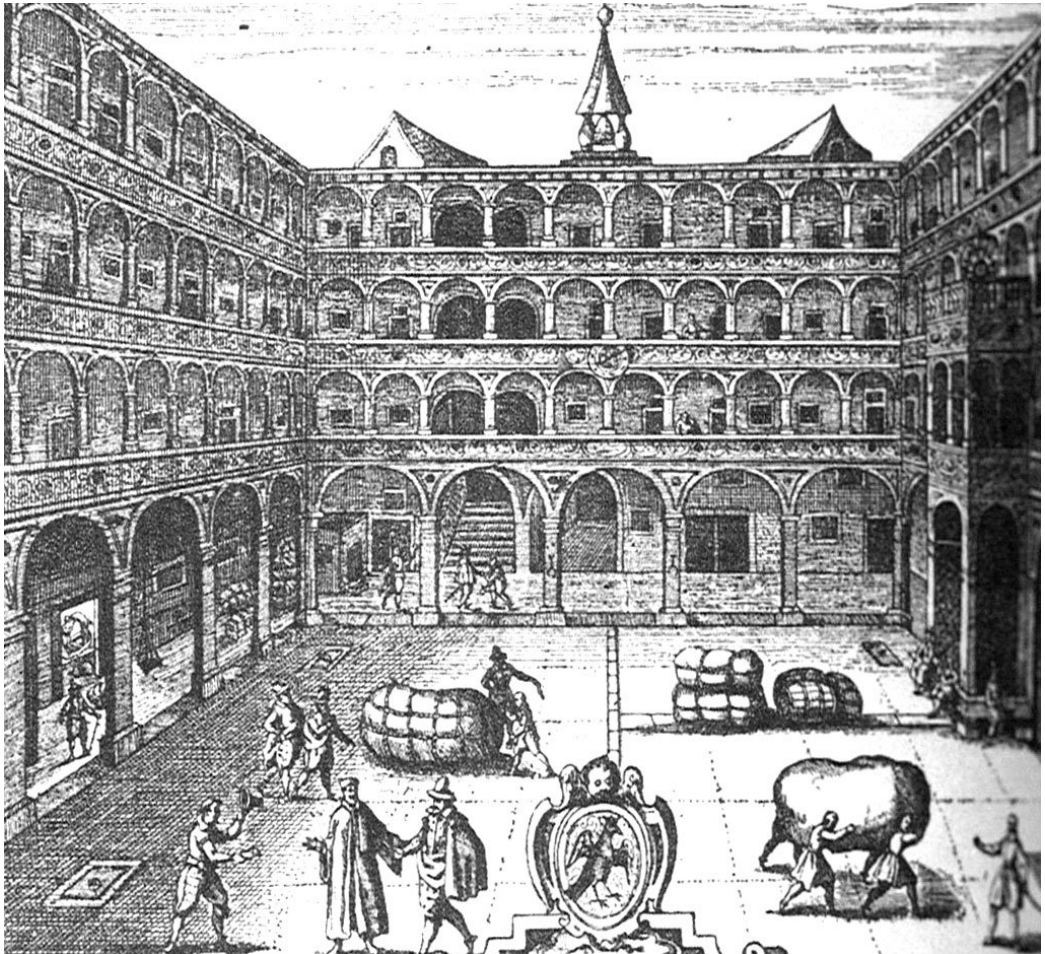


Fig. 3.2 Fondaco dei Tedeschi, 1616

Source: Raffaele Custos, www.yatzer.com/fondaco-dei-tedeschi-venice-benetton-oma

Social life grew along the city and economy and it also impacted the physical development of Venice. Professions and types of labour determined where people lived as well as the social organizations they belonged to. Various parts of the city's islands were designated for different professions to facilitate safety and ease for transportation. Shipbuilding was on eastern part of the city, around the arsenal, while glass production was moved to the island of Murano to prevent fire. The tannery was moved to the southern island of Giudecca to protect the water supply.

Within the city, the streets were also organized according to the professions. The social class and neighborhood were molded by the professions as people lived close to where they work, as indicated by street names, such as *Calle del Forno*, street of bakers (there are 31 streets with such name in the city). Other

examples include street of shops (*Calle del Magazen*), of wine merchant (*Calle del Malvasia*), of soap makers (*Calle dei Saonerî*), of metal workers (*Calle dei Fuserî*), buckle makers (*Calle dei Fubera*), arrow makers (*Frezzaria*), and wool workers (*delle Rasse*). This inexhaustible list of occupations indicates the complexity of the social fabrics during the middle ages.

Neighbourhood- The setup of a neighbourhood was often initiated by the establishment of a church. Each island would have its own church with a central square in front; with the dock on one side and workshops or markets on the other. The square would also be used as military training ground during wars. Residential houses would then gradually appear with vegetable patches; the noble's palace would be near the houses of workers and labourers.

A typical scene of the neighbourhood would be of animals roaming around the islands, with undeveloped mudflats that created pools for residents to fish. The walkways were undeveloped, and waterways were the main channel of transportation. One could find that the building façade were usually implemented on the waterway entrance side of the building more often than the walkway side. At the busiest plaza, Piazza San Marco Piazza, a typical scene would have booths of various type of craftsmen on one side, and officials who gave out permits and collected shipping fees near the main dock. Most structure were wooden, though after a massive fire in 12th century, more significant structures become stone made, to ensure safety after dark. A fire ban was instigated in evenings, leading to the invention of streetlights to compensate for safety on the unlit streets.

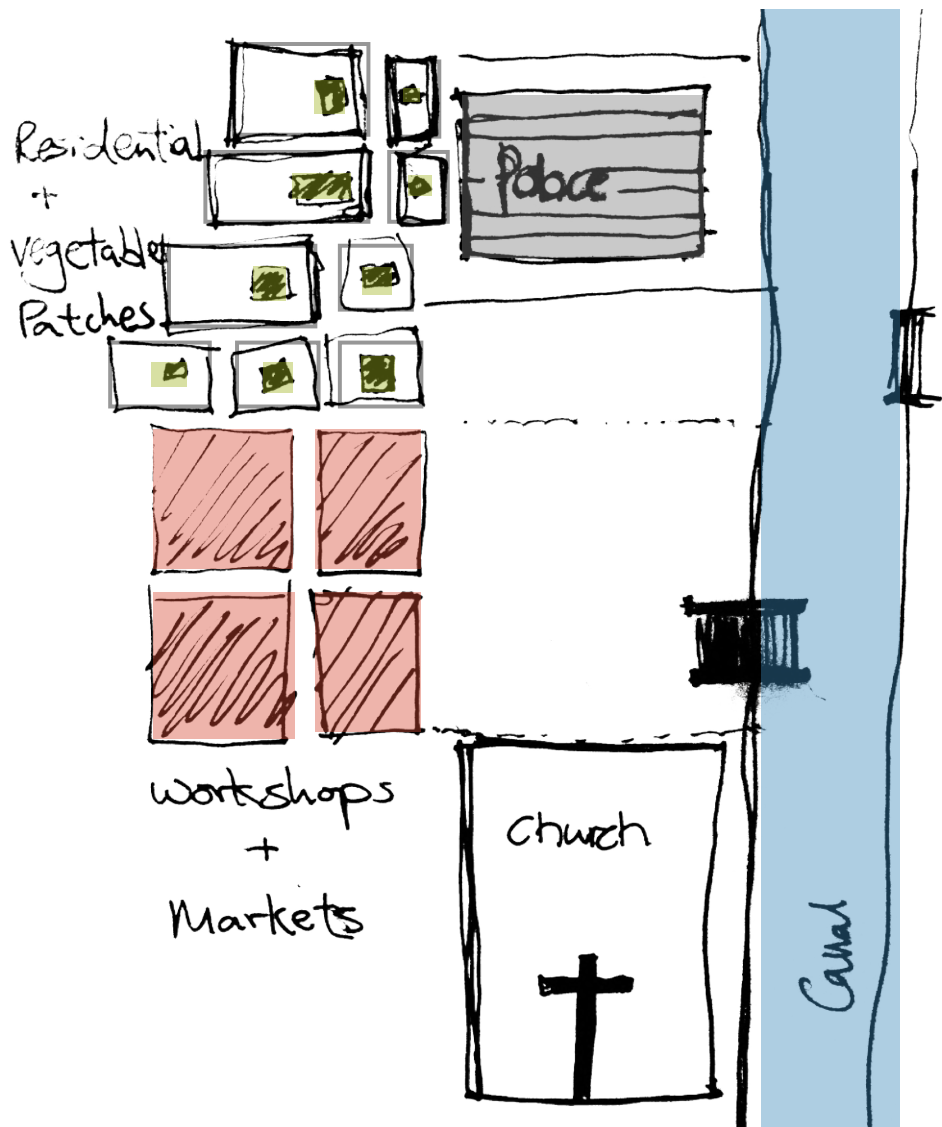


Fig. 3.3 Depiction of typical set up of Neighbourhood in Medieval Venice
Source: Author Information: Horodowitch, 2009

3.1.3 Early Modern Venice

People and livelihoods

During the 16th century, Venice started to decline, due to several factors: their wars to claim the mainland proved to be costly, followed by the Iberian discovery of alternative trade routes, the formation of the Dutch East India Company and its competition for spices, and the fall of the East Roman Empire. As a result, economic power shifted to the northern European countries. As piracy increased, less oarsmen were willing to sign up, and nobles changed their investments into farming, rents, and holding office instead of high risk commercial trading.

Venice became more industrialized. The production and manufacturing occupations gradually appeared, such as in woolen cloth, silk, soap, glasses, shipbuilding and printing. As Venice was relatively liberal compared to other states, the publish and print of diverse knowledge flourished in the city, leading to an increase in occupations such as printers, editors, humanists, playwrights, linguists, poets, and clerics.

In the 17th century, Venice became a fashion state and activities such as shopping for clothes, masks, pearls, and going to cafes, casinos and brothels became popular. Many tourists, visitors, or students from the Grand Tour started to visit Venice more often. The population of Venice were around 18,000, and the economy remained diverse and somewhat strong despite the power shift.

Space and livelihoods

The appearances of buildings increased in complexity due to being a melting pot of cultures. While classical Roman architectural styles could be seen, it was mixed with other architectural styles. Foreign influences had complicated Venetian urban settings.

A typical urban scene in this era would have theatres, cafes, and casinos in abundance. Gamblers, revelers, and opera goers were very typical on the streets. Within 63 years, there had been 400 theatres opened, as it was a huge profit at the time. Gambling was conducted in cafes, theatre, barber shops, with residents participating. Thousands of foreign gamblers visited Venice every year. The main piazza, San Marco, had 30 cafes open for businesses. Cafes were also places for meetings and gatherings of nobles, foreigners, artists, and merchants, and important as it was an incubator for discussions of art, culture, ideologies, and politics.

Festivals were important sources of social interaction. There were few bridges between the islands, therefore the neighbourhoods had strong bond within, though they were often isolated from the rest. Residents enjoyed these festivals that allowed more interactions with other neighbourhoods. The famous Carnival of Venice was more important to all the population, as it liberated social interaction through masked classes and identities. In the past, the carnival ran for half a year, attracting 30,000 tourists per year. It was celebrated until the

Napoleon era, and was only revived in the modern period during the 1970s.

Horodowich (2009) quoted a prominent Venetian politician, who described the city as ‘supplanted by foreigners who penetrate right into the bowels of our city... not a shadow of our ancient merchant is to be found among our citizens... It is used to support effeminacy, excessive extravagance, idle spectacles... instead of ...industry.’ This shows the gradual transformation of Venice’ industries, cultural developments, and types of visitors.

3.1.4 French and Austrian Occupied Venice

People and livelihoods

Under Napoleon’s regime during the late 18th century, many people who worked for the state, were dismissed, as the Venetian public office were closed, alongside the glass and textiles industry and the port. Almost one quarter of Venetians were begging on the streets. The population reduced to around 100,000 due to poverty, malnutrition, and migration to avoid the occupation.

During the Austrian regime, the port was reactivated, and Venetian nobles started to work in various occupations. Under the regime, Venetian were forced in military conscription, with few democratic and censorship freedom. A revolution against the Austrian succeeded for a brief period before it was taken back, during which the city was suffered from food shortages and fluctuating prices. For example, a chicken costed a week of salary, and butter was basically inaccessible.

During the 19th century, the industry that transformed Venice was tourism. It has played a role in local economy for centuries, in entertainment and fashion, however, it became the main source of profit that helped it make a fast recovery during and after the occupations. The ‘Romantic’ city, was an image appeared after the foreign occupations that destroyed the city and the inhabitants. The idea that Venice was disappearing encouraged many visitors to see it before it was completely destroyed. Feelings such as exoticism, sadness, melancholy, and nostalgia were embodied in the popularized of tourism in Venice.

Tourism revived some of Venice’s traditional arts and crafts by the large profit made through growing numbers of tourists who wanted local products. The city revived its reputation as the centre for glass making, establishing new factories.

Other jobs such as bead stringers and lace makers, portrayed the 'local image' to the tourists, and allowed locals to increase house income without them straying far away from home.

Space and livelihoods

The city was vastly destroyed when the army of Napoleon came. The physical state of the city was impoverished, desolate, and empty, with blank walls, holes on façades, and empty buildings; as well as crumbling palaces with unemployed workers and beggars on the unmaintained streets. Statues were destroyed as it symbolized imperialism. Commercial and civic services came to a halt.

Many confraternities, as well as the arsenal, were also destroyed under the military, in fear of political insurrection. These buildings were transformed into prisons, hostels, and barracks.

Another drastic change in the urban landscape was Hausmannization, implemented in Venice by Napoleon's urban planners. Many broad streets that were not a public space nor a campo were the production of the 19th century. As parks were important recreational space for the French people, channels were closed to open parks. However, it was received negatively by Venetians, as described by Franz Liszt during his visit in 1838, 'to be a Venetian is to prefer marble to foliage, a palace to a garden' (Liszt, 1838).

The Austrian regime was a period of rebuilding Venetian livelihoods. Effie Ruskin, a foreigner who visited Venice, described the scenery out of her window; '[...] many of the Italians here appear to have no homes at all, and to be perfectly happy [...] we see them all lying packed together at the edge of the bridges, wrapped in their [...] cloaks and large hoods as warm as fires. Then in the morning there are little stands on all parts of the quay where they can get food [...] goes on entire day...'. Austrian helped to industrialize Venice, implementing more than 50 factories for tobacco, cotton, textile, flourmill, watches, and brewery, employing with thousands of people. Due to industrial pollution, the city was especially smoky during this time.

As part of industrialization, the Austrians also built a railway bridge that is connected to the mainland, reducing traveling time from 4 hours to just 10

minutes. At the time, many boatmen and gondoliers protested the development.

3.1.5 Modern Venice

Background (1900-1970)

Tourism continues to be an important income for the Venetians, though it came to a halt during World War I. Many hostels, theatres, and commercial activities were shut down. Population increased temporarily when mainland Italians fled to safety from the war.

In 1939, Port Maghera on the mainland coast was developed into an industrial port with more than 60 factories operating in naval, chemical, and electrical manufacturing, employing 19,000 people including Venetians. Flooding became a serious issue in the 1950s as water levels continued rising while the island sank; the water was also polluted from the waste water of Port Maghera. In 1969, UNESCO report that Venice has a sensitive ecosystem, which meant that the focus of development should shift from industrial to other means, such as cultural development.

Venice City Profile

According to the municipality of Venice (2017), the city has an area of 415 km² and a population of 261,000. In the historic city of Venice alone, the current population is approximately 54,000, which is around 20.6% of the total population of Venice Municipality.

Population trends- The population of the municipality peaked in 1968 during the industrialization of the Maghera port; apart from the historic city, the rest of the islands on lagoon have also grown in the 1960s, due to glass production on the island of Murano. However, since the 1980s, it has fallen in size at double the rate of decrease on the mainland of Venice. From the 1960s, the population size of the historic city has been decreasing regardless of the rest of the municipality. Since 1952, when the population peaked at about 174,000 (Comune di Venezia, 2017), the registered residents has declined by more than 65%.

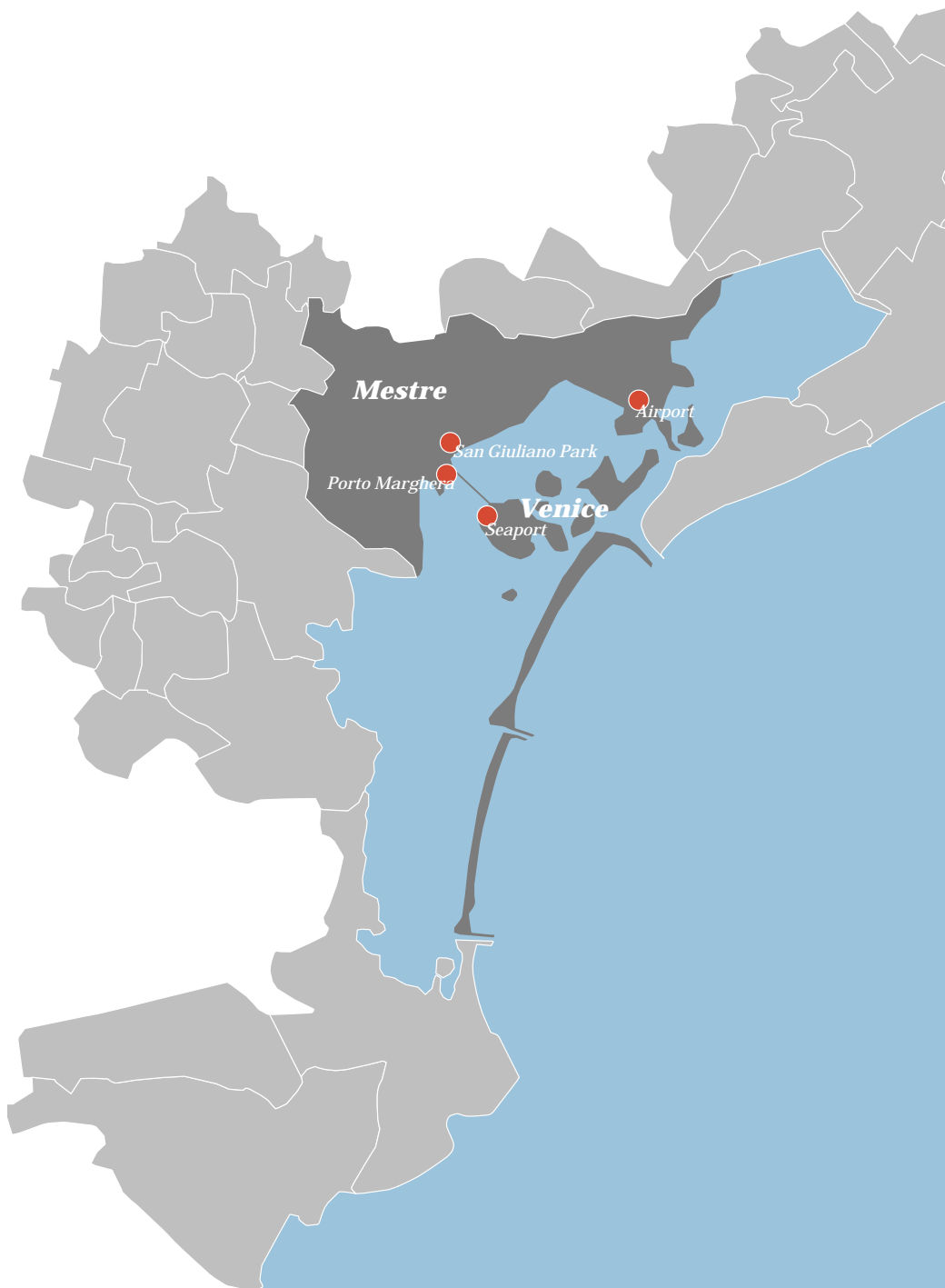


Fig. 3.4 Regional Map of Venice
Source: Author

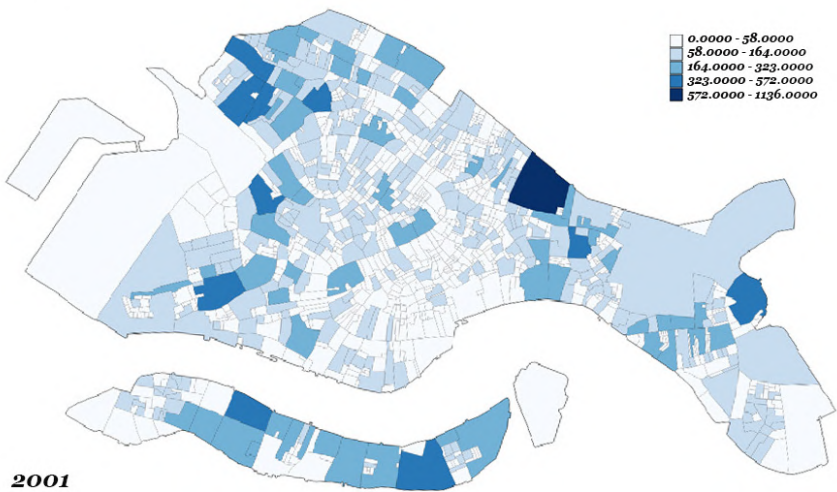
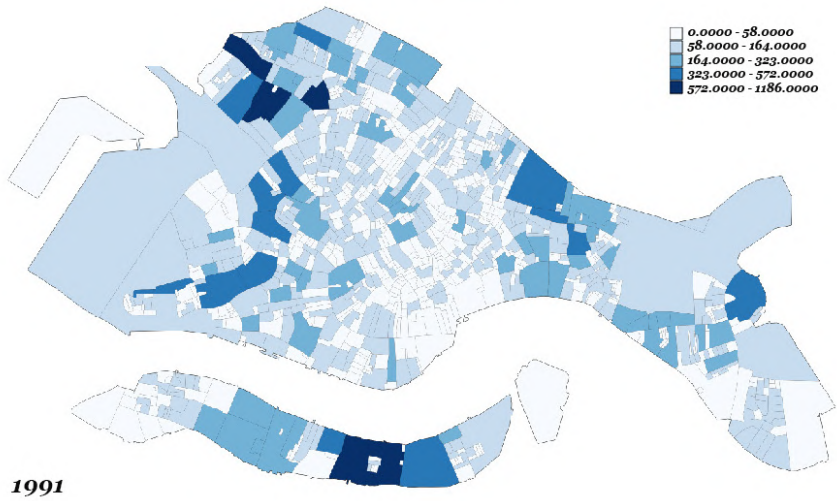
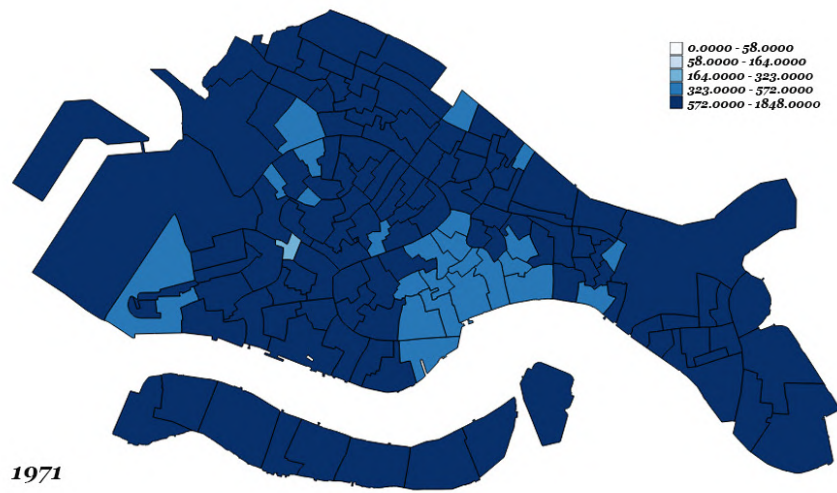


Fig 3.5 Map of population trends
Source: Venepedia, www.venepedia.org

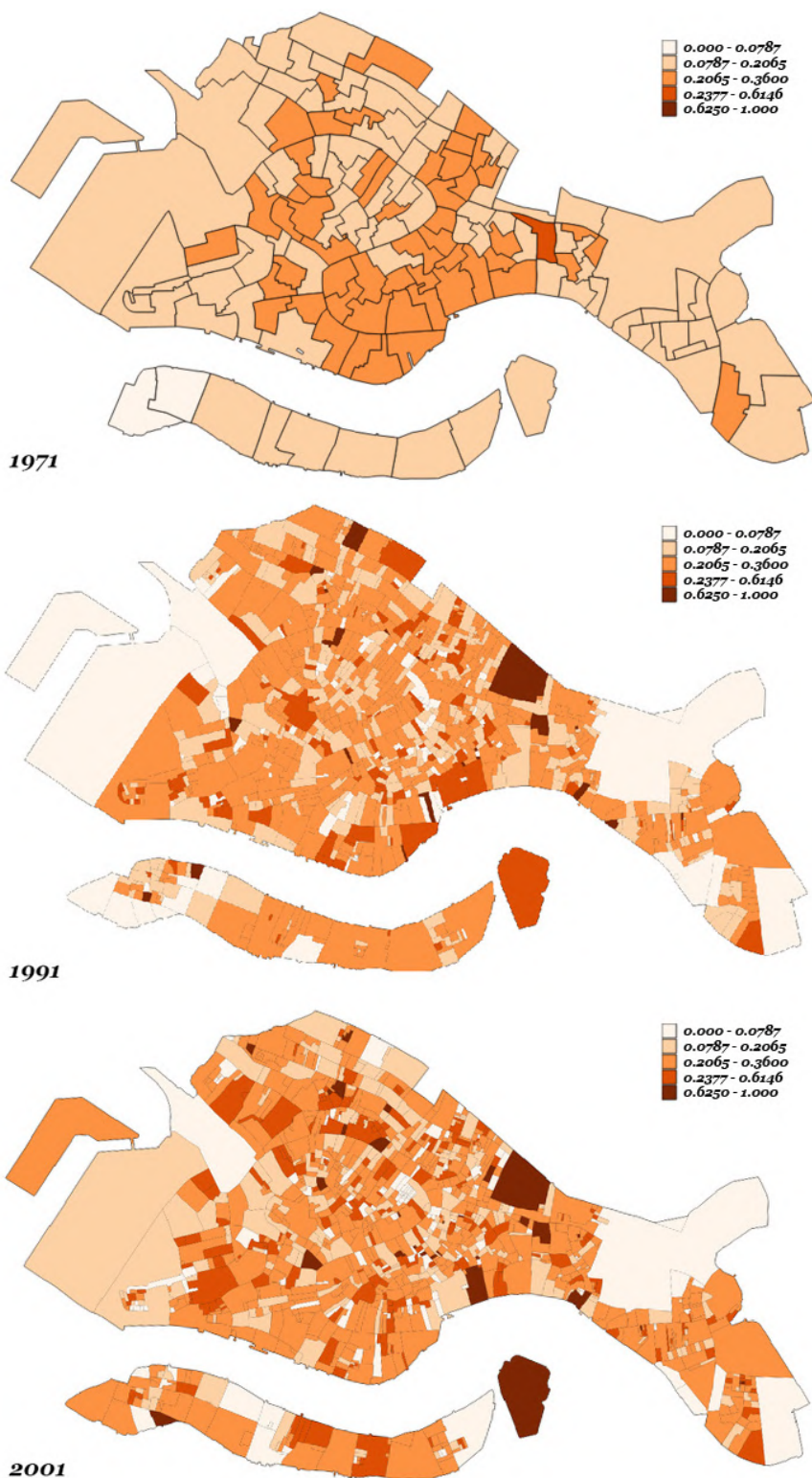


Fig 3.6 Map of Senior population
Source: Venepedia, www.venepedia.org

Age- According to City of Venice's latest census (2017), the average age of the residents in historic city has also been gradually increasing throughout the years. The average age of people from 1981 was 40.6 (Venepedia, 2015), increased to 49 in 2017 (Comune di Venezia, 2017). People who are aged over 60, amounts to 23.8% of the population in 1971, while the current distribution of people over age 60 is 38% (Comune di Venezia, 2017). The trend is a population increase in the future. The death rate has been significantly higher than birth rate since 1982, however, the death rate has been decreasing, while the birth rate remained stable in the past few decades.

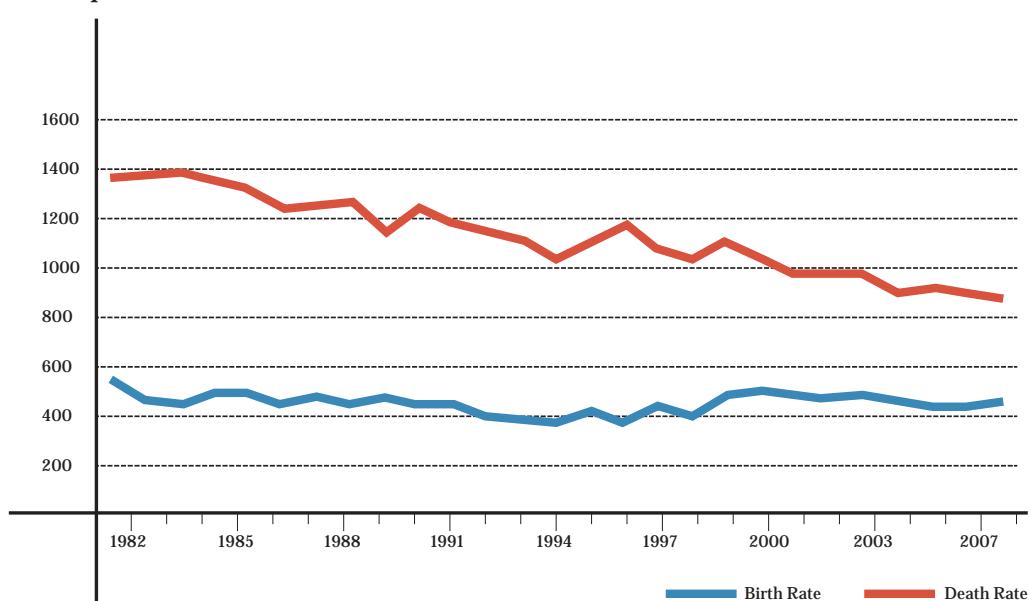


Fig 3.7 Birth and Death rate of Historic city of Venice
Source: Author, Information: Comune di Venezia, 2017

Ethnicity and Religions- According to Venepedia (2009), approximately 91% of the population is Italian, with the largest immigration from other European countries. However, south and east Asia also distribute to around 2% of the city population.

The number of emigration of Venetians has been somewhat similar to the number of foreign immigration. However, since 1982, the foreign immigration has been larger than Venetian emigration.

Venice has long been a melting pot for culture and religions, although currently Venice is mainly Roman Catholic (Venepedia, 2015). Considering its long

historical relationship with Byzantium Empire, there is also the presence of Orthodox Christianity. Due to immigration, other religions also exist, such as Islam, Hinduism, Buddhism, and Judaism.

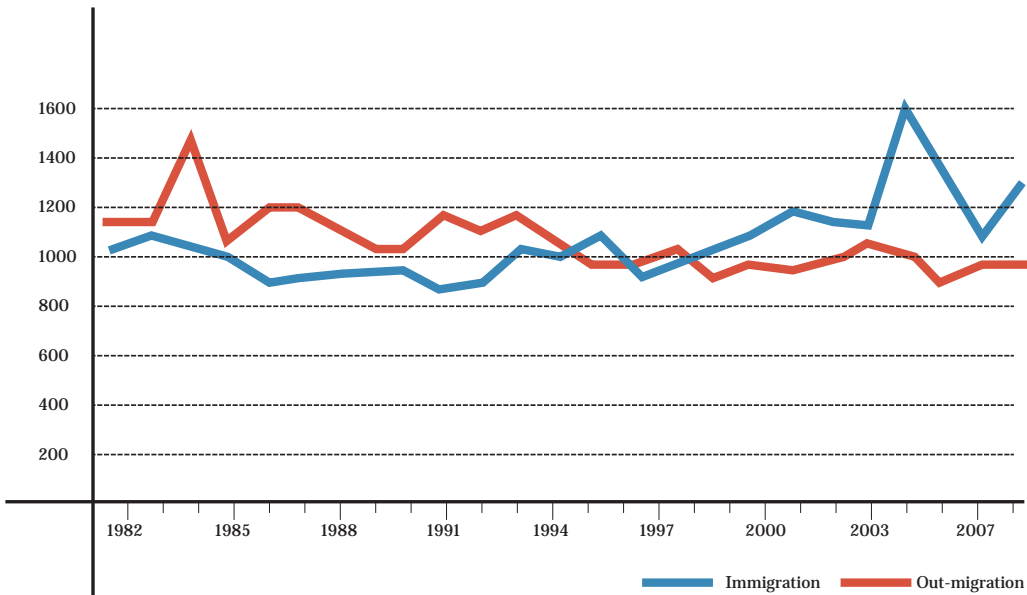


Fig 3.8 Immigration and Out-migration rate of Historic city of Venice

Source: Author, Information: Comune di Venezia, 2017

Economic Pillars- Unsurprisingly, tourism is one of the significant industry of Venice, and many local inhabitants rely on tourism to earn livings. Through the interviewees, most of the young Venetians who stay in Venice work in tourism industry. When this is not the case, then young venetians move out of Venice for better opportunities, otherwise they move out of Venice for better opportunities. Further details will be explained in Chapter 4. Heavy industry for chemical products at the Maghera Port, is also an important industry where Venetians work.

3.1.5.1 Tourism in Venice

Daily Effective Population- Disregarding Venetian commuters from the mainland, the population of Venice should consider the number of tourists and excursionists, who make significant demands on the city infrastructures, e.g. transportation. Others include commuting workers, students, and people with secondary homes. The increase in mobility means the city loading for population is higher than merely residents.

According to the Annual Tourism Report (2015), the number of tourist arrival in the area is around 22 million annually and around 60,000 daily, with 4.5 million visitors staying at least one night and an average stay of 2.3 days. This means the rest of the visitors are excursionists (~17.5 million /year). This has been proven to be consistently increasing, and is projected to grow in the future.

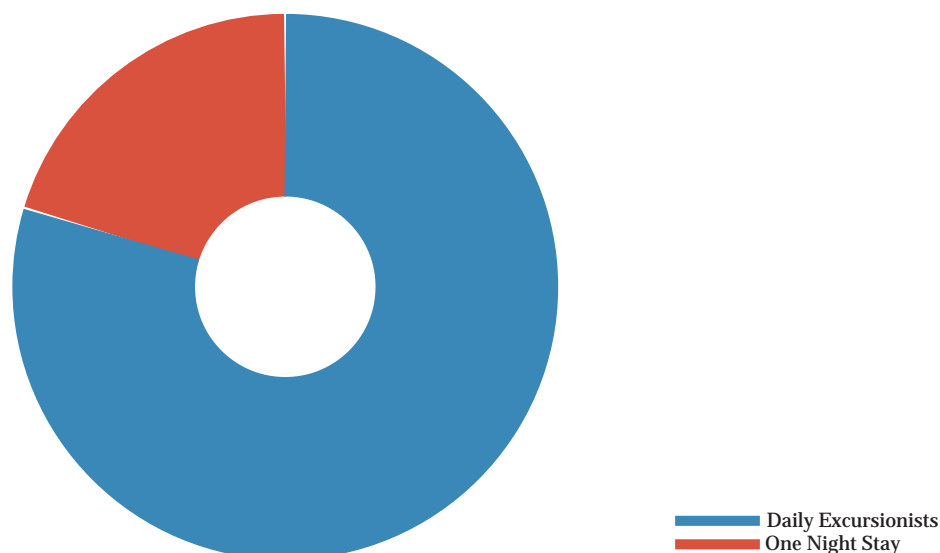


Fig. 3.9 Daily excursionists vs One night stay
Source: Author, Information: Comune di Venezia (2015)

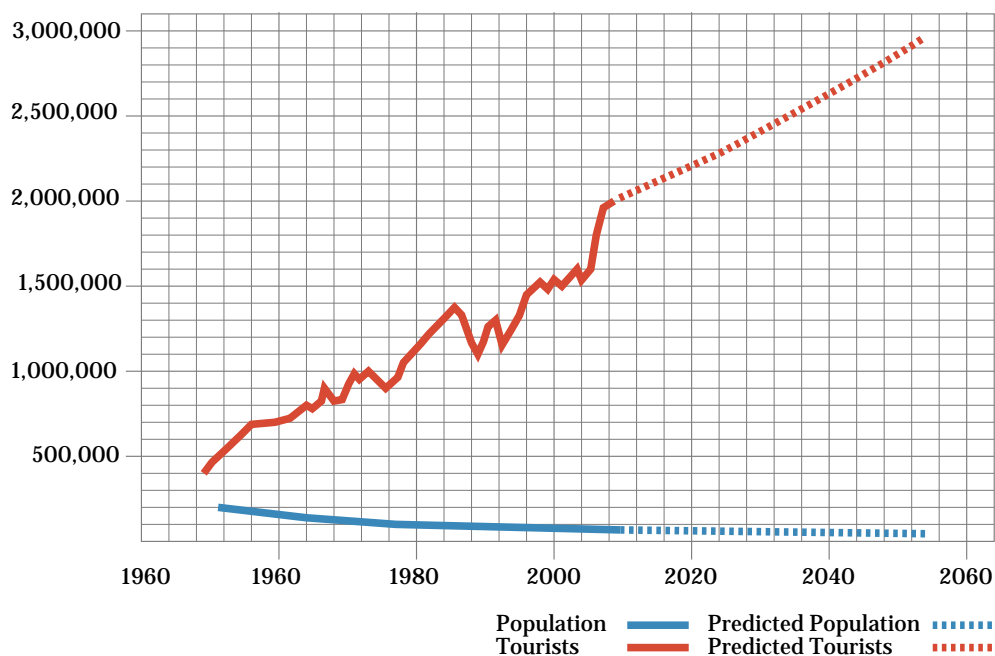


Fig. 3.10 Number of residents vs Tourists daily
Source: Author, Information: Comune di Venezia (2015)

Tourism Industries- According to Tourism Annual Report (City of Venice, 2015), the number of beds for hotels from 2011 to 2015 in the historic city, has a total increase of 11%. For other accommodations, it has a total increase of 23%. The expansion of other accommodations has been more significant. More 1-3 stars hotels (67.5%) have been established within the new-opened hotels category. Unclassified housing units managed by private real estate companies (potentially websites) was established as the most viable non-hotel accommodations for tourists (73.5%).

It is estimated that approximately 40% of active companies located in the municipality of Venice refer to trade and hospitality. About 50% of payroll employment is connected tourist activity, compared with 25% at the regional level. In the historic centre, these percentages rise further. (City of Venice, 2015)

Types of visitors- The following chart is based on knowledge obtained from interviewees, personal observations, the City of Venice Tourism Annual report (City of Venice, 2015). The chart shows that most of the visitors are from European countries. Nonetheless, visitors from the USA, contributed the most to overnight stay, followed by the UK, France, and China. Other types of visitors include students, family visits, and visitors for other non-temporal or non-touristic purposes, which is not considered in the chart below, as it does not fluctuate on temporal basis nor affects tourism industries in long term.

	Cruise	Art and Cultural Events	Off-Peak
Traveler		●	●
Tourist	●	●	●
Mass	●	●	●
Individual	○	●	●
Excursionist	●	○	●
Overnight stay in Historic centre		●	○
Overnight stay in Mainland		●	●

Fig. 3.11 Profile of tourists characteristics

Source: Author Information: Field Data (Interview, observation)

3.1.6 Current discussion of the challenges

There has been several studies focus on the impacts of tourism on Venice's local communities in various aspects. These studies examine, on the bigger scale, the challenges that the city faces. These challenges are:

- Endless incoming cruise ships operating in the area, which erodes culturally and ecologically critical foundation of the city;
- Closure of pre-existing networks of small shops, manufacturers, bookstores, theatres and workshops, in favor of the implantation of souvenirs shops, hotels, and global franchises at plummeting daily costs;
- Unregulated internet sites offering expensive city apartments, forcing residents who are not able to compete with the high rents to move out of the historic city; The liberalization of housing market, and lack of regulations in 1970s (Minoia, 2017) causing unlimited rent raise for the housing market.
- Career opportunities are limited to tourism industry, meaning who do not work in this business have to seek opportunities in other countries
- Excursionists are mainly people who stay with the cruise that go to the historic city in the early morning and then leave at afternoon, or people who stay on the mainland for cheaper prices of accommodation. Their spending is less than people who stay overnight. Moreover, this phenomenon contributes to the burden of the infrastructure during day time.
- It was determined that the socio-economic carrying capacity of Venice was 25,000 tourists per day (Coccossis et al. 2002, 16). However, the current amount of 60,000 tourists during day time has far exceeded its limits.
- Mass amount of cruise tourists , have limited amounts of time and usually visit the most popular sights, such as Piazza San Marco, Doge's Palace, and the Basilica, causing human traffic congestion and local avoidance to these neighbourhoods.
- Mass tourism sometimes offer packaged deals, which usually target consumers' spending through international franchise industries that may or may not involve local economy. Arguably, this practice does not benefit the wider local community.
- Mass tourism creates significant sound pollution and overflowed rubbish

on the streets, especially during festivals and events seasons.

- Other factors that are contributing to the exodus of Venetian population includes:
- Convenient lifestyle on the mainland, and moving out to other family relatives.
- Many local communities have pointed their fingers at the lack of management from the local government. Following the 1966 flood in Venice, UNESCO launched a campaign to protect Venice' cultural heritage. A law was passed by the government in 1973 abiding the same goals. However, after 44 years, Venice is facing even more uncontrollable situations. The seemingly non-active role of the government leads to the amplification of the impacting processes.

3.1.7 Reflection

Historically, the population of Venice has fluctuated due to a series of events that range from being the recipient city of refugee waves, as well as wars and plagues. However, during the modern period, especially since 1980s, inhabitants have dropped significantly with no sign of return.

Although tourism cannot be blamed entirely, it has been contributing to the degradation of living quality for the local communities. Venice has always been a place of diversity, merchants from Constantinople, young aristocrat partaking the Grand Tour, socialites from Northern Europe, writers and artists from Florence; it has always been a place full of visitors and tourists for different events. Even the Grand Tour, as the modern predecessor of cruise ships, was prestigious and honored.

The difference between tourism before and now is the difference between urbanization tourism and tourism urbanization. Historical Venice had diverse occupations that supported one another, and collaborative relationships between them created strong growths in living quality and art and cultural developments. Furthermore, the comprehensive mechanisms of confraternities and guilds allowed locals to participate.

The historian Horodowich explained (2009) that the reason why the Republic was known for peace could be the result of detailed social mechanisms that allowed participation for all and attainable wealth while preventing individual

interest to control. The regulations provided a complete and diverse court system that protected all participants' interests as well as worker's livelihoods. It was only until the early modern age that tourism became prominent; the flourishing of tourism industries, however, was based on the cultural and economic developments of the city.

During and after foreign occupations, tourism became one of the fastest profit-earning industries through the idea of Venice disappearing from the occupations, which encouraged many visitors to see it before it was destroyed. This idea has remained even now, emphasizing the prosperous age of Baroque, staging a suitable 'authentic' image of Venice to the eager audiences. In terms of results, the image of thousands of gondoliers transporting the locals in the 15th century has become the hundreds of gondoliers exclusively transporting tourists down the canal for experiencing the 'Venetian' life.

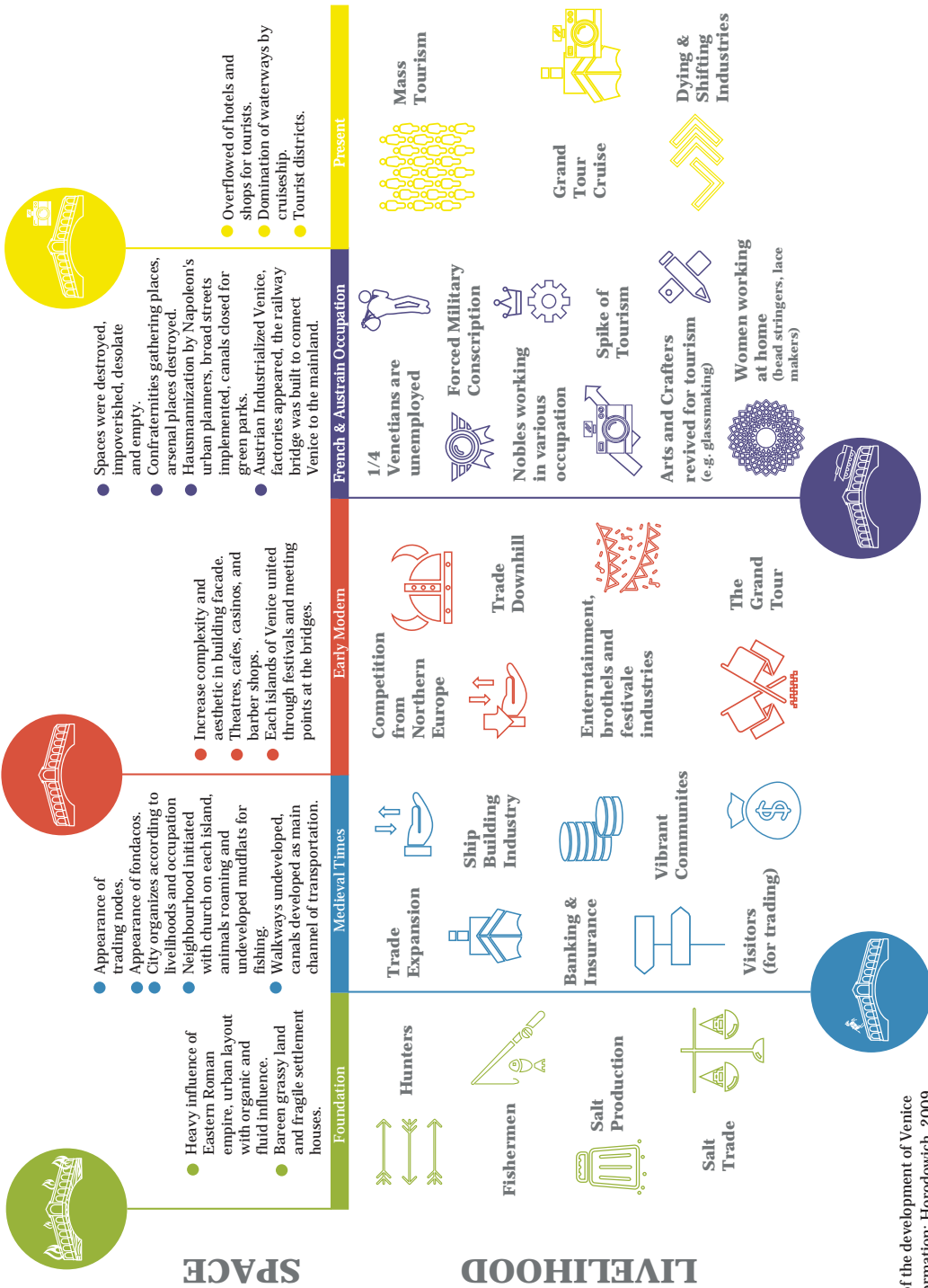


Fig. 3.12 Timeline of the development of Venice
Source: Author Information: Horodowich, 2009

Chapter 4 Empirical Findings

The empirical findings adapted are the results of explorative data collection method through semi-structure interviews with Venetian connoisseurs, inhabitants, and organizations. In addition, during the observation process, the research was able to analyze the public spaces that the residents prefer to go to.

4.1 Interview: Perception of Residents

This section contains interview findings of the residents, this will include their experience and encounters regarding their accessibility to the city, their opinions about tourism, and their personal stories with Venice' public spaces. The interview questions can be seen in Annex. There were 7 interviews conducted. Informal interviews will also be included here.

4.1.1 Background Information of Interviewees

	A	B	C	D	E	F	G
Gender	Female	Male	Male	Male	Female	Male	Male
Age	65+	72	38	20	49	~25	~25
Profession	Researcher Architecture Restoration / Retired	Retired Professor of Architectur e restoration	Urban transport planner, researcher	Student of Sinology	Writer and editor	Organization Associate	Carpenter

Fig 4.1 Profile of interviewees
Source: Author

Interviewee A was born in Venice and have lived most of her life in Venice. She has also lived short time in Canada, UK, and some times in the country side of Italy. But most of the time she has been living in Venice. She is currently residing in Dorosduro.

Interviewee B was originally from Cortina d'Ampezzo in Northern Italy, his connection with Venice started when he was 5 years old when his father sent him to a monastery on the island of San Lazzaro for the summer. He studied language with hundreds of priests and monks of all ages on the island. He later went back to Venice again when he was 13 until he finished his higher education. He was going to go to Vienna to study architecture, however he missed his application date and therefore coming back to study in Venice. He has always hated Venice due to his experience studying there. He was, however, inspired by his study on architecture restoration, and gradually started to appreciate Venice. He lived in various places in Venice, with his Venetian wife for almost 50 years in total. He is currently residing in Dorosduro.

Interviewee C was born in Venice and have always resided and studied in Venice. He is currently resided near Campo Santa Margherita in Dorosduro, His previous homes are also more or less in there same area, not very far from where he is currently living.

Interviewee D was born and raised in Venice in the area of Cannaregio, where he is currently living. As he was born and interested in his history in Venice, he has extensive knowledge on various aspects of the city. He happily explained the oldest cistern mechanism to collect rainwater, current planning regulations that killed souvenir businesses, and etc.

Interviewee E was born in Venice at Fatebenefratelli hospital. She spent most of the childhood in Venice. She moved out of Venice to study and work like most of young Venetian generation. 6 years ago in Summer 2011, she decided to move back and live in Venice with her family of two children and her husband. Her family is currently residing in Campo Sanr'Alvise in Cannaregio, where most of the residents and community of locals live away from the touristic district.

Interviewee F was born in Mestre, the mainland part of the region. He is part

of Venice On Board, an association that teaches locals and the tourists how to row a traditional Venetian boats. He may not have been a Venetian, but he has recognized himself as a Venetian by heart.

Interviewee G was born and residing in Venice. He is also part of the Venice On Board association.

4.1.2 Accessibility and Mobility

4.1.2.1 Their encounters in public spaces

Interviewee A

“You don’t lose touch with people. Even if you don’t call them, just by chance, Venice is very small. So you can easily meet people.”

She usually sees her friends a lot near Campo Santa Magherita, usually when she went to shopping, she would have a coffee with her friends. Although she doesn’t like to walk and carry heavy grocery, the good part for her is meeting her friends. Not only just friends, her experiences are that it is very easy to meet the same people even though you don’t know them. She tends to have little chats with familiar strangers although sometimes in a rush.

Interviewee B

“... they are gathering together, drinking outside, this disturbs a little bit, and they sits on the bridges...”

The interviewee stated that the students, which is roughly 15,000 in Venice is sometimes disturbing. Often near his house near Campo Santa Magherita, and also Rialto, they gather in clusters and blocking the passageway. They usually block the handrail that elderly people such as himself needed to cross. He is nervous sometimes.

“When I see too many people waiting at the vaporetto, I usually walk or the gondola...”

“I remembered my wife and me went to the gallery in Academia, there were two or three people, now you have long line...”

The interviewee was working for municipality where he needed to take waterbus (vaporetto) to work, however there are always a long line of people waiting including tourists, which made him decide to walk or take gondola.

Although the interviewee doesn't like to wait in long line, he understands that this is democracy, we have to accept it. He would wait in line in every big cities, and because Venice is grounded on tourism, he has to accept it.

"Best places to sit in the bar with a friend met by chance."

The interviewee often meets his friends by chance around the corner whenever he goes out. They would go to sit in the outdoor sitting of bars in Campo Santa Magherita. It is nice to sit outside as he gets to meet more friends walking by. He would say 'Hello! Come and drink with us!' on the public space. He can also see children playing on the Campo (small square). He thinks his encounter is very social.

"I met two Spanish ladies with a little dog, we started talking and I was explaining what to do in Venice."

Sometimes he gets to be asked by tourists of some recommendation of destination. He is happy to share his favourite place, such as the exhibition of Venetian ancient rugs in Ca'Doro.

Interviewee C

"[the waterbus] is very complicated, lot of waves, lot of unbalancing way of moving, ...when they are crowded, it's incredibly complicated. Sometimes you weren't able to get on, especially very hard to get off... for the reason I said before, we prefer to move to Mestre for many shops..."

The interviewee's perception of public transport is shaped by his family, as he has two children, and one of them still needs baby pram. His experience with using the baby pram to travel on waterbus is stressful as the waterbus is often crowded with locals and tourists, it has limited space for him to maneuver his belongings and the children. It is especially hard when he needs to go to Giudecca or Lido (Which is not the main island of Venice). Due to this, he often goes to mainland

to shop, especially for bigger electronic appliances. It is more easy for him to drive car to go to the mainland than moving in the city.

“... we are living in a zone, which is more or less one of most livable part of the city.”

As he lives away from the crowded route that leads to San Marco Brasillica (the most visited place) his encounters were less intense than those that meet the tourists in the public space.

Interviewee E

“I usually encounter people of the “local community”, parents of other children who go to the same school of my children.”

The interviewee often encounters children, teenagers, parents and grandparents near her neighborhood. During weekend, they often play with the children in the campo (the square) or at the park, or sometimes they go for a picnic or a promenade away from the city.

“We usually go to the groceries nearby, in Fondamenta Ormesini, rio terà Farsetti, Lista di Spagna”

The interviewee indicated that there are still abundant of shops that serve the local people. When they go grocery shopping there, she usually encounters people who live nearby and rarely tourists.

“Too many people everywhere, walking slowly, stopping at the shops, dangling around...”

The interviewee indicated that she does not go to area of San Marco and Rialto Bridge to buy food at Mercato di Rialto (Market Rialto) as she encountered crowded, slow pacing people. She also doesn't take waterbus that go through the Canal Grande where most tourists uses the facility to go to Piazza San Marco. Other places such as Strada Nova (or so called the Tourist Highway) during the weekend, with a sea of people walking from the Santa Lucia train station to the Piazza San Marco. She often encounters tourists in shops and restaurants near

these areas.

4.1.2.2 Services and other accessibilities

Interviewee A

“I can’t go very far, I usually go to Campo Santa Magherita or Campo San Polo, a little supermarket here but mostly Campo Santa Magherita. Sometimes we go to Rialto for vegetables and fish... when we have to buy a lot of stuff, we go to mainland, they have a big super market that deliver stuff... we tend to go on the other side [mestre] for commitment and shopping, but we’ll only go towards Biennale to visit friends or movies”

For the interviewee, carrying heavy groceries are very hard in the historic city as there are only pedestrian pathways and bridges to climb. Although she has what she needs in nearby vicinity, she prefers the super market in mainland as it delivers to her door.

“...so there are different levels, as far as cultural, it is very good, we have music, operas, theatres...as far as buying stuff, it’s very bad... we don’t have a normal stuff for person my age, I mean for young people, maybe yes, but for me, I use something maybe a bit more... and you don’t find them anymore, you don’t find these things in Venice anymore, so I have to go to Mestre. Even in Coin, which used to be a place for Venetian that sold normal things, now they only sell high standard things, they don’t sell any undergarments anymore.”



Fig 4.2 Coin the department store
Source: Author

She further explained that the quality of cultural events is pretty good, music concerts such as symphony, chamber, etc. are fine. They provide mostly what is around the world. However, as far as buying what she needs, it was really hard. She gave an example of trying to find silk undergarment in the city. She went around looking for shops, but some of them are closed. Eventually she found a very expensive shop. It costed 275 euros. She left and found another shop, where they only sell plastic stuff. Eventually, she had to go to the mainland to find what she needed. She added that other than the department store Coin, you can only see expensive stores, Armani, Benneton, or nothing at all. In this sense it's, difficult for her.

"...in summer time, if we don't go to the mountain, we go to the beach, in Lido, during the weekend to swim, it takes half an hour to go there, you swim and come back, very convenient."

She further explained that there is no need to queue cars, and tourists don't go there so much as it is very expensive. It is required to rent a hut, around 7000 euro per season, they shared it between 10 members of family, otherwise as a tourist, they charge differently and usually pricey. She reckoned that it is still a Venetian getaway from the tourists.

Interviewee B

"Here, the urban structure is perfect. When bored with studying, you go out and immediately you find somebody to talk with, friends and just people you know, the contact is easy, separation caused by the heavy traffic in normal cities doesn't exist. now I don't have to go to the municipality now, I stayed in this area, I have my library, my university office, and this is a fantastic place."

"We are near Campo Santa Magherita, we do shopping there, we have two fish mongers, there were 4 but, there's an old church which converted into a cinema, and then a university, so many students from Ca'Foscari and IUAV come here, there are also 2 fruit and vegetable places here to buy. There are many bars and pizza houses, so we sit there after shopping normally. Sometimes we go to Santa Barnaba, where at the bridge, there is a boat where lots of Venetians go to buy fruits and Vegetables. We also go

to Campo San Polo's pizza houses."

"Sometimes two or three months we go shopping at the mainland, Panorama, because there's a discount for elderly people for 10% and if you spend more than 300 euros, they sent it free to your house."

Interviewee C

"I have to say that the main differences for me, is when I have my kids and when I am alone. My children are 1 and half and 3 and half years old, so the mobility with them is really hard to manage. ...but when I'm alone it's normal and very easy to move to access everything and everywhere I want."

The interviewee went on to explain that it is quite complicated to move through the city with the kids, as well as the unstableness of the waterbus is not the best choices for transportation, especially when it is crowded. The perception of constraints in moving in the city began when he has his children, especially the summer period where it is impossible to get on the waterbus. For him, it is not really an option.

"My perception I've said before was really modified by the kids, living in Venice. Because the public space is incredible resource for the kids. Because the square here is more or less, big open space with hundreds of kids in the afternoon. And we are just opening the door and it is there. ... that the parents share the responsibility to control the kids on the campo."

"I would like to have... more high quality shops for food, because the level of the quality of the food is decreasing a lot in the past years... once a week on Monday, in Santa Marta, we have a provision for a week from this market, but I think that's the only one market that's suitable for us. ...more green parks"

The interviewee went on explaining the green parks are often private in Venice. They go to San Giuliano in the mainland where there are more green parks there. They also like Giardini, but they relied on the waterbus to get there, which is very uncomfortable for them.

Interviewee D

As a Venetian, the interviewee owns a boat, it is a great way for him to travel through the waterways and reach to different islands from the main land. His accessibility to places is unlimited through waterways and his boat.

Interviewee E

“We usually go to the groceries nearby, in Fondamenta Ormesini, rio terà Farsetti, Lista di Spagna there are still lots of bakeries, butcher shops, fish stalls, fruit stands, ect. and some supermarkets... very little tourists”

The interviewee explained further that not only the grocery stores are nearby, her children's school as well as local swimming pool, two squares (campo Sant'Alvise, campo del Ghetto) and football field, are all nearby her house. To her, the services are well provided in her neighbourhood.

Interviewee F

“... it is a good place to live, because... I was living in an island in front of here and it's mostly vegetable gardens so very different. I find it liveable because there's no cars everywhere you travel by walking, and also I live near the water, anytime...I can take the boat into the lagoon far from anyone. Under the sun and the nature, still it is still a good place to live”

4.1.2.3 Preceptions, opinion and satisfaction on the mobility, accessibility

Interviewee A

“what can you do? Much better than going around by cars anyway.”

“...when I was very young, this city is not that different from any other city. Except for the cars. And they all come and say ‘ah no cars’ but you know the city was still living like any other city, workers, you know, families. When I was 5 years old I could play in the campo myself, it was an easy life which was very nice, because it gave you the opportunity to be together without being under the eyes of mothers, and nothing happens, it was an easy life, this is something that you have to realize about Venice, it has always been and still is quite a safe city, probably because of the lack of cars, you know. You could jump in the car and run away, and so it is more controlled here.”

"...even for us maybe we will move sooner and later, because we are old people, it is difficult to walk, you have to climb, we don't have the elevator... and I'm not sure we'll be able to survive here. My mother lived until she was 90... she practically didn't move from the flat in the last two years...she couldn't climb bridges... it's not a nice life."

The interviewee although does not prefer to walk within Venice as her grocery is heavy sometimes, she still thinks that it is still better than a city with cars. She recalled her memory as a child that she had the freedom to roam in the city as it is safe without the cars. However, she also admitted that it is difficult for the elderly to move around the city.

"...the international world is very important to us, otherwise I'd say the city is too small, too narrow, too provincial."

The interviewee praised that the fact everyone comes sooner or later, it makes Venice in a sense, a metropolis. However, she felt that they were lucky as they have chances to travel around, that makes their lives easier, otherwise Venice is too narrow and too small.

"The butcher are fewer and fewer, but this probably due to Venice but due to different attitude of people, I mean people eat less and less meat and butcher go... I don't know. So this is uh, it's a difficult place under certain lights."

"Expensive shops in Venice, it's annoying to go to Mestre, with time, it takes time."

Less choices of shops, and more expensive that they have become, forces the interviewee to reshape her life around the inconvenience. She was forced to go to the mainland for things she needed, which was frustrating for her.

Interviewee B

"They have most wonderful vegetables and salad coming from the islands and very good fish. Urban structure is perfect..."

“...you have to be wealthy, but if you could, this is the safest and most beautiful city.”

“...opera, theatres, biennale architecture, dance, music, what do you want more? Culture and joy!”

The interviewee reckoned that his neighbourhood is fantastic as he is close to what he needs, wonderful food and libraries. On a city scale, he perceived Venice as a safe city away from cars, and culturally nourished and within their reach.

Interviewee C

“the perception of mobility is that you can more or less get to any place less than half an hour. Also it is not true, but the perception is that you can reach every place in less than half an hour.”

“My perception of constraints in moving the city began when I have my kids, because it is complicated, especially for reaching some destination [with waterbuses]...”

The interviewee perceived that places are walkable, however his perception changed as he started to move around with his children, especially on public transportation. As a result he prefer to drive to mainland as it is easier for him.

“... the public space is incredible resource for the kids.”

The interviewee is satisfied on public spaces as it provides the children playground, a probably unique experience for the children, and that it is easy for parents as well because they can commonly monitor the kids.

Interviewee E

“For me it [grocery shopping] is very easy. I go with my shopping cart. I am very satisfied and happy to live in Venice, I consider myself a privileged for living in such a beautiful place, so peaceful and people-oriented.”

Interviewee F

“I find it livable because there’s no cars everywhere you travel by walking,



Fig 4.3 Original arrangement of the cistern in Fondaco dei Tedeschi
Source: F&M Ingegneria, fm-ingegneria.com



Fig 4.4 The interviewee explained that the cistern (on the edge of the court in top picture) was originally in the centre of the court, however, they removed the cistern and place it somewhere irrelevant to its historical context. Now the court centre is used as a bar, and the cistern, is just a statue that the tourists rest themselves upon (bottom photo)
Source: Author

and also I live near the water, anytime I want I can take the boat into the lagoon far from anyone. Under the sun and the nature, still it is still a good place to live”

4.1.3 Perception on Tourism

4.1.3.1 Perception on Tourists and Tourism

Interviewee A

“I don’t have anything against tourists, I’m a tourist myself, I’d only like them to be more conscious how Venice works... they lose completely how to walk ordinarily... it’s a bit heavier the problem at the vaporette, because when they are all in, you can’t climb in...well, yeh, just yell at them, if you’re in a hurry”

“...but again it’s a compromise, you just try to avoid rush hours. [Late morning and early evening] and you know you try to move in between. But you do the same in London... you just have to adapt”

“...we have been left, the city has been left to the tourism entirely, we have nothing against tourists in itself, but it’s the only activity which has been left within the city...when I was 15 years old, the city has 130,000, now it’s 55,000, I don’t think it’s possible to restart all over again. I think what I care now is...the buildings and the structure, and... I have the skies next door, which is fantastic, but not enough for the city to live on.

“There are a lot of movements now... like.. stop renting the places to tourists,

what do you mean? I mean it's ridiculous not only because you can't stop people, but because otherwise the place will be empty! It's much better to have a place rented out to tourists and not let anybody...well there's students, but they don't fill out, it's going to be empty, and there's nothing worse for the buildings than being left empty because it is physically decaying, no one is controlling if there's a little crack or whatever, buildings need to be used, otherwise it's dead."

The interviewee could see the point of renting out to the tourists, she further gave an example of an elderly home that closed down that could not keep up financially. It became a hotel but people complain, she reckoned that if the people couldn't maintain it, but a hotel.

Interviewee B

"I'm left oriented, you know when the Soviet Union fell, the tourists from Poland, and Czechoslovakia, they gathered in one bus and travelling all night, they are very poor with sandwiches in their hand bags, they came to Venice. People were annoyed because they are poor. but I was very pleased, because it was a new opening of the city to places which are very poor and isolated from the west. So, I felt it as a coming back of this people."

"It's right, democracy means opening up the beauties we have to the world, so you have to accept... I'm a traveler and I love to be tourist and scholar in the world... you wait in line in big cities too, Venice today is grounded on tourism, we have to accept it "

Interviewee C

"My perception is that I have not much more uncomfot from the tourists, and I try to avoid to get to San Marco area. So definitely for the way of using the city for the physical point of view I don't have much more complaints about the tourists."

The interviewee then explained that he worried about the taking over of expensive hotels and new bed and breakfasts.

Interviewee D

The interviewee expressed that it is inevitable and somehow he got used to them, however in some situations it is still too much.

Interviewee E

First of all, I'd like to highlight that I'm not against tourists: in a right measure, they are a resource. Nevertheless, numbers have largely reached the limit, if not overstepped (and this is what Venetian think). Tourism – as it is today - is drowning Venice.

The area where I live (Sant'Alvise) is still very Venetian and pleasant to live, but when I go out of this area, I feel under siege. When I found myself in Rialto, San Marco, Strada Nova, I feel choked, annoyed, and almost intolerant. (the management not the tourists)

Interviewee F

"It breaks my heart when I go into the city centre, and take a walk through the shops that can be everywhere in the world, and it would look exactly the same."

4.1.3.2 Issues with Tourism

Interviewee A

"...they lose completely how to walk ordinarily... and you're in a hurry to get to somewhere...it's a bit heavier the problem at the vaporetti"

"you know we have 30millions people [tourists] per year, and it's too much, also because they tend to concentrate in certain period, it becomes heavy and difficult for them and for us...[they left the city in early evening, leaving the city dead at night, a lady was robbed, but it's infrequent, and if it's happening now, it's because the city is empty. Luckily we have the students and they give this city some young life, because the city is very old."

"[Carnival] but this last only few years, because it became very popular, and then mass is much too many people, and also now it's getting worse and worse, and they drank and they got drunk"

“...if you seen the Fodaco,...an Arabic word, Fonduq, it’s a place where foreign merchants can live and sell, they have rooms, it’s kinda like a big hotel, and they sell in the courtyard, it’s made for the commercial city, like Venice. They restored it [Fondaco dei Tedeschi] in the 30s, and become the central Venetian post office,...Bennetton bought it, and appointed Koolhaas to restore...it became a very second rate luxury department store, there’s Bvgari, but not the best Bvgari, and so on, it’s supposed for Chinese, because they coming with money, the Russians also because they have the money... for these kind of people who don’t know much.”

Interviewee B

“Poor people can’t live here. It’s expensive to find a flat, and work unless you’re in a tourist oriented industry. Venetians usually don’t like tourists normally speaking, because there are too many. Especially in some area, san Marco, Rialto, and especially in the transportation.”

“Then we have other tourism, which are the students. They are 15,000 I think, in this case, sometimes they are disturbing... they go to campo Santa Magherita, Rialto, they are gathering together, drinking outside, this disturbs a little bit, and they sits on the bridges, same as other tourists.”

“... because we have to attract the young people, we need young people, we have to provide work, my best students, one is New York, another one was in Paris now London, very successful people, so if we don’t create the possibility in working in Venice apart from tourism industry the life of Venice is collapsing, to just a tourist city, which at night become empty, Go at night at piazzale Roma and look at how many people from 6 o’clock, 7, until 10, you’ll see thousands of people moving from the restaurants, bars, moving to their houses from the other side. So this is the problem, like Carcassone in France.”

Interviewee went on explained Carcassone was restored in 19th century for kings and now become a tourism attraction. During the day, there are million people gathering at restaurants, bars, and a church, but at night it closes.

“I remember 50 or 60 years ago, it was hard to walk everywhere, on main

road to rialto and san marco, millions of venetians! Now the same but they are tourists, this is the destiny of the city. So it's a city that many houses are empty... they rent it to tourists, and it's good for the Venetians but not everyone. But how shall we rent it to people that doesn't exist? Nobody would rent it at a good price, because it's expensive."

"Well, we have shops, and they change all the time, now there is as everywhere in the world, the small shops closed and have the big shops."

Interviewee C

"It's very evident, you can see lots of tourist shops instead of local shops. It's typical trend. My perception is especially for bakeries, and but also for the toy shops...there is very few toy shops in Venice, for the toys we went to Mestre."

"There is lots of a big push on the market of the houses, for the rent, with explosions of Airbnb, I don't have the figures but maybe 40% increasing in the past few years. So it's very huge affix on the city, same in Barcelona, berlin, London, but the space is more constrained, and more visible. From my vision from my window, probably four new Airbnb, in last one year. So the affix is very speedy, and it's very reshaping the way of city."

Interviewee D

The interviewee's mum complained about butcher/dairy place close down, and has to travel further. Mercato di Rialto is where they shop for groceries, cheap local shops with fresh sea food, the market was bigger but many shops closed and shrank.

Interviewee E

"First of all, I'd like to highlight that I'm not against tourists: in a right measure, they are a resource. Nevertheless, numbers have largely reached the limit, if not overstepped (and this is what Venetian think). Tourism – as it is today - is drowning Venice."

"The difficulty of walking in crowded streets such as Strada Nova. As an inhabitant, I feel exhausted, left to my own devices. And to avoid the lines

along the Great Canal – packed with tourists.”

“many people obliged to move out of Venice, and all for the same reason: the rent of the apartment has raised up”

“I spent my childhood in another district, the sestiere San Marco, more precisely Campo Santo Stefano, Accademia, campo San Samuele. But it’s completely changed, it’s too touristic now.”

Interviewee F

“when I go into the city centre, and take a walk through the shops that can be everywhere in the world, and it would look exactly the same.”

4.1.3.3 Opinions on solutions and solution authorities

Interviewee A

“And of course I think they should, municipality or someone should take care of the numbers...they talked about for the last 20 years and they never did, I know it’s difficult but still something should be done.”

“[Regarding the restoration of Fondaco dei Tedeschi]we made campaign, so they had to tone down. But just to give an example, you know that we have cistern, in each campe, there was one in the courtyard of the fondaco, and they just came and put it somewhere else! A little further away. an example... so this is what we have to do, try to avoid this kind of operations. Because this is going to kill the city, definitely.”

Interviewee B

“I think the municipality should invent other work to promote. Venice was an interesting city after the war, there Porto Maghera, there was 40,000 workers there, there was the Arsenale, with 13,000 workers. There were factories in the city of Venice, there was work, and so the balance of people was good. You have the top people, professional, industrials, artisans and then going down, large working people, now there are no more because it’s hard to get [jobs] or they live in social housings and they do street works. They sell food, and garments.”

“If you solve the problem of transportation, and invent certain gates, you have a gate for Venetians and a gate for tourists. Tourists have more time, Venetians have less time, if solved, half of the conflict between them are gone. And the rest of it, during the tourism season, April – October. In that case Venetians can organize their lives avoiding to go to San Marco during the day, leave it to the tourist and come back in the evening.”

“We have to provide work, my best students are working in other countries, very successful people, so if we don’t create the possibility in working in Venice apart from tourism industry the life of Venice is collapsing. University can be of help, [students share the same infrastructure as oppose to tourists]”

Interviewee C

“I would say the managing the public transport, it’s more or less the same question. Because I’m managing the public transportation, mobility in my work, I know very well that the capacity of the transport is full, ... you can just arrange, control, limit, reshape the current the situation. I’m speaking about public line of transport, this is directly linked to the managing of tourism at the upper level.”

The interviewee was involved in writing a book ‘Venezia Chiama Boston’, a book that discuss the methodology of engaging locals in planning process that reflects on the case of Boston, as a strategy to revitalize Venice as a university town. He talked a bit about the opportunities he perceived when the mayor of Venice Burgnaro was elected.

“We talked to the public administration how they [startups and entrepreneurship] can re-boost a common way to build vision, which is more or less of local engagement topic, but with a new approach, which try not only to get feedbacks from the local but try to connect locals, each other, horizontally, how to, imagine like a check game, we call to enlarge the check table and calls people to play. ...It’s a shock in the local level, because this is the first mayor not coming from the island, but the land part of the city, and the weight of the historical part of the city is 20-30% compared to the land. So this mayor represent the people living in the

landside. So especially for the people living here, it was a shock, for many reasons. So we identify in this shock, opportunities to enlarge the table for calling table into this new opportunities. I mean it's a book talking about method of engaging locals. How to build common vision, especially for the culture topic."

"a lot of association talking about safe guarding, but definitely I don't have much appreciation for this approach, the most common way of dealing the safe guarding the issue is to put Venetian as most important race in the world, but it's definitely not the case, because Venice is probably most beautiful city in the world, so the way of approaching how to support the local lives, I don't much appreciate the result how to deal with this topic. On contrary, the people of Giudecca, I prefer this kind of approach, not putting the Venetian pride in front, but try to do something, negotiate, yeh definitely to build the community than to talk about community."

"One topic of my interest is that venetian lifestyle is supported by students, if they are not venetian at all, venetian lifestyle is supported by students. One topic of research could be student supports to the Venice heritage, lifestyles, tradition, and so on."

Interviewee E

"Local administrators are unable to front this issue. Lets' say that they are not even interested (most of them do not live in Venice, starting with the mayor). They consider Venice an orange to squeeze, a machine that makes a lot of money. They don't have neither respect nor love for this place."

"I know some organizations that are fighting for protecting Venice. Especially the Gruppo25Aprile, which I joined one year ago because it has many propositions for each problem, and a view on the future."

4.1.3.4 Awareness of Organizations

Interviewee A

"There are a lot of movements now... like.. stop renting the places to tourists, what do you mean? I mean it's ridiculous not only because you can't stop people, but because otherwise the place will be empty! It's much better to

have a place rented out to tourists and not let anybody,”

Interviewee C

“The Venice Project Centre, they have the 3 months project in Venice every year, and they produce plenty of data on Venice, on these topics, if you need the newest data here. Each year they have 5 or 6 thesis dealing with this topic. [archaeology restoration]”

“...one of the most moving part of the city is Giudecca, very involved community, also it's the island of the island. Especially from the past five years, their resources, budget from the government to support local activities was cut. Here most of the activities stopped, on contrary, this new era restarted the community way of living. I would recommend this community, for most interesting happening in Venice”

“I'd say a lot of association talking about safe guarding, but definitely I don't have much appreciation for this approach, the most common way of dealing the safe guarding the issue is to put Venetian as most important race in the world...”

Interviewee E

“I know some organizations that are fighting for protecting Venice. Especially the Gruppo25Aprile, which I joined one year ago because it has many propositions for each problem, and a view on the future. I propose and not complain.”

4.1.3.5 Willingness to participate in Festivals

Interviewee A

“Carnival is horrible and we tend to go away, it's much too crowded. You know it was quite bizarre, it was when 20-25years ago? That all of the sudden somebody decided that the carnival has to be resurrected, exactly was a theatre director, who got appointed by the city council, and he managed...wonderful events, it was very nice, and it was also very funny because when you go to milkman or whatever, and find the lady next door and dress up, so it was fantastic, you know the venetians did participate in the beginning, it was just a thing that involved whole city, but this last

only few years, because it became very popular, and then mass [increases], and also now it's getting worse and worse, and they drank and they got drunk, and all the troubles you can imagine, and venetians are not involved anymore, are not interested anymore, so it's just something outside us, and all of us, all of my friends, all of us tend to flee if we can. We still tend to be here at the Redentore, this is still partly, not completely, but still partly Venetians, still there are Venetians who go there."

Interviewee E

"Usually I enjoy some festival, such as the literary Incontri di civiltà, but I completely avoid Carnival for the impressive mass of people coming (I think it's even dangerous as you are blocked in a multitude). I still like the Redentore fireworks and the Regata Storica."

4.1.4 Place Memories and Attachment

4.1.4.1 Reason to reside in Venice

Interviewee C

"I have the opportunity to stay here, opportunity to get home here with suitable rate for renting, basic issue for choosing Venice, the entry level. The cost is suitable for us, and definitely I would, I mean I never had chance of choosing the city, I studied here and I started work here, so I was never in the moment to choose the city, destiny and direct line."

Interviewee E

I choose to live in Venice because I love it, I think it offer a very high quality of life, it's friendly. I wanted to give my children a Venetian childhood. I was born in Venice, my ancestors came to Venice in the late XV century, there are places with my family name (Calle Cendon, Palazzo Cendon, Corte Cendon) and I am the last Cendon in Venice. Here I am happy, I like it in winter and in summer, I don't think it's sad even when it's foggy. I want to protect it since I see how it's offended every day.

4.1.4.2 Reason to move out of Venice

Interviewee A

"I know a lot of young people who moved for mostly for work reason, but also you know I just met a younger man, 40 years or so in the campo, who

used to live near Santa Magherita, and he said I'm living in Mestre now, because my mother died, he said and the flat she had is too expensive for me and then so he has to move, and he moved to Mestre and he's a teacher, and they found a place in Mestre. He said he's pretty happy and he's not going to come back."

Interviewee B

"...poor people can't live here. It's expensive to find a flat, and work unless you're in a tourist oriented industry."

"Many! Neighbors, sons and daughters of friends in mainland, Paris, London, New York. All the big cities for jobs."

Interviewee C

"...for example, my experience from my college, we were more or less 20, and half of them are living in London or the US for work. But I'd say definitely not Venice itself, but Italy itself. Yeh this is the percentage from my experience."

Interviewee E

"I know personally many people obliged to move out of Venice, and all for the same reason: the rent of the apartment has raised up, there are no more apartments for residents and they don't have money to buy a house in Venice."

Interviewee G

because it's a hard choice to decide to stay in the city unless you have your own place to stay, I mean rents are very high here in venice, so if you choose here to live in the city instead of the mainland, which has lower rents, so for many point of view it's... so I think there's the reason why a lot of people is leaving the city because it is expensive (gentrification)

4.1.4.3 Positive place association and attachment

Interviewee A

"...when I was very young, this city is not that different from any other city. Except for the cars...we had everything the other kids have, maybe even

more, because you could go and play in the campe, which you don't do, you don't even dare to do it in another city. ...When I was 5 year old I could go by myself, and play in the campo, it was an easy life which was very nice, because it gave you the opportunity to be together without being under the eyes of mothers, and nothing happens, it was an easy life, this is something that you have to realize about Venice, it has always been and still is quite a safe city, probably because of the lack of cars, you know. You could jump in the car and run away, and so it is more controlled here."

"I'm very very much attached to Venice, but I'm not a sentimental person, I'd leave Venice easily without regret, but not because I don't love Venice, but because I'm kind of rational, and also I don't believe much in royalty, especially now that old people are mad about identity, and that kind of things...so I do love the city, and I'm ready to fight for it as much as I can, but my attachment is a bit, removed if you wish, I mean that's the question of how you are, so it's not that I don't, I love the city, and I'd fight... as I said I hate what they did with the Fondaco, because I love the city."

Interviewee B

"I didn't like this experience, first reaction of Venice was negative... Studying the city made me fell in love with the city, all the displeasure and hate becomes love. Each time coming back to Venice from Shanghai, walking home made me happy, it's the best place in the world you can live because of the beauty, colour, smell of the sea, and wife's welcome cooking, so I am happy."

"We have most wonderful vegetables and salad coming from the islands and very good fish. The urban structure is perfect, when bored with studying, you go out and immediately you find somebody to talk with, friends and just people you know, the contact is easy, separation caused by the heavy traffic in normal cities doesn't exist."

"I stayed in this area, I have my library, my university office, and this is a fantastic place."

Interviewee C

“For leisure activities, that means the weekend sometimes we go to Lido, once or twice a year, or during the summer, because there’s a beach resort, seaside. It’s typical for Venetians to move from June to August to beach of Lido.”

“My favourite place is Giudecca, I went past week, an incredible walking tour, and there are not many people, another interesting point is on the top of the roof of my garage, I love I love, you have a very interesting view of the city. You get the lift from the garage, to the 5 or 6 floor on the roof. I love the place, my personal spot.”

Interviewee D

Mercato di Rialto (Market Rialto) was the interviewee’s playground, his mum always took him as a child to buy grocery at the market. There he would explore and create adventures.

Interviewee E

“I wanted to give my children a Venetian childhood because I know how beautiful it is. My favorite spot in Venice is Corte del Duca Sforza, because it has a beautiful view with a flight of steps on Canal Grande. And because nobody knows it. I especially enjoy rowing and walking.”

4.1.4.4 Unique memories to places

Interviewee A

“...something I can tell you about when I was little, kids, not us, we are not allowed, but you know, children in lower class would swim in the canals. I still remember I was in enormous jealousy, for them jumping from the bridge, opposite from my window. At night when it was very hot in summertime, I was not allowed, but children would do it. Now they don’t, not only because it is forbidden, but also the pollution.”

“There were lots of little things, for instance, I used to go to the beach of Lido by myself when I was 8 years old, I rode a boat by myself, we had this place my parents have with some friends, and I would go in the morning because my mother come later, and I’d go by myself or with some friends of same age. It was easy.”

Interviewee B

I met an architect in my hometown, who studied vernacular buildings in mountains, and fell in love with this kind. In study and career, focused on this kind of architecture restoration. Studying the city made him fell in love with the city, all the displeasure and hate becomes love."

Interviewee C

"When I was young, I had the opportunity to play football with mum and my friends. Most incredible aspect of the city. Sometimes I have to raft to the ball to get the ball that fell in canal."

Interviewee D

The interviewee explained that he expanded his knowledge of Venice, and places through exploration. It was his playground as a child, first on the street, then the neighbourhood then the whole city. Mercato di Rialto was his playground, his mum always took him as a child to buy grocery at the market.

He has also memory of playing with the chairs of the cafes on the Piazza San Marco at night(as there are no people there at night) and made a mess, now because of them, the café owners now chained the chairs. He felt like at least he left a mark on the plaza

Interviewee E

"I spent my childhood in another district, the sestiere San Marco, more precisely Campo Santo Stefano, Accademia, campo San Samuele. But it's completely changed, it's too touristic now."

4.1.4.5 Perception of Venice as a city today

Interviewee C

Personally, something very surprising? [I found] something new [about Venice] each day. Because in these day especially of the city I love to look at the signs, the yellow signs [was new to me], and I love to get to some part of the city that I don't know at all. There's also some part of the city I'd get lost, even if I'm local."

Interviewee E

“For me Venice an important art city, città d’arte, today in a big danger.”

Interviewee G

“Well I think in general Venice is considered as something really precious, gem, but I think it is necessary to think about Venice as something moving, something alive, something like plants more than a gem, it is necessary to think not only about the form but also the soul, is important I think.”

4.2 Observation of Public Spaces in Venice

This section contains findings through observation on accessibility throughout the city (tangible and intangible factors) and observation was made on the distinction of residential areas and touristic areas. The result will be photographs and maps.

The contesting public space is then identified by words of residents, as well as observations. The findings’ result lead to Mercato di Rialto, the fish and vegetable market, essential to the residents, that is located near the touristic Rialto bridge.

4.2.1 Overall Trends of Mobility and Accessibility

4.2.1.1 Popular Tourist Attraction



Fig 4.5 Popular Tourist Attractions Source: Touropia touropia.com/tourist-attractions-in-venice



1 San Marco Basilica



2 Grand Canal



3 Doge's Palace



4 Rialto Bridge



5 Piazza San Marco



6 Ca' Rezzonico



7 Santa Maria della Salute



8 Ca' d'Oro



9 San Giorgio Maggiore



10 Bridge of Sighs

4.2.1.2 Tourist flow throughout the city (day and night)

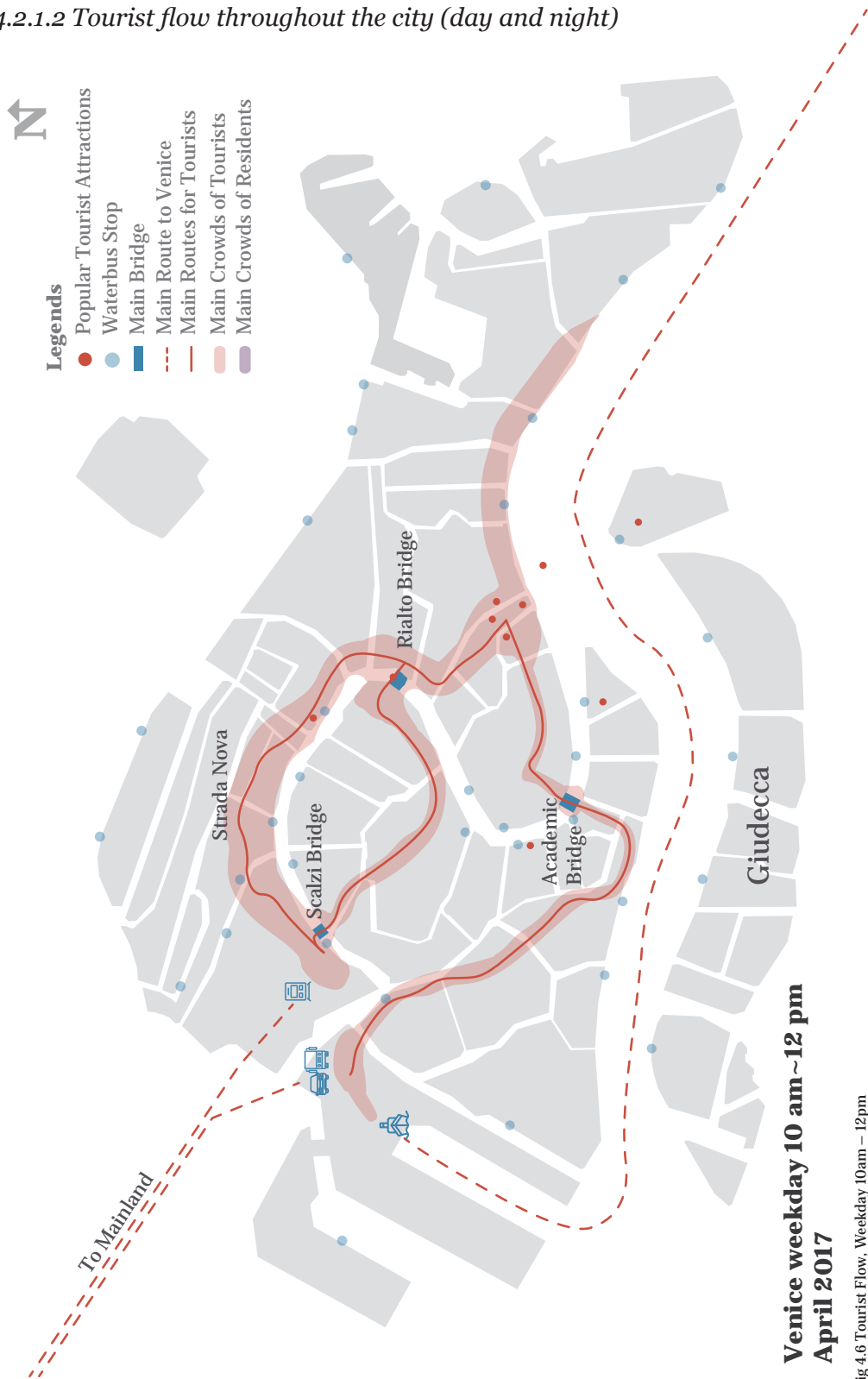


Fig 4.6 Tourist Flow, Weekday 10am – 12pm
Source: Author

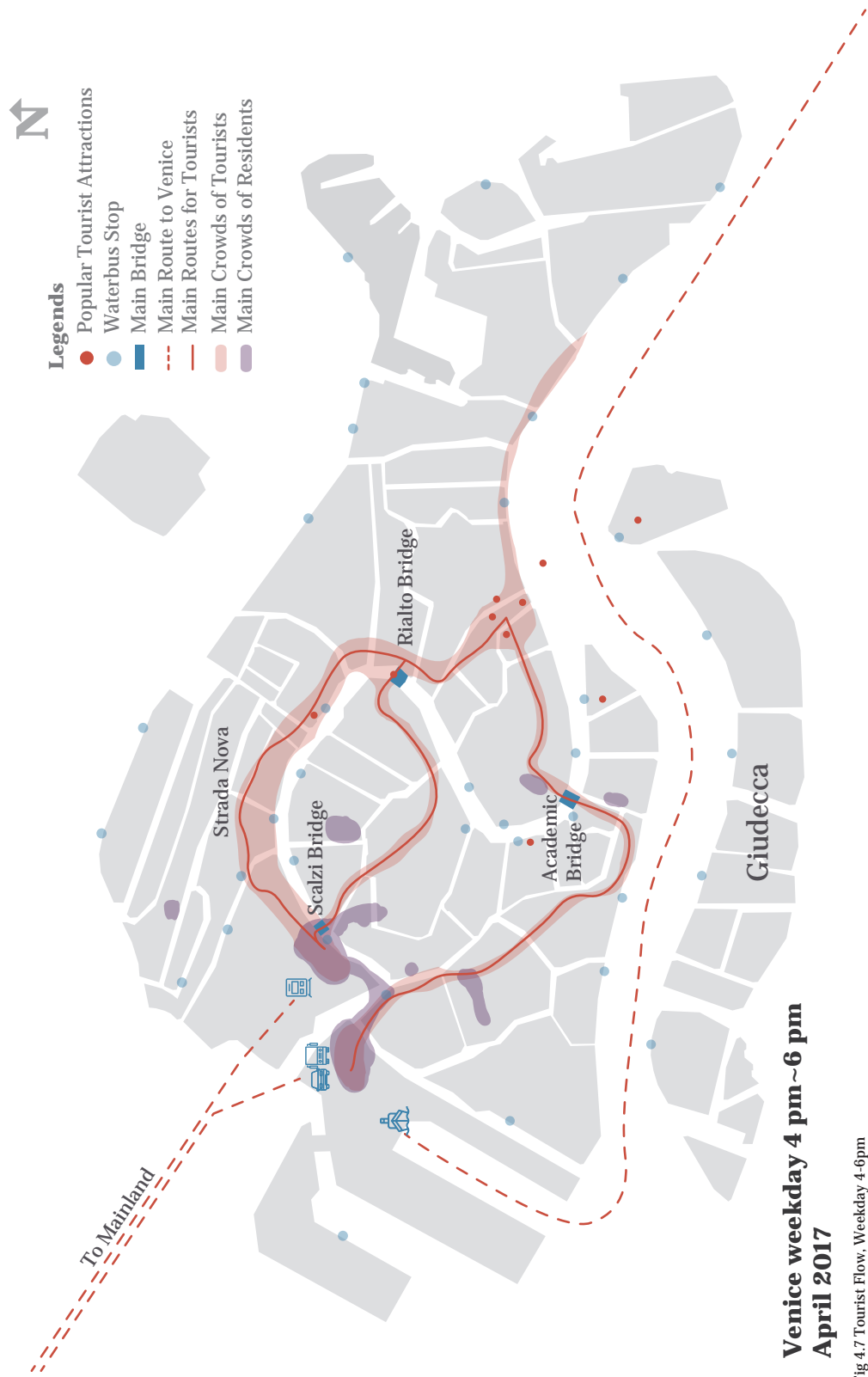


Fig 4.7 Tourist Flow, Weekday 4-6pm
Source: Author



Fig 4.8 Strada Nova route 4pm
Source: Author



Fig 4.9 Scalzi Bridge 4pm
Source: Author



Fig 4.10 Rialto Bridge 2pm
Source: Author



Fig 4.11 Academic Bridge 1pm
Source: Author

The main routes of tourists consist of three branches. First, the Strada Nova route, or so called the tourist highway, where it is the most popular way to get to Piazza San Marco, where the most visited place in Venice.

Second route is from Scalzi Bridge, which is in front of the Santa Lucia train station, this route goes through the Santa Croce and San Polo district and arrive at Mercato di Riato; crossing the Rialto Bridge this route will meet up with the first route.

The third route starts at Piazzale Roma, the bus terminal, and goes through Santa Croce and Dorsoduro district, crossing the Academic Bridge and San Marco district to arrive at the Piazza.

In general, the percentage of the flow of the tourists has been divided consistently regardless the time of the day. More than half of the tourists would take the route of Strada Nova, whereas the rest are divided between the Scalzi Bridge route and Academic Bridge route. As all three bridges are iconic and main crossings through Venice, they have always been popular spots for the tourists to gather, and take pictures. Most of the tourists stayed on their route towards San Marco, as a result, many alley ways adjacent to the main route are surprisingly quiet, with

occasional lost tourists and the locals. On the other hand, Giudecca remained quiet with rare appearance of tourists as it is mainly residential area.

In the morning, around 10 am to 12 pm, most of the tourist mass has arrived at Rialto Bridge, where they would spend some time around Mercato di Rialto, and then proceed to Piazza San Marco. In early afternoon, around 1-2pm, the crowd gather around the waterfront near Piazza San Marco and most of Venice become quiet.

Some tourists would choose to take water bus along the grand canal to go to Piazza San Marco from Santa Lucia station. During the observation, locals are rarely spotted in crowds throughout the areas.

In the evening around 4 to 6 pm, Piazza San Marco remained crowded, but the routes have evidently become less crowded than the morning. Strada Nova remained crowded with tourists. At Santa Lucia train station, crowds are spotted, some are tourists going back to mainland, some are locals coming back from mainland. Some local crowds appeared in the afternoon, mostly from

the train station, children after class, and people after work. They gathered mostly in bacarlo (bars) to have some drinks and different campos (squares) for various activities, such as children playing football, people sitting on benches chatting, and students gathering.



Fig 4.12 Quiet lane adjacent to Strada Nova route
Source: Author



Fig 4.13 Giudecca northern front, 3pm
Source: Author



Fig 4.14 on Rialto Bridge, 12pm
Source: Author



Fig 4.15 Crowds next to Rialto Bridge, 12pm
Source: Author



Fig 4.16 Piazza San Marco, 2pm
Source: Author



Fig 4.17 waterfront near Piazza San Marco and Bridge of Sigh,
2pm
Source: Author



Fig 4.18 quiet neighbourhood in Santa Croce, 1pm
Source: Author



Fig 4.19 waterbus crowds Ferrovia station (Scalzi Bridge), 11am
Source: Author



Fig 4.20 crowds near Santa Lucia Train station, 6pm
Source: Author



Fig 4.21 crowds (Tourists, parents and children, elderly) gathering
at Campo S. Giacomo, 5pm
Source: Author



Fig 4.22 crowds (Tourists, students, workers, parents and children, elderly) gathering at Campo S. Magherita, 5pm
Source: Author



4.2.1.3 Types of Commercial activities

Along the main touristic routes, most of the commercial activities are tourists oriented, such as souvenirs, Murano glasses and art, carnival masks, restaurants, global franchise, and hotels with occasional stores of grocery and daily necessities, along the routes. It is also easy to find international cuisines along Strada Nova.

There are occasional temporary stalls selling seafood and vegetables, however, they also accommodate the needs for the tourists, which they sell spices and dried fruit gift box.

Souvenirs stalls are the most visible along the route of Strada Nova and the waterfront near Piazza San Marco, there are many temporal souvenirs, and sketching stalls visible.

Global franchised, and luxury brands are mostly located near Rialto Bridge and Piazza San Marco.

There are occasional resident's stores on the tourist's route, and in many campos that past through the touristic routes, there are a mixture of daily and touristic shops.

Away from the main touristic routes, residents stores are more apparent, the relationship is interdependent between the type of people using the space and the types of commercial activities there.



Fig 4.23 Leather cases are among popular tourist items to buy, many shops specifically selling leather cases were found
Source: Author



Fig 4.24 Souvenir shops
Source: Author



Fig 4.25 Souvenir shops-masks
Source: Author



Fig 4.26 Foreign Restaurant
Source: Author



Fig 4.27 Foreign restaurant, Strada Nova route
Source: Author



Fig 4.28 Seafood stall, Strada Nova route
Source: Author



Fig 4.29 Vegetable stall, Strada Nova route
Source: Author



Fig 4.30 Souvenir stall, Strada Nova route
Source: Author



Fig 4.31 Souvenir stall, waterfront near Piazza San Marco
Source: Author



Fig 4.32 Another new brand coming to town, near Piazza San Marco
Source: Author



Fig 4.33 Louis Vuitton, near Piazza San Marco
Source: Author



Fig 4.34 Global Franchise, Rialto Bridge
Source: Author



Fig 4.35 Super Market, Campo Santa Margherita
Source: Author



Fig 4.36 Small home electronic store, Strada Nova route
Source: Author



Fig 4.37 Grocery boat, near Campo Strada Barnaba
Source: Author

4.2.1.4 Overall impression of division between Tourist and Residential territories

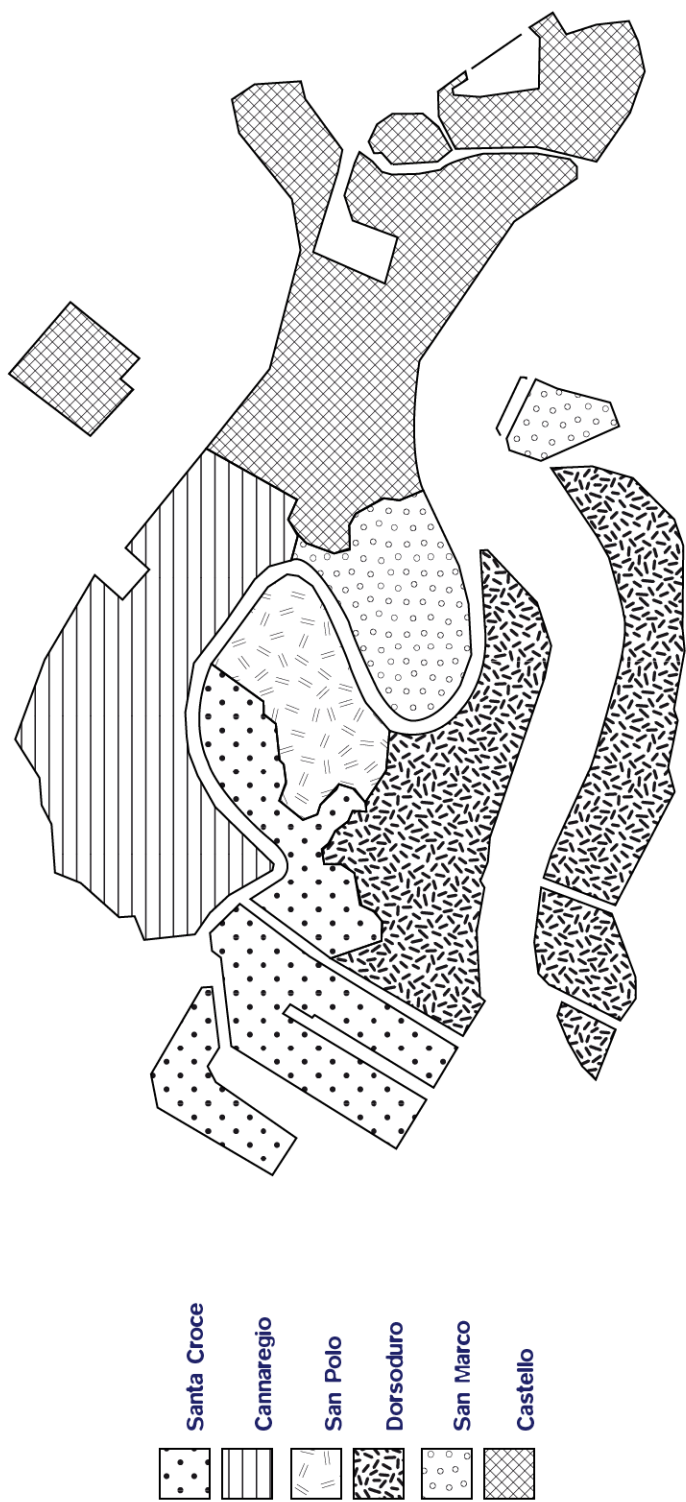


Fig 4.38 Districts for Venice Source: www.travelforrockies.com

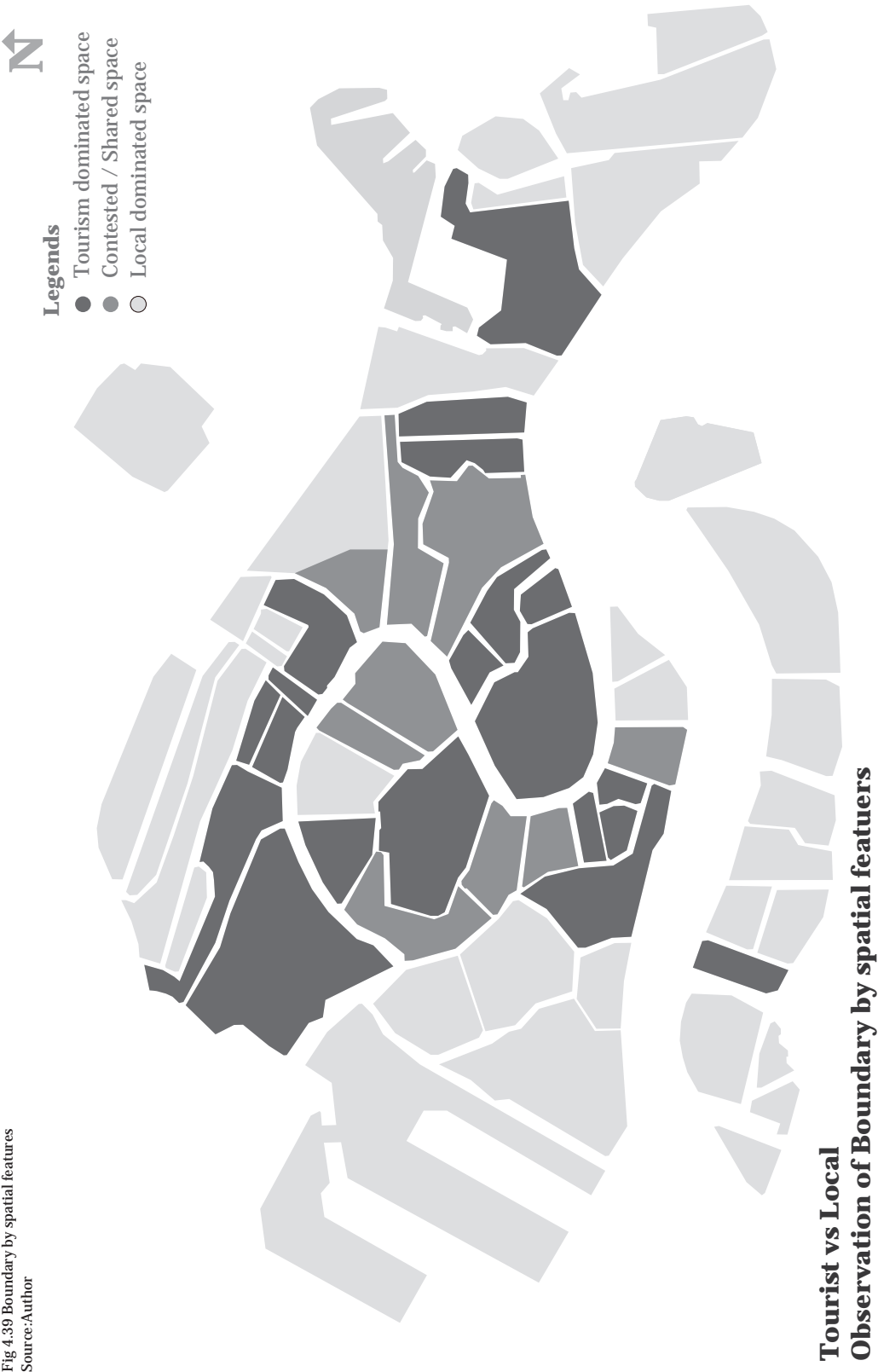




Fig 4.40 Canneregio and Castello, Venice
Source: Author



Fig 4.41 San Polo district, Venice
Source: Author

Function and Forms of Local Public Spaces

The characteristic of a local's space consists of local shops that (such as grocery, food stores, local bars) that offer reasonable price; the stores do not advertise by Venetian identity or symbols. It has less ground floor transparency as most of the buildings are residential. Other traces include quiet streetscape with occasional passersby, clothes hanging across the streets, and clean and tidy streetscape.

Function and Forms of Touristic Spaces

The characteristic of a tourist's space consists of touristic shops that (such as expensive restaurant, souvenirs, global franchise) offer the takeaway of 'Venetian' experience while catering the need for global consumers. The ground floor transparency is relatively high as most of commercial activities occupied the space. Other traces include noisy and messy streetscape with constant crowds.

4.2.1.5 Observation of Conflicts between Tourists and Residents

The conflicts are observed in various places in Venice. It is noticed that there are many practices of the tourists that have disturbed the practices of the locals. Love locks are not an original practice of Venetians, however, given the ‘Romantic’ image, many couples come here and enforce their practice on the fragile bridges.

Positioning in a touristic neighbourhood, the grocery stores tend to be the photo-worthy spots, where tourists capturing the memory of ‘local life’.

An elderly usually need the assistance of rails on the bridge to cross, however, many tourists were observed to have the tendency to occupy the rails when they take photos of the canal, or simply just resting on the stairs.



Fig 4.42 padlocks practice on Venetian bridges, Venice
Source: Author



Fig 4.43 Grocery stores warn people to touch the products
Source: Author

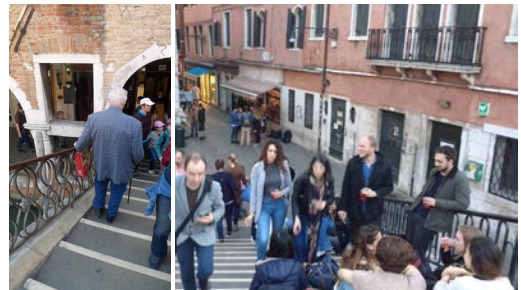


Fig 4.44 Bridge blocked by crowds
Source: Author



Fig 4.45 City's infrastructure has limited capacity to accommodate needs of both tourists and residents
Source: Author

4.2.2 Contesting Public Spaces- case of Mercato di Rialto

Choice of place examination

Mercato di Rialto has historically been a major place for food market (Horodowich, 2009), and has always been a major place for trading. It is chosen to examine as a contested space as it remains as a necessity to the locals, however, influenced by the crowds that is coming to examine the marvelous wonder of Rialto Bridge from both routes of tourists (Scalzi Bridge and Strada Nova routes)

Methods

The operation time of the market is Tuesday to Sunday from 7 am to 12pm. Video recording is used to capture encounters and interaction within the space, in focus of understanding the tourist flows, the conflict, types of commercial activities and their prices.

Types of commercial activities

Fish markets, Vegetable markets, food stores, and groceries. Wide range of seafood from Venice sea. The seafood were cheap to purchase as there is no competition of tourists. (Tourists eat it at restaurant), moreover, the vegetable vendors sell cheap strawberries (1 euro per 400g) to attract tourists' purchase in the market.

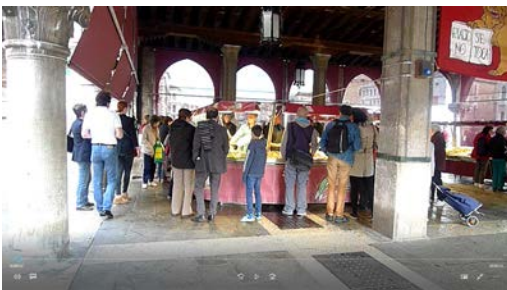


Fig 4.46 Mercato di Rialto, 9am
Source: Author

Tourist flow

9 am

Are still mostly the residents purchasing. Occasional crowds of tourists taking photos of seafood.

10am

Less number of residents purchasing but still visible. Tourists began to increase and more of photo taking was taken place. Some tourists are blocking the vendors in front of the residents.



Fig 4.47 Mercato di Rialto, 10 am
Source: Author

11am

Tourists began to dominate the spaces with roughly only 10 residents in the market. Tourists now in forms of individuals, groups and guided groups. Street performers appeared at this hour as the tourists crowds peaked in this hour. The conflict between taking photos of tourists and maneuvering wheel baskets to the vendors of the residents are intensified. Although conflicting, both residents and tourists are trying to avoid blocking each other.

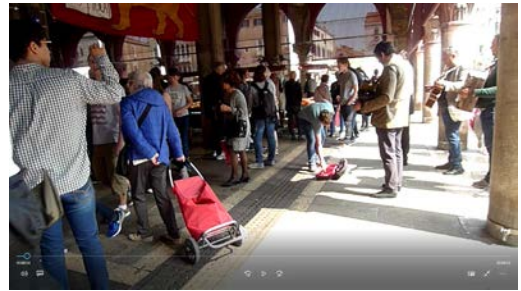


Fig 4.48 Mercato di Rialto, 11am

Source: Author



Fig 4.49 Mercato di Rialto, 12 pm

Source: Author

12pm

Both crowds of residents and tourists decreased with several tourist groups lingering. The vendors start to clean up the stalls and prepare to finish for the day.

Types of conflict

Crowdedness, Venetians carry wheeled baskets to buy groceries as it is easier to carry up and down the bridges, requires space to maneuver. When lining in front of the vendors, it is usually dangerous as the tourists trying to get close to the vendors to take photos. Some tourists use selfie sticks, that the extended cameras are intruding spaces of the vendors and the buyers.

- Human capital: n/a
- Natural capital: n/a
- Social capital: n/a
- Financial capital: a range of affordable prices for a local's standard
- Physical capital: infrastructure (transports- roads and vehicles, etc.)
- Political capital: n/a

4.3 Current Discussion of Solutions

This section contains current discussions of solutions made by different

stakeholders, the information is collected by visits to local assembly, and interview with local organizations.

4.3.1 Strategies Proposed by the Local Government

The issues of unsustainable tourism in Venice have intensified the last few years in Venice. On 5th April, 2017, a public assembly was held to discuss solutions of Tourism problem. The title of the assembly is called ‘Governing Tourism and Organizing the City’, that addressed the topics regarding to tourism management.

The strategies that were focused include:

- Diversify the urban economy and articulate tourism policy: Encouragement on the reflection of alternative economies and refinement with detail analysis and updated technology: The Maritime Economy and the Economy of Culture
- Prediction and Control of Tourist flows to the Historic City:
 - It is suggested that the visit to Venice is controlled by the principle of reservation, including the use of City Card that predicts the flow of tourists. Use of real time data as well as information booths for the tourists as nodes to predict and control.
 - The second tool to control the flows consists of the extension of the zones limited traffic (ZTL), this means not only buses but also extended to water access.
 - The third flow control should restrict the developments of hotels, guesthouses, and B&B. Enforcement such as restrictive measures for the change of land use, limit issuance of hotel licenses, incentive to transfer out of hotel businesses, and monitoring accommodations for effective compliance with the existing regulations, and taxation measures.
- To build an attractive city to live, it must be a relatively young city, which Venice is not. In order to transform, students and professionals related to the tertiary sector should be given opportunity to live in the city. And this include the mechanism for financing.
- Rethinking the new terminals for Cruise ships, avoiding the gigantic cruise ships to go through the grand canal that destroys the foundation of Venice and visual distortion of urban fabrics. The proposal suggested

Forte Marghera, on the coast of mainland, that directly avoid the passage through the grand canal.

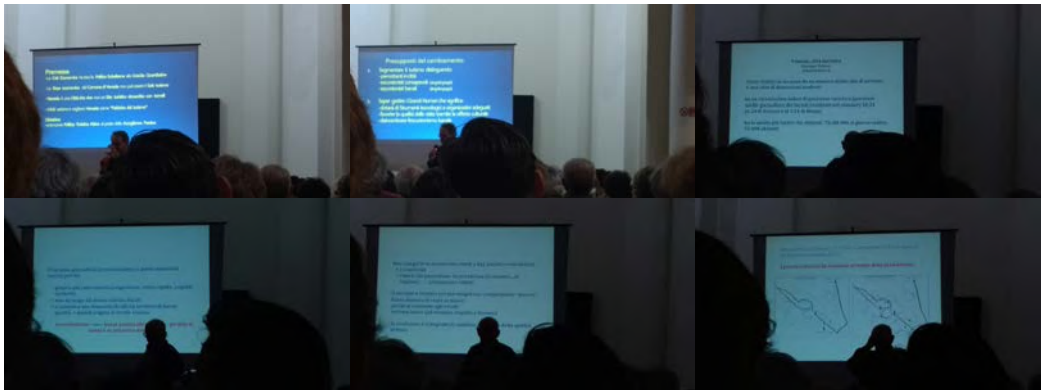


Fig 4.50 Public Assembly in San Leonardo
Source: Author

4.3.2 Organizations in Venice

Some interviews were conducted with the following organizations, whom are aiming to better the current situation in Venice in many ways. This allows the researcher to understand some of the dynamics between different organizations and locals in Venice. The researcher is aware that there are more than three organizations exist in Venice for the benefit of the city; however, the limited timeframe and willingness of some organizations resulted in the following data collected.

4.3.2.1 Il Caicio

Interviewee Background

Name: Luca Bianchetto

Responsibility: Manger of the treasurer office of the association.

Length: 7-8 years

Organization Background

The goal of this association is to keep our maritime heritage afloat. The association aims to make known that wooden boats are important for knowing our past and understand the present: rowing is still the better way to live a place like Venice. The aim of the association is not to just fix up some old boat, but a way to save

the heart of the city.

Inspiration

“The traditional boats are disappearing. It has become unnecessary for the modern society. With these boats disappear trades for which they were designed, they also become unprofitable, and disappear with the knowledge to rebuild them. The process is irreversible, and in the blink of the eye, the extremely common artifacts have become rare and then disappear suddenly without giving the time to reconsider or at least to thank for the service which for millennia they lent.”

The society becomes used to the conveniences of motor boats, solution bought at supermarket. The interviewee also question himself that whether it makes sense to defend the tradition, protect, study and pass it. The conclusion he got to, is that it is something gratified him and so many people.

The inspiration also came from other countries: for instance, Mystic Seaport, Roskilde Museum, Portsmouth historic dockyard. Since 2015, the association become a member of the network Carta del Mare, a platform for the collection of best practice around and about the sea. That is how the association get in touch with some organizations in Italy that has similar goals.

Organization Mechanism

The association was registered in 2005 by Nicolò Zen, their past president and professional freelance boatbuilder. It is a volunteer based, non-profit organization. The also developed a research centre for traditional boats and the cultural heritage value.

The group has around 50 members each year. The core of the association is of around 20 persons. The association has hundreds of supporters and around 2 thousands of follower on social networks. The average age of is around 30, and they are from various professions (artisans, students, employees, manager, musicians...) or studies; but all of them are people that like the boats and/or rowing and working with wood. People know the association especially with word-of-mouth but also through the social networks.

As Mr. Bianchetto pointed out, the best project for him was the laboratorial activities around the museum of traditional boats in Forte Marghera (2010-2013)

“we have built 3 boats from the ground using old techniques. The laboratories were open to the people, so they see the various phase of traditional shipbuilding.”

The main events they plan are: discovering Venice and its lagoon from the water by rowing, visiting museums and old dockyard, teaching to row and sail, make poetry and prose reading on boats, music playing on boats, laboratories (how to fix and build boats or their parts), make survey of old boat, trying to do all activities that can be done on rowing boat (for instance we help a farmer to deliver its bio-products in Venice on our boats).

Ordinary meeting is once per month. Average of events is 2~3 per week.

“We like to be proactive (planning long period) but sometimes we have to be reactive, we didn’t expect to leave the project in Forte Marghera... with this event we have recalibrated all the activities of our organization, or when we fix a boat sometimes for unpredictable reason it is necessary more time than we did expected).”

Challenges

The most difficult challenge is to be an organization without a headquarter or a laboratory. (The project was halted for some reason by the society that led Forte Marghera, therefore the association had to bring their boats and activities to float around Venice.)

“The most satisfying part of being member of my organization is to perceive the humanity that each one of these pieces of wood can bring and help people to discover these signs on artifacts”

Relationship with Local residents

“We are a part of local residents. Our community is very complex: I think that most of the people are interested in other things rather than old rowing boats. Not true conflict.”

Financial Sustainability

With collection, donation from the supporters, sometimes crowdfunding campaign and self-financing by our member.

4.3.2.1 Venice On Board

Interviewee Background

Name: Emiliano

Responsibility: Founder of the association, carpenter, instructor

"I'm more of a guy want to maintain some aspect of our tradition that we are losing now, forgetting. We are working with the traditional boat mostly."

Organization Background

Goal and the importance of the organization

Everybody in the city, at least here, are using mainly plastic boats with motors; the organization has many goals, but the first thing that they like to see, is the canals fill with traditional boats.

"They don't pollute the environment, they are not making waves, and corrode the foundation, they can also go everywhere in the lagoon because the it's really shallow."

The most important goal is to try a unique way that the organization thinks is possible to change thing now, and try to change the mentality of the people who visit.

"...the reason why the tourism is really bad quality, it's also a reason from the Venetian people, because we make a lot of complaints about the quality of tourism, but in reality, what we give to the tourists is more fake things, it is not logical. So, we try to give to the people something more. Nowadays the main goal of the tourism is to make money, but this is not our goal we are trying to do something different."

The organization try to teach the people how they can live the city; instead of

going for shopping, many people have felt the same to look for something more.

Inspiration

“When I travel, I want to meet the people and understand the way they live. It is simple thing but real thing.”

They are also concerned of the pollution caused by the motor boats that are commonly used nowadays.

Organization Mechanism

There has been abundance of traditional boats remained in the lagoon abandoned. They collect them and restore it. They open classes for the locals and the tourists to teach them rowing and sailing techniques. They also teach sea traditions to the travelers. They design and construct all the tools that are needed for the rowing and sailing boats.

“...mostly what we do here is to teach the people, we also show how we live in the city. Four or five new people come here, people that lives here comes to row boat, they are Venetians and the people using the city anyway, and there is a good number, it's nice because it's a cultural association also, and friends come here and spend time here, it's a kind of place that is lived, it's not a shop.”

Challenges

As a growing organization, they want to grow the ‘right’ way, which is to sustain their ideology in every aspect of the organization.

“We hope to do a lot. But everyday every area is getting better, we have many members come to row.”

Relationship with Local residents

The organization has not only open classes for tourists but also the locals that are living in Venice. The location of the organization is sometimes used more than a rowing shop, but also a place that friends and members come and spend time together.

They have also been supported by the local community lending spaces to park their boats and monetary contribution.

“...especially all the guys here, you know the grandfathers, they are from the people of the community.”

Financial Sustainability

There is no incentive from the government. It is the local community from the area who supported them with funding and warehouse to park their boats.

4.3.2.3 Poveglia per Tutti

Interviewee Background

Name: Lorenzo Pesola

Responsibility: member of the association

Organization Background

The organization was formed in 2014, where the local government is auctioning out the ‘haunted’ island Poveglia, which was an island of abandoned hospital since the 1970s. Try to prevent the destiny of the island to become another privatized property, the organization started crowdfunding to bid in the auction.

Goal and the importance of the organization

The association is insisting on the value and importance of public property. There has been many similar cases around Italy and around the world.

Inspiration

The inspiration comes from many international cases of similar situation where the islands are being bought by the private stakeholders. They are able to be innovative as a team based on their division of work between teams that are autonomous and focus on different aspects of the organization.

Organization Mechanism

The division of the organization include these main teams: legal, financial, communication, and technical. The association has almost 5000 people, anyone can join and any member can take part into the decision making process.

While trying to broker a deal with the government which owns the island, they have hosted a lot of the events including bringing over 6000 people to the northern section of Poveglia in the past two years.

Challenges

“Every community oriented initiative needs to make progress or else people get discouraged.. we did not make as much as we would have liked of course.”

Relationship with Local residents

This association is rooted in the local community but at the same time it is trying to expand the realm of those who are interested in a certain idea of sustainability in Venice

Financial Sustainability

Crowdfunded

4.3.2.4 El Felze

Organization Background

Goal and the importance of the organization

The association is the representative of variety of trades that create the ‘gondola system’ The founding members are the craftsmen who made different parts of gondola. (The oar, the furniture, decorations and etc.) The goal is to pass on the vitality of its tradition to the future. Specific goals include: providing assistance to the crafts that are at risks, passing on construction techniques to the new generations of craftsmen, propose guidelines of procedures for each profession to guarantee the quality, and broaden the audiences of the knowledge of craft traditions for gondolas.

Organization Mechanism

They promotes conferences, debates, exhibitions, tours, and training activities to embrace and pass on the knowledge of gondolas. A contribution of minimum 50 euros to subscribe as a support partner, whom will be informed about all the initiatives and activities.

Financial Sustainability

This organization is supported by Veneto Regional Government, the City of Venice, Institution of Conservation and Protection of Gondola, and National Confederation of Crafts and Small and Medium Enterprises.

Other organizations

These are some, but not limited to, organizations that work closely with various aspects of improving Venice, these have covered economical, social, and environmental foci, as well as cultural preservation, in forms of social platforms, activities, workshops, sports, conferences, media exposure, and protest:

- „About“ Association
- „Barchettablu“ association
- Forum “Contratto di fiume Marzenego-Osellino”
- „Forum Futuro Arsenale“
- “Fondamenta” calls: “an event of public art”
- Generazione ‘90
- Gruppo 25 Aprile
- ItaliaNostra
- No Grandi Navi
- „Riviera fiorita“ committee
- Venezia mi Futuro
- Venessia.com
- „Vogalonga“ committee

4.3.3 Summary of findings on organizations in Venice

Although three out of the four interviews conducted with these organizations are related to traditional boats and gondolas, the dynamic of these organizations are different. Il Caicio focuses more on the social aspect of traditional boats. Its activities include but not limited to visiting museums and old dockyard, teaching to row and sail, make poetry and prose reading on boats, music playing on boats; the elaboration of traditional boats through creativity and imagination with people. Venice on Boards focus more on the sports aspect of traditional boats. Its activities include but not limited to restoration of boats, rowing and sailing classes for the locals and the tourists, and designing the components for the boats. El Felze focus more on the craftsmen network and the next generation of the craftsmen for the gondolas.

Poveglia per Tutti demonstrates the power of the local community. Although the auction resulted in winning bid of Luigi Burgnaro, the current mayor, former businessman during the time of auction (but later on was judged “not adequate” due to low sum of the winning bid), the organization continues to petition to central government to manage the properties on behalf of the local communities, and demonstrate great public interest, the entire local community was mobilized in its effort to save the island for local use.

The organization continues to find ways to manage and explore legal possibilities for ownership by the local citizens.

There is a strong dynamic between the organizations in Venice, all focusing on various aspects of life in Venice. For example, No Grandi Navi focusing on the environmental issues and cruise ships entering the lagoon, Gruppo 25 Aprile advocating the rights of residents in Venice. There are many other organizations that have not been mentioned in the research, however, the overall impression of the states of organizations in Venice is that although the population is decreasing, the local communities are relatively active in advocating different aspects of Venice.

4.4 Other Informal Encounters

4.4.1 Account on *brief encounter with a local grocery store*

North east part of Venice, close to Basilica dei Santi Giovanni e Paolo, there is a grocery shop opened. As fortunate as I am, I happened to visit them on their opening day. The shop did not have many selections of fruits and vegetables, but the ones they have were elegantly organized. Basic selection such as tomatoes, paprika, apples, and of course artichokes. The colours are vibrant and shined a healthy halo such as the newly opened shop itself. The owner of the shop is a family consists of middle age parents and teenage daughter, all of them were smiling and eagerly waiting for customer to come. I walked into the shop with an awkward smile on my face due to hesitance to speak Italian. A brief silence between us before I decided to take up an apple to break the ice. Melinda Red it is, a delicious glow of red.

The daughter carefully grabbed the apple with gloves and placed it in a plastic bag.

'Your grocery store is beautiful'

'thank you, we opened today, my family bought this store and decided to open a grocery shop'

'that's very nice, what was here before? And why grocery shop?'

'it was also a grocery store owned by a Pakistani guy. We didn't like his vegetables because it's always not fresh. But we didn't have much choice because there are not many grocery stores nearby. My family decided to buy the store and provide some fresh vegetables from the local produce.'

Later the day, I checked online to find Melinda red comes from Val di Non, close to Trento, Northern part of mainland Italy.

Chapter 5 Conclusion and Discussion

5.1 Conclusion

In the last chapter, the data collected during the empirical study was presented including insights about the historical development of Venice leading into the exploration of the present-day situation.

The data collection during the empirical study was conducted through semi-structured interviews with Venetian residents and connoisseurs, to understand their encounters, and perception of public spaces and tourism in Venice. The topics of the interview follow three main categories: Accessibility and Mobility, Perception on Tourism, and Place memories and attachment. The interviews were conducted with a sample of seven with individuals and four local organizations of different sizes, different media, but all with the same vision of a better Venice. Data gathered through attending public assemblies gave an understanding of the government's current strategy for overcoming the challenges that come along with being a tourism destination city.

Furthermore, observation and mapping of the public spaces in Venice, reflected the spatial dimension of the issues of livelihood, considering in that process both the city scale and individual perception of public space.

It is a bifold process, on city scale and on individual public space. On the city scale, the researcher aimed to particularly investigate on tourism ecology and the subtle separation between tourists' space and residents' space. On the individual

scale, a contested space, was examined further, to understand the conflict of interests between the locals and the tourists.

5.1.1 The summary of the findings

Firstly, a main and most evident finding that needs to be stated is that conflict does exist between the local communities and tourism that can be observed in the public spaces of the historic city of Venice. Following are the summarized findings that explain this conflict further:

5.1.1.1 Accessibility and Mobility

Interviews allowed insights into residents' daily mobility and accessibility to public spaces. Findings indicate that the aspects that influences resident's mobility and accessibility is based on personal experiences and encounters, which are dependent on age, profession, geographical location, and even family status.

Despite the fact that the residents have different experiences towards accessibility and mobility, it is agreed among all the interviewees that the car-free feature of Venice is appreciated. The city is seen to be a very social place, as person to person's distance is shortened without cars interfering, and due to this feature, it is also children friendly as they can roam around without parents worrying. Furthermore, campos are especially a great resource for the residents. The spacious open space along with readily available local shops, beside cultural and educational facilities increase accessibility of the residents to their daily needs.

In addition, accessibility is increased when owning a boat which allows travelling to other places in the lagoon, such as the island of Giudecca and Lido, where Venetians usually go for a holiday. Although the city nature of stairs and bridges causes people with special needs (such as elderly and parents) inconvenience, the overall perception is still positive and Venice is a livable city.

5.1.1.2 Tourism issues and Perceptions of

Although the residents' perception of accessibility in the city is positive, it is also compromised with tourism issues. The most prominent problem with tourism in the public spaces of Venice is overcrowding with tourists, and over the capacity that the city can host. This root developed conflicts that can be witnessed in the city. Supported by the findings of the empirical data, where interviewees described

the encounters of tourists' blocking the paths, long wait in the transportation, and inaccessible public spaces where events and festivals are hosted.

In economic terms, tourism raises the cost of living. Streets are invested with tourism related commercial activities, such as expensive restaurants, global franchise, and expensive accommodation. As a result, the resident's accessibility to cheap grocery, choice of brands, and reasonable accommodation is limited and need to search alternatives at mainland. Locals' job opportunities are also then limited by the domination of tourism industry, an issue the interviewees suggest that should be addressed by the municipality.

Regarding to the issues of Tourism, all the interviewees have neutral opinions about tourists themselves, but with acknowledge the need of tourism management in the city. Furthermore, the interviewees are generally not appreciative towards protesting movements as they described it as "*too self-centric*" and against sharing the beauty of Venice with everyone.

5.1.1.3 Residents' place memory and attachment

Despite the issues the residents are facing, the reason for them to stay in Venice is because of the high quality of life put together by the reasons mentioned in 5.1.1.2. and that they have suitable rate for renting. However, this does not apply to everyone, as many others left, due to expensive costs of living.

Findings indicate that aspects that help in developing a positive association with places depends on quietness, freedom of exploring various places in city and in the lagoon, and being able to enjoy the view of Venice which give them a sense of belonging.

Above mentioned aspects are further reflected through the residents' unique memories of Venice, mainly related to the waterscape and activities, such as swimming in the water canal or picking up the soccer ball that was kicked into the canal.

5.1.2.2 Mapping of Tourism ecology in Public Spaces

Tourist flow

The tourist flows are divided in three main branches, Strada Nova, Scalzi Bridge, and Academic Bridge. In general, the percentage of the flow of the tourists has been divided consistently regardless the time of the day, with more than half of the tourists going through Strada Nova. While in the evenings, Piazza San Marco and Strada Nova remain relatively crowded with tourists. At Santa Lucia train station, various campo, local bars, and local crowds (workers, children, students) can be spotted.

The flow of the tourists was observed in March and April, which is assumed will be different when the cruise season start (in April until November). The prediction is that the daily excursionists will increase the daytime population, in comparison to the night time population.

Commercial activities

Following the tourists flow, the commercial activities are established on the main routes, including souvenirs, expensive restaurants, and hotels. There are occasional stores and stalls for daily necessities for the locals but mainly they are readily available in other neighbourhood clusters away from the main routes. Various campo consists of a mix of commercial activities, leaving the space opened to the usage of tourists and residents. Generally speaking, the findings suggest that the type of users and the type of commercial activates are interdependent.

The territory of Locals and Tourists

Findings also suggest that public spaces' features are relevant to different users, hence create soft boundary of territories. The characteristics of this territoriality of locals and tourist differs according to the function and the form of the public space.

On the one hand, public space preferred by the locals, such as the northern part of Cannaregio, features shops that reflect daily needs, that exhibit traces of inhabitation (such as clothes hanging across the street), and mostly with lesser ground floor transparency.

Public space favored by the tourists such as Strada Nova, and Piazza San Marco,

on the other hand, is dominated not only by the obvious tourist attraction, but also tend to stay on main roads, and decorated shops that echo the tourist of their image of Venice. This can be observed in public spaces such as San Marco, Western part of Castello and San Polo.

The competition between the usage of the spaces results in direct conflicts in the public spaces, which will be further explained in the coming section.

Observation of conflicts between Tourists and Residents in public spaces

The findings suggest that different culture, and user's purposes also contributes to such conflicts.

These conflicts are avoided by locals by staying within their territory, unless it is necessary to other contested public spaces between the locals and the residents.

Contested public space -Mercato di Rialto

Mercato di Rialto's case has demonstrated that although there is conflict of the use of space between locals and the tourists, it does not directly influence residents's access to the resources and necessities they need. Moreover, most of the locals adapt through buying in earlier hours. In terms of financial capitals, as seafoods are not bought by the tourists (usually they eat in the restaurant), the prices are cheap for the Venetians as such their livelihoods are not affected in this aspect.

5.1.2.3 Current discussion of solution

Government strategies – the local assembly

The empirical study shows that the issues regarding the livelihood and the public spaces of Venice are currently discussed on policy and managerial level by the local government. There are several strategies for managing tourism mentioned in the assembly. First, the government is aiming at strengthening its maritime and culture economy to diversify economic activities from Tourism industry, and to provide other job opportunities. Second, the government is aiming at attracting young professionals and academics through providing monetary support, as the city of Venice has been constantly losing its young population. Third, the government will implement data registration to control the population of tourists according to city's capacity. Finally, through relocating the cruise ship port, the government wants to eliminate the original cruise route that is posing

detrimental damage to the lagoon environment.

Although there are also many local organizations aspire to contribute to solving the challenges of livelihood and the contested public spaces, the conversation and collaboration between the officials and civic stakeholders are currently missing.

Other organizations in Venice

Additionally, many organizations contribute to solving the above-mentioned issues of tourism and to regain ownership of their city through creative means such as creating a social hub to teach both locals and the tourists traditional boat rowing. The findings suggest that the organizations are strongly networked with other associations and has close link with the local communities, which resembles an active and healthy level of ability to exercise their rights.

5.2 Discussion

In accordance to the summarized findings presented in the conclusion section, it is important to reflect on the aim and objectives of the study. Initially the study aimed at:

Firstly, understand different concepts and theoretical backgrounds concerning the research topic which were covered and was given an overview, including historic and current situations concerning city development, tourism, and local well-being in Venice presented in chapter 2 and 3. Furthermore the study aimed at exploring old and existing social networks of the local inhabitants and institutions in Venice; however, given time constraint and challenges during the data collection process, only existing social networks were explored, leaving the old ones for further research.

In addition, an understanding of the dynamics and relationship of impacts (beneficial and non-beneficial) on local community in various aspects (e.g. social, cultural, economic, environmental, and political) through public spaces was studied through mapping and interviews with deeper focus on social, economic, and political aspects.

Responding to objective number 5, the study identified potential negotiation ground through contested public spaces, however, the constructive responses

towards the conflict of mass tourism in historic city of Venice needs to be done through participatory processes involving bigger sample sizes of residences, tourists and including all stakeholders.

In addition, the summarized findings are also important to reflect on the literature studied.

First, to address the phrase ‘Tourist City’, in simple terms, Venice is a ‘Tourist city’. However, historically speaking, Venice has been a resilient city that has built its foundation upon various economic activities, and social welfare mechanism (Horodowich, 2009) up until early modern era where the grand tour began to pick up Venice’s tourism industry. The process of ‘urbanization tourism’ (Hall, 2015) can be evidenced here where tourism is the product of a matured city’s ‘urbanicity’ (Ashworth, 2011). Although, Edwards et al. (2008) argued that there is no such thing as ‘Tourist City’ as a city can not function on a single commercial activity, a tourist city is not just static state, as found in Venice case, it is also a process. To recover quickly post-war, industrialization as well as tourism industry were in favored for. This put into terms of political economy of tourism, means that not only the rise of global consumption for leisure activities is the driving force (Pasquinelli, 2016), tourism is also a vital part of the production process (Spirou 2008) in Venetian case. The process of becoming a ‘tourist city’ however is based on the differences that in current time the foundation of Venice, a strong, diverse and healthy economy was not found after the war.

On one hand, findings of the observation in tourism spaces matched the definition of mass tourism (Judd & Fainstein, 1999) which includes consuming a wide range of tangible goods, such as souvenirs, foods, transportation, and physical facilities. On the other hand, through interview results, Venetians still find the city livable, and the main reason is of the resource of public spaces. This suggest that Venice is still a struggling case, not completely lost, to tourism industry. In addition, many accounts suggests that it can still be argued that their accessibility on water is still greater than of those of tourism industry.

The findings suggest a gap between the perceptions of residents that tourism issues are not being managed by the government, and government’s effort on strategy to combat tourism issues in short and long terms. The gap between

them is the effectiveness and efficiency in delivering them. The suggestion made by Pasquinelli and Bellini (2016), which is integrating macro influences and stakeholders into the approach of managing tourism; may be a reflection for the government of Venice to consider, given the strong dynamic of creative and active groups of local organizations.

The successful case of this approach can also be found in the history of Venice, where the social networks of scuole, confraternities and many local organizations, gave individuals a sense of identity and civic rights of political participation, in which the support covered wide array of issues, and worked in close collaboration with the local administration, had given the Republic of Venice the foundation of Serenissima.

5.2.2 Limitations and Challenges

As previously mentioned findings of this study give an insightful view in issues regarding the livelihood and public spaces in a tourism destination city such as Venice. However, some limitations and challenges of the study should be considered when quoting these findings and in case this study is taken as a starting point for further research:

On Process

- Desktop research and literature reviews are based on research of keywords. Although a considerable amount of data was collected, incomplete search of inexhaustible knowledge from the literatures within time frame is inevitable
- During the interview, personal behaviors or position from the researcher might influence the answers of the interviewees. Interpretation of the mood, and intention may also be subjective
- Due to a small network and time constraint, the researcher could not comprehensively interview every experts, academics and related personnel. The obtained understanding of the current situation will influence the research and applicability
- Having only basic knowledge of Italian, puts the researcher in disadvantage for Italian literatures and local assemblies for the Italian residents.

On Findings

- Public spaces provide some insights into how healthy the local livelihood is. However, according to what the FAO identified as the asset of local livelihood, public space itself allows only surface understanding into all these assets. These assets depending also on subjective experiences, household condition, and other condition that is not within the premises of the realm of public space.

5.2.3 Further Research

Although the findings of this study are responding primarily to the research objectives exploring issues of livelihood and public spaces in Venice, further topics were identified that could be a starting point for further research and if conducted findings from those topics can complement the findings of this study.

The livelihood of Children in Venice

For example, during the research, Venice is identified as a safe and kids' friendly city. Campos are described as children-friendly and a great resource despite tourism issues. A topic that could be dwelled on is to investigate into the case from children's and parents' perspective, and how it can be used to incorporate into government's strategy to try and bring younger generations into the city.

The contribution of the waterscape to the livelihood of Venice

Another further research topic could be on Venetian's water accessibility. It was identified in the research that Venetians can roam around lagoon on their boats, escaping from the crowds. This relates back to the importance of water canals for the Venetian people. It is a form of public space that Venetians have greater control to the tourists, this topic could provide potential opportunities for Venetians to claim the rights to the city.

Local governance of livelihood and public spaces in Venice

Local Organizations were found to be very active in Venice, not only in protesting but also bringing creative solution to the table. A further research into the role of grass root organizations and managing the tourism can shed light to government's strategy in solving the tourism problems.

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In depth interview (Semi-structured)

1. Age/ Gender/ Profession
2. Were you born in Venice? And or how long have you stayed in Venice for?
3. Where do you reside in Venice? Do you work in Venice?

Accessibility and Mobility

4. How do you usually go to work or study? What sort of encounters do you typically have on your way to and from your work?
5. Where do you or your family usually go to grocery shopping? What sort of encounters do you typically have on your way to and from?
6. Is it easy to access what you need?
7. Tell me about how you spend your weekdays and weekends typically? What sort of services (e.g. barber shop), socializing, leisure activities do you use? What sort of encounters do you typically have?
8. Are you satisfied living in Venice? If not, what is the most urgent thing you think need to change?

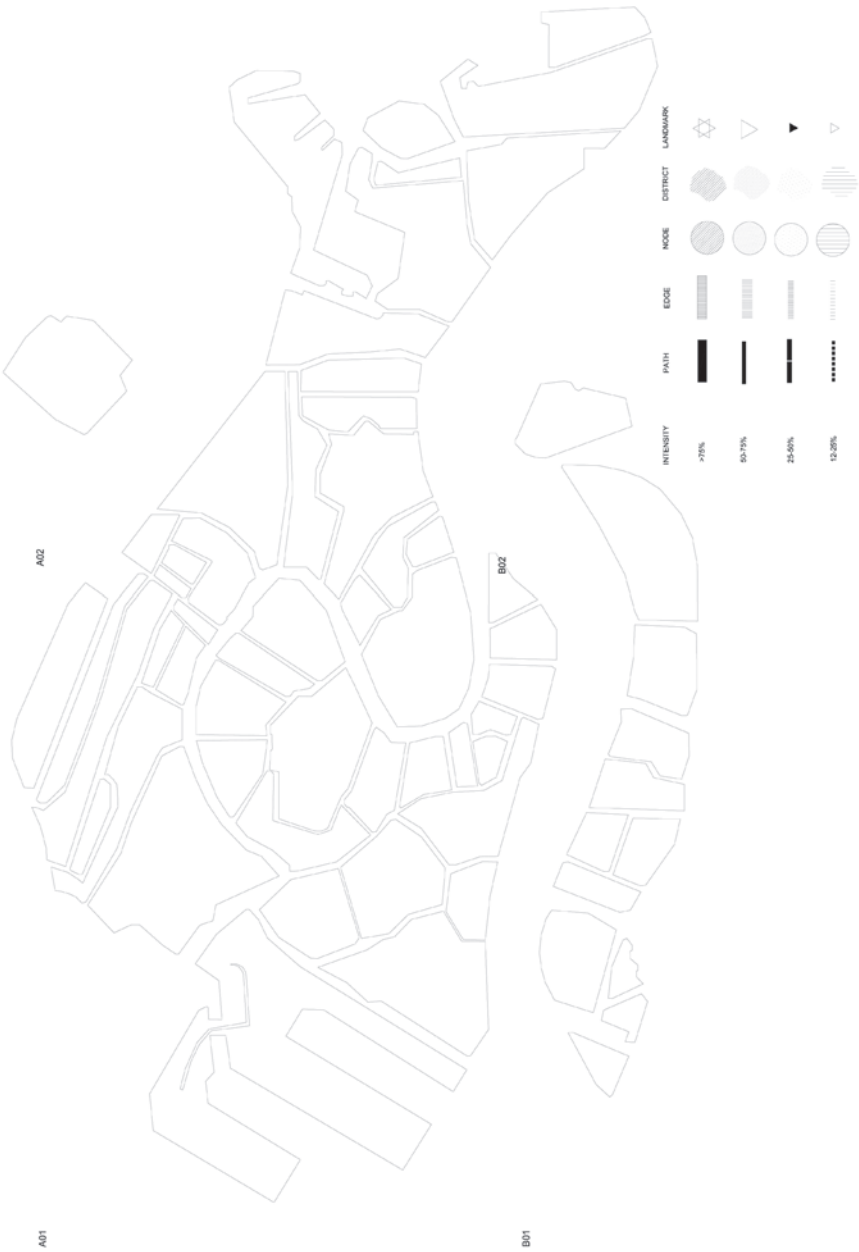
Perception on Tourism

9. How do you perceive tourists and why?
10. In what ways, has your daily life been compromised with tourism? What and where are the places you are sharing with the tourists now?
11. Who do you think should deal with this issue? Do you know any organizations that are fighting for this rights?
12. Do you go to, or enjoy the festivals? (e.g. the carnival)
13. Place memories and attachment

14. Why do you choose to live in Venice? (Memory? Economic reasons? Culture? Social Network?) Describe your relationship with Venice?
15. And do you know personally anyone who has moved out of Venice, and for what reason?
16. Tell me your favourite spot in Venice and why? What activities do you most enjoy in Venice?
17. Tell me something interesting about your neighbourhood? Childhood?
18. What do you think represent Venice nowadays?
19. Can you introduce me to someone who might be interested in taking this interview?

Mind Map (1:100 whole map, 1:50 sectional map) (see below)

- Residence (Q2)
- Your work/study place (Q4)
- Places you go (Q7)
- Public space you go to / space you don't go to or avoid going to
- Your favorite place (Q15)
- Where most of the tourists are, where most of the residents are
- According to legends of Lynch's mind map (once they have identified their places.



Interview (Semi-structured) for organizations

1. Tell me a little bit about yourself, what is your role in the group?
2. How long have you joined the group? When is this group founded?
3. What is the goal/aim of this group? And why do you think it is important to do what the organization is doing?
4. Did you have inspiration from other organizations?
5. How big is the group? Who are the members in this group? How do you become a member of this group? How do people know your organizations?
6. What has the organization done so far? How does the organization function? What kind of events do you hold, and how frequent? Would you describe your group as reactive or proactive and why? What is a typical day of the organization?
7. How does the group sustain financially?
8. What are the challenges the group is facing? what is the most satisfying part about your role in this group?
9. How do you see your relationship with local residents? Is there any conflict between your group and other local interests?
10. Who do you collaborate if any?

الملخص

هذه الرسالة تتناول موضوع فرص استعادة سبل العيش المحلية، من خلال تحليل الحيز العام. البحث يركز على المنطقة القديمة لمدينة البندقية، حيث اثرت مشاكل السياحة على سبل عيش المجتمعات المحلية. تم دراسة الخلفية النظرية للسياحة الحضرية وحالة مدينة البندقية، وتم دعم هذه الدراسة بعمل دراسة ميدانية، والتي شملت مراقبة وظائف وأشكال الأماكن العامة، بالإضافة الى مقابلات مع السكان المحليين ومؤسسات مختلفة.

حددت نتائج الدراسة إمكانية وصول السكان وتنقلهم إلى الحيز العامة، وتصوراتهم فيما يتعلق بإدارة السياحة، والأماكن التي يقوم السكان بتطوير علاقة معها. وعلاوة على ذلك، تم وضع خرائط لمهام وأشكال الأماكن العامة، كما تمت دراسة استراتيجيات الحكومة والمنظمات المحلية.

كلمات البحث: مدينة سياحية، سبل العيش المحلية، السياحة الحضرية، الفضاء العام، البندقية، جيلاتو

إقرار

هذه الرسالة مقدمة في جامعة عين شمس وجامعة شوتجارت للحصول على درجة العمران المتكامل والتصميم المستدام. إن العمل الذي تحويه هذه الرسالة قد تم إنجازه بمعرفة الباحث سنة ٢٠١٧.

هذا ويقر الباحث أن العمل المقدم هو خلاصة بحثه الشخصي وأنه قد اتبع الأسلوب العلمي السليم في الإشارة إلى المواد المأخوذة من المراجع العلمية كل في مكانه في مختلف أجزاء الرسالة..

وهذا إقرار مني بذلك،،،

التوقيع: Yu-Hsin Hsiao

الباحث: يوهسين هسياو

التاريخ: ٢٠١٧/١١/١٥

فرص استعادة سبل العيش المحلية في المدينة السياحية

مقدمة للحصول على درجة الماجستير في العمران المتكامل والتصميم المستدام

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تاريخ المناقشة:

الدراسات العليا

أجيزت الرسالة بتاريخ:

موافقة مجلس الجامعة .../.../...

جامعة عين شمس



جامعة شتوتجارت



ختم الإجازة
موافقة مجلس الكلية .../.../...