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The reform we want

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Problems, policies, and research

City-ports. Plans and projects
 Guidelines for port planning regulations
 The maritime transport situation
 Urban planning for waterfront redevelopment
 The port-city interface as filtering line
 The port as a park
 Maritime traffic in the Mediterranean and Mediterranean issues
 Port planning in the minor ports of Emilia-Romagna region
 Emilia-Romagna ports
 Tourist ports and urban development

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Projects and implementation

Verona sud. The "Cardo massimo"
 To imagine south Verona
 South Verona and the 'style of the city'
 The interpretation of a context for the construction of an urban plan
 The street as a settlement rule. The project as a new identity image
 The outline director for mobility and for public transport
 The matrix of the landscape: the 'Cardo massimo', the sequence of the open spaces
 The environmental strategic assessment
 Land uses asset: a description along the axis
 The guide criteria for the street plan and the seven drafts of the Cardo
 Project deepening: two 'threshold' spaces along the 'Cardo massimo'
 The normative structure
 The perequative model
 The quantities for the Variante

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Reggio Emilia: project, perequation and implementation
 An international design competition for a Masterplan by private developers
 Urban plan for parco Ottavi: from the competition to the definitive plan
 Parco Ottavi: the design of the green areas
 Communicating parco Ottavi

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Profiles and practices

Tools for shared representation of sites. From "Parish maps" to "identity maps"
 The project Parish Maps in West Sussex
 Identity representation and participation: a Genoese periphery district experience
 Children and identity representation: two maps for Savona town

Sofia Morgado

Lisbon: five metropolitan states from unoccupied space

Adele Semeraro, Simona Rappuoli

Methods and tools

The management of the changes in the agrarian landscape, challenges and innovations of Siena Ptc

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Towards the territory orientation plan of the Tuscany Region
 Town planning and upland areas
 Good town planning: a question of culture
 Effectiveness as a quality in public planning
 Interview with Riccardo Conti

The guide criteria for the street plan and the seven drafts of the Cardo*Simona Gabrielli*

Inside the linear urban system of the Cardo massimo it has been possible to identify seven different homogeneous drafts, distinguished for analogous morphologic, insediative characteristics and uses. The road is different in every moment in relation to the movement and it is shaped like a series of events in succession. Along the axis you can think the windows as 'scansions' of a perception from the car in deceleration from the motorway door going towards the center and in acceleration in escape. The perception of the objects along the street edge is the relationship between the height and the occupied surface. The reflection regards the relationship between the length and the height of the built up fronts where the largeness of the objects changes directly according the speed, since the degrees of the visual angle vary when the distance varies.

Just under the net structure near the street, there is the gallery destined to receive means of public transport conceived not to interfere with the street tracing and at the same time to guarantee the feasibility and the implementation of the transformation planned in the areas along the axis.

A big importance is given to the lighting system regarding the night vision, the quality of the light, its various intensity depending on the distance from the city; the lighting plan takes into account also the height from the ground and the cadence of the elements that become material measure of the space in the night vision.

The seven drafts of the Cardo record gradually a

built up curve, similar to a parabola that, at a general scale, is given by greater density in the intermediate part (from the Adige workshops to the Manufacture tobaccos) instead of the two extreme south and north drafts.