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South Verona and the 'style of the city' *Bruno Gabrielli*

A change (variante) to a master plan often seems to be a betrayal that creates a new master plan; more often it is just a way to implement to adapt the plan to modified conditions. The Masterplan of south Verona is something different for many reasons. As far as the formal design is concerned, the aim is to put together, in a wide and complex area, different parts, made by defined and approved projects, suggestion and proposition plans, buildings to preserve; these parts included in the Masterplan have to be in connection with other strategic areas, such as the railway park area of Verona Porta Nuova and the junction area of the motorway. In this context, the theme of the public space and urban quality becomes the central element, together with infrastructures and public transport. To ensure urban quality, the Master-plan of south Verona puts special attention on the urban design aspects like alignments, lying positions, heights of the buildings. The urban space, made by dense and empty facts, has to reflect a drawn control that is represented in a catalogue that designs all the elements that compose the large pedestrian street of 25 ml designed along viale del Lavoro. The same care has been placed in the rules for the green areas. Another interesting element is connected with the choice to give a new monumental image to this part of the city: a big mall to get into the historical town, with a defined urban design, very different from the historical identity of the ancient Verona. The master plan sets the new north-south axis that leads from Porta Nuova to

highway door of south Verona. A strong axis, that links the historical centre to the new part of the town: the only urban element able to characterise and to give order to the settlements of the last century. Around this main axis, there are still the signs of the old connections from the countryside to the urban area, that design a fan from west to south and east. But none of them can be such important as viale del Lavoro. The occasion to build again this axis through the development of many areas that were industrial represents a strategic choice for the future of the city. The physical configuration of the historical town is characterised by the Adige river, by the surrounding hills, by the walls and the doors of the old city. Inside, the walls, the squares, the monuments, and many smaller architecture specify the identity and the morphology of Verona. In this context the project want to design a new important street, architecturally defined through cadences, rhythm and architectural fronts, to give a different, contemporary and clear identity. An ordered system that leads to the complexity and architectural richness of the historical centre. Another big theme concerns the building of the principal infrastructures and urban facilities: the turnover of the motorway gate, the implementation of a subway system for public transport, the building of a new transversal east-west street. As far as this is concerned, the implementation is controlled by specific rules, that bind the public works for the public transport gallery, and the public pedestrian areas above (25 meters large) to private development interventions. Then an additional contribution is previewed by other private developments, also in areas not so near to the main street but included

in the Masterplan. According to this philosophy, the Masterplan controls and designs the urban project, the distribution of the land uses and functions, of the maximum quantities of new buildings, the morphological rules for the public spaces, for the green areas and for the architectures that will be built, and the implementation model to follow the whole process.