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Paolo Avarello

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*edited by Manuela Ricci
Roberta Lazzarotti*

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*Giovanni Biallo
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*edited by Piergiorgio Bellagamba
Piergiorgio Bellagamba
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Luisa De Biasio Calimani
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*edited by Valentina Cosmi
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Parco Europa at Cesena

Riccardo Barbieri

The areas included between via Piave, viale Europa and the Railroad belong to an urban environment strategic for the urban renewal of Cesena. Indeed, due to their size and position, they constitute a precious resource for the creation of a new urban fabric.

The project is based on division of the area into three parts: the first, to the north of viale Europa looks over part of via Comandini, and is marked by a new commercial building, the second, between viale Europa and the railroad, is occupied by a school and the bus terminal, whereas the third, between viale Europa and via Piave, is mainly a residential area.

This urban regeneration project takes as its starting point analysis of the urban quadrant in which the area is set, and suggests a new urban fabric based on two communication axes, both functional and visual: an equipped, 'matrix' route for pedestrian use, linking up with the central area of the former Arrigoni factory and a highly distinctive boulevard (viale Europa) between the Station and the new university, residential and service areas of the former sugar factory. viale Europa is conceived as a broad boulevard, lined by the existing trees on both sides, starting from the Station and going as far as the intersection with the overpass, and flanked by a series of buildings, in the same style as those in place, which recreate its typically urban alignment.

Thus, we see the emergence of a park within these boundaries, an ideal throughway for the students of the nearby faculties, similar to the gardens along Cesena's old curtain walls. Building layout responds to two objectives: designing an urban area in line with the existing structures of the

quarter and ensuring optimum exposure conditions. Buildings are mainly set on the heliothermic axis, with living rooms shaded by balconies and with the most favourable orientation. This project combines the requirements of bio-climatic architecture with those of urban decorum, with more refined facades fronting the main streets and those of more homely style towards the interior. Motor vehicles are relegated to underground areas.

Traditional and modern-day materials blend and are superimposed according to the law of necessity. The style of architecture proposed is that suited to a serene dignified city, a complex human city not seeking striking effect, but rather a suitable background for day to day life where its inhabitants may stroll, meet together, make purchases and take refreshment, work and live, where all elements live peaceably side by side.