



Urbanistica n. 131

September-December 2006

Distribution by www.planum.net

Federico Oliva

The reform we want

edited by Rosario Pavia, Matteo di Venosa

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

edited by Federica Alcozer, Bruno and Simona Gabrielli

Projects and implementation

<i>Roberto Uboldi</i>	Verona sud. The "Cardo massimo"
<i>Bruno Gabrielli</i>	To imagine south Verona
<i>Federica Alcozer</i>	South Verona and the 'style of the city'
<i>Simona Gabrielli</i>	The interpretation of a context for the construction of an urban plan
<i>Ugo Baldini</i>	The street as a settlement rule. The project as a new identity image
<i>Andreas Kipar</i>	The outline director for mobility and for public transport
<i>Ugo Baldini</i>	The matrix of the landscape: the 'Cardo massimo', the sequence of the open spaces
<i>Marina Bassi</i>	The environmental strategic assessment
<i>Simona Gabrielli</i>	Land uses asset: a description along the axis
<i>Maurizio Cazzulo</i>	The guide criteria for the street plan and the seven drafts of the Cardo
<i>Pietro Cozzani, Daniele Iselle</i>	Project deepening: two 'threshold' spaces along the 'Cardo massimo'
<i>Pietro Cozzani, Daniele Iselle</i>	The normative structure
<i>Paolo Boninsegna</i>	The perequative model
	The quantities for the Variante

edited by Anna Campeol

*Antonio Malaguzzi, Andrea Bondonio
 Andrea Bondonio
 Stefano Mancuso, Alberto Giuntoli
 Benta Wiley*

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

edited by Franca Balletti

*Kim Leslie
 Franca Balletti, Silvia Soppa
 Marialessandra Signorastrì*

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

*Silvia Viviani
 Mariella Zoppi
 Romano Viviani
 Massimo Morisi
 Leonardo Rignanese*

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 perequative model

Pietro Cozzani, Daniele Iselle

The Italian 'perequation' is an urban planning instrument proposed by the variante in order to obtain a fair distribution of the rights to build and of the burdens deriving from the implementation of the territorial equipment, among the owners and the developers of the interventions.

The perequative proposal that has been adopted for this variante intends to face the legal and economic nodes of the development regimen, recognizing at the market its own requirements, but introducing general rules that can stimulate, rather than suffocate, the initiatives and that can reduce most of the possible distortions of the private and single interest, safeguarding the general interests of the society.

The main rule of the perequative model is connected to the classification of the land:

- location of the development areas;
- indifferent positioning of the potential new volumes;
- perequation of the territorial build index;
- implementing modalities;
- acquisition of areas for public facilities and infrastructures;
- these areas for public equipment are included in the territorial build index.

This means that in this new model the neat separation between the building areas and those bound to public facilities does not exist any more.

With this model every area has one 'objective build right'; that is given to all the areas, even to the areas destined to public interventions.

The Masterplan characterizes moreover two strategic public works of urban scale.

The big parking of south Verona represents a strategic infrastructure of mobility in order to limit the direct access of the vehicles inside the city and to transfer the customers through rapid public transport. Also the municipal areas of the car parking participate to the application of the institute of the perequation through the attribution of new building capacity.

The urban exposition park is the privileged node of the green system in the within of the municipal ecological net. The perequation model is used also for the developing areas of the National railways.

An additional contribution for the implementation of the public transport infrastructure will be paid by the developers that will build along the street.